September 25, 2025

CALL AND NOTICE OF A REGULAR MEETING OF THE
EXECUTIVE COMMITTEE
OF THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

NOTICE is hereby given that a regular meeting of the Executive Committee will be held Wednesday, October 1, 2025, at 9:00 a.m., in the Airport Skyroom of Hollywood Burbank Airport, 2627 N. Hollywood Way, Burbank, California 91505.

The meeting may also be accessed at the following location:

Marriott Grande Ocean
51 S. Forest Beach Dr
Hilton Head Island, SC 29928

In addition to attending the meeting in person, members of the public may observe the meeting telephonically and may offer comment in real time through the following number:

Dial In: (978) 990-5000
Access Code: 880737

Terri Williams, Board Secretary
Burbank-Glendale-Pasadena Airport Authority

REGULAR MEETING
OF THE
EXECUTIVE COMMITTEE
Airport Skyroom
Wednesday, October 1, 2025
9:00 a.m.

The public comment period is the opportunity for members of the public to address the Committee on agenda items and on Airport-related non-agenda matters that are within the Committee's subject matter jurisdiction. At the discretion of the presiding officer, public comment on an agenda item may be presented when that item is reached.

Members of the public are requested to observe the following decorum when attending or participating in meetings of the Committee:

- ***Turn off cellular telephones and pagers.***
- ***Refrain from disorderly or boisterous conduct, including loud, threatening, profane, or abusive language, clapping, whistling, stamping, or other acts that disrupt or otherwise render unfeasible the orderly conduct of the meeting.***
- ***If you desire to address the Committee during the public comment period, fill out a speaker request card and present it to the Board Secretary.***
- ***Confine remarks to agenda items or to Airport-related non-agenda matters that are within the Committee's subject matter jurisdiction.***
- ***Limit comments to three minutes or to such other period of time as may be specified by the presiding officer.***

▼ ▼ ▼

The following activities are prohibited:

- ***Allocation of speaker time to another person.***
- ***Video presentations requiring use of Authority equipment.***

▼ ▼ ▼

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the Authority to the Committee less than 72 hours prior to that meeting are available for public inspection at Hollywood Burbank Airport (2627 N. Hollywood Way, Burbank) in the administrative office during normal business hours.

▼ ▼ ▼

In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Board Secretary at (818) 840-8840 at least 48 hours prior to the meeting.

A G E N D A

Monday, October 1, 2025

1. Roll Call
2. Approval of Agenda
3. Public Comment
4. Approval of Minutes
   a. September 3, 2025 ***[See page 1]***
5. Items for Approval
   a. Addendum to Final Environmental Impact Report
   Replacement Passenger Terminal ***[See page 3]***

   Staff seeks an Executive Committee ("Committee") recommendation to the Commission that it adopt an Addendum to the Final Environmental Impact Report for the Replacement Passenger Terminal ("RPT") program that has been prepared to demonstrate fulfillment of Condition of Approval 42 of the Development Agreement between the Authority and the City of Burbank, pertaining to roadway improvements to the southbound connector road between San Fernando Boulevard and Hollywood Way (Exhibit A).

   b. Approval of Water Connection License Agreement
   City of Burbank ***[See page 5]***

   Staff seeks the recommendation of the Executive Committee to the Commission to approve a License Agreement with the City of Burbank for temporary access and use of the Authority's property to install potable and fire protection water connection to the Replacement Passenger Terminal.

   c. Approval of Task Order Amendment
   Replacement Passenger Terminal Project ***[See page 6]***

   Staff seeks a recommendation from the Executive Committee to the Commission to approve a Task Order Amendment to the Guaranteed Maximum Price for Holder, Pankow, TEC – A Joint Venture for the following change:

      1. $741,999 – Airline Ticketing and Ramp Operations Office Design Revisions

6. Items for Discussion

    a. Replacement Passenger Terminal (“RPT”) Base Building Utility Infrastructure Status; Concessions Program

    No staff report attached. Jacobs Project Management Co. staff will provide a status report to the Committee regarding the coordination between the RPT Base Building Design Builder and the Concessions Program, and potential contingency steps that may be necessary to ensure that the milestones dates for the RPT completion are achieved.

7. Items for Information

    a. Replacement Passenger Terminal Project Construction Update

    No staff report attached. An updated video will be presented.

    b. Committee Pending Items ***[See page 8]***

8. Adjournment

MINUTES OF THE REGULAR MEETING OF THE EXECUTIVE COMMITTEE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

WEDNESDAY, SEPTEMBER 3, 2025

A regular meeting of the Executive Committee was called to order on this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 9:04 a.m., by Commissioner Talamantes.

1. ROLL CALL

Present:	Commissioners Talamantes, Quintero and Hampton
Absent	None
Also Present:	Staff: John Hatanaka, Executive Director
	Perry Martin, Sr. Program Manager, Jacobs Project Management Co.

2. Approval of Agenda

Motion	Commissioner Quintero moved approval of the agenda, seconded by Commissioner Hampton.
Motion Approved	The motion was approved (3–0).

3. Public Comment — There were no public comments.

4. Approval of Minutes

a. July 2, 2025

b. August 6, 2025

A draft of the minutes from the Executive Committee meetings on July 2 and August 6, 2025, was included in the agenda packet for review and approval.

Motion	Commissioner Quintero moved approval of the Committee minutes; seconded by Commissioner Hampton.
Motion Approved	The motion was approved (3–0).

5. Items for Information

a. Approval of Task Order for Solar Photovoltaic Array System Replacement Passenger Terminal

Staff sought a recommendation from the Executive Committee to approve a $1,762,485 Task Order Amendment to Holder, Pankow, TEC – A Joint Venture for the installation of a solar photovoltaic array system on the Replacement Passenger Terminal. This installation will enhance the project's ability to achieve the Commission's aspirational goal of a Leadership in Energy and Environmental Design Gold Certification from the U.S. Green Building Council.

Staff previously notified the Commission of change orders approved pursuant to Resolution No. 499 for the cost of design and procurement of materials for the solar photovoltaic array system. Those notifications were issued on:

- November 6, 2024 - $389,664 for the design of the solar photovoltaic system.
- August 18, 2025 - $350,000 for the procurement of long-lead equipment and materials.

With the above actions, inclusive of this proposed Task Order Amendment, the total cost of the solar photovoltaic array system is $2,502,149.

Motion

Commissioner Quintero moved approval; seconded by Commissioner Hampton.

Motion Approved

The motion was approved (3–0).

6. Items for Information

a. Replacement Passenger Terminal Project Construction Update

Jacobs Project Management provided a construction update and the latest progress video.

b. Committee Pending Items

Staff informed the Committee of future pending items that will come to the Committee for review.

7. Adjournment

There being no further business, the meeting was adjourned at 9:30 a.m.

STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
EXECUTIVE COMMITTEE
OCTOBER 1, 2025

ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT

Prepared by Aaron Galinis
Principal Planner

SUMMARY

Staff seeks an Executive Committee ("Committee") recommendation to the Commission that it adopt an Addendum to the Final Environmental Impact Report for the Replacement Passenger Terminal ("RPT") program that has been prepared to demonstrate fulfillment of Condition of Approval 42 ("COA 42") of the Development Agreement between the Authority and the City of Burbank ("City"), pertaining to roadway improvements to the southbound connector road between San Fernando Boulevard and Hollywood Way (Exhibit A).

BACKGROUND

On July 11, 2016, the Commission approved the following two actions related to the RPT project:

1. Adoption of Resolution No. 469 (Exhibit B), certifying the Final Environmental Impact Report ("FEIR"), adopting findings pursuant to the California Environmental Quality Act ("CEQA"), adopting a Mitigation Monitoring and Reporting Program, and adopting a Statement of Overriding Considerations, and

2. Adoption of Resolution No. 470 (Exhibit C), approving a Development Agreement with the City, approving a modification to the Amended and Restated Grant of Easements, Declaration of Use Restrictions and Agreement for Adjacent Property ("Easement Modification") with the City, and approving the City's proposed Conditions of approval.

Within the Development Agreement, there are 241 conditions of approval that the Authority must comply with. COA 42 requires that, if the Adjacent Property Terminal Option is constructed, the Authority shall widen the southbound connector road between San Fernando Boulevard and Hollywood Way located on the southwest corner of this grade-separated intersection to provide a second signaled right turn lane from San Fernando Boulevard to Hollywood Way. Exhibit D presents the improvements required by COA 42.

Since the certification of the FEIR, a private developer has constructed a development known as Avion Burbank ("Avion") immediately adjacent to the RPT project site. As part of the Avion project, the developer made improvements to the intersection of San Fernando Boulevard and Hollywood Way, in fulfilment of their separate Development Agreement associated with that project. The improvements required of and implemented by Avion differed from those described in COA 42, as presented in Exhibit E.

PREPARATION OF FEIR ADDENDUM

An Addendum to the FEIR was prepared to provide a technical comparison of COA 42 and the Avion improvement, to determine whether the Avion improvement provides an equivalent or greater mitigation for the impacts at the intersection. The Addendum is attached as Exhibit E.

IMPACT SIGNIFICANCE

The findings of the Addendum to the FEIR determine that the Avion improvement provides a better operational result and the least hazardous design for the ramp from San Fernando Boulevard to southbound Hollywood Way, compared to the improvements that would be made under COA 42. Therefore, making the COA 42 improvements to the intersection of San Fernando Boulevard and Hollywood Way is no longer required and there would not be a change in the FEIR conclusions if they are not made.

Staff will continue to work with the City to document the fulfillment and compliance of the COA items, which to date are approximately 45% complete.

STAFF RECOMMENDATION

Staff seeks a Committee recommendation to the Commission to adopt the Addendum to the FEIR that has been prepared, thus documenting fulfillment of COA 42.

Attachments:

Exhibit A: FEIR Addendum
Exhibit B: Resolution No. 469
Exhibit C: Resolution No. 470
Exhibit D: COA 42 Improvement
Exhibit E: Avion Improvement

STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
EXECUTIVE COMMITTEE
OCTOBER 1, 2025

APPROVAL OF WATER CONNECTION LICENSE AGREEMENT CITY OF BURBANK

Presented by Perry Martin
Jacobs Sr. Program Manager

SUMMARY

Staff seeks the recommendation of the Executive Committee ("Committee") to the Commission to approve a License Agreement ("Agreement"), copy attached, with the City of Burbank ("City") for temporary access and use of the Authority's property to install potable and fire protection water connection to the Replacement Passenger Terminal ("RPT").

BACKGROUND

The RPT project is in its 23rd month of construction and has reached the stage where the permanent water connection to the RPT can be undertaken. Burbank Water and Power ("BWP"), the municipal water supplier for the City of Burbank, will be providing potable and fire protection water service to the RPT. As part of ongoing work, the project is scheduled to make a permanent connection to BWP's main water system to service the RPT very soon. The water connection is a necessary step on the construction schedule to enable flushing and activation of the RPT's internal water systems.

The point of connection between BWP and the RPT is on the Authority's property as well as BWP's water meter being installed at this location. To ensure BWP has access for service and maintenance of the water meter, a permanent access easement between the Authority and the City will be required in the future. The process of recording the water easement can only be undertaken when the project is completed. Timing for this is not expected to occur until the second quarter of 2026. In the interim, the Agreement has been prepared to provide BWP access to make the water connection in the water utility connection vault area on the RPT site. The Agreement outlines the terms under which BWP may proceed with the water connection and perform necessary work.

STAFF RECOMMENDATION

Staff seeks the Committee's recommendation to the Commission to approve the proposed Agreement with the City and authorize the President to execute the same.

STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
EXECUTIVE COMMITTEE
OCTOBER 1, 2025

APPROVAL OF TASK ORDER AMENDMENT REPLACEMENT PASSENGER TERMINAL PROJECT

Presented by Jacobs Project Management Co.

SUMMARY

Staff seeks a recommendation from the Executive Committee ("Committee") to the Commission to approve a Task Order Amendment to the Guaranteed Maximum Price ("GMP") for Holder, Pankow, TEC – A Joint Venture ("HPTJV") for the following change:

1. $741,999 – Airline Ticketing and Ramp Operations Office Design Revisions

BACKGROUND

On December 19, 2022, the Commission awarded HPTJV a design-build agreement for the Replacement Passenger Terminal ("RPT") Project. On May 6, 2024, the Commission approved a GMP with HPTJV for the RPT. Concurrently, the Commission approved the appropriation and expenditure authorization of a portion of the Owner's Contingency in the amount of $28,235,082, subject to the Change Order approval process established by Resolution No. 499. That resolution authorizes the Executive Director to unilaterally approve the use of the Owner's Contingency for single Change Orders that do not exceed $500,000 and that collectively do not exceed 70% of the owner's contingency budget. The total amount allocated for Owner's Contingency is $50,000,000, and $12,023,465 has been authorized to date. One of the primary purposes of Owner's Contingency is to pay for Owner-directed changes. The changes reflected in this Task Order Amendment fall within the definition of Owner-directed changes.

HPTJV initiated the RPT design in December 2022. The design progressed through several different stages, including development of the Basis of Design report, 30% design, and 60% design. A formal design review and input process was put in place to ensure all interested stakeholders (e.g., Authority Staff, airlines, TSA, etc.) had a chance to review and comment on the design as it progressed. A formal RPT Project Committee was put in place to provide the airlines real-time input into the design. The RPT Committee was comprised of individuals from all of the signatory airlines operating out of the airport. Airline participation included airline station managers as well as representatives from the respective Airline Airport Affairs Departments. The Authority contracted AvAirPros to serve as the Airline Technical Representative to coordinate and review all airline comments with the HPTJV design team.

AIRLINE TICKETING AND RAMP OPERATIONS OFFICE DESIGN REVISIONS

At the 60% design milestone, a GMP was successfully negotiated and executed between the Authority and HPTJV. The GMP guarantees that HPTJV will perform the work, as represented within the 60% drawing set, along with reasonably anticipated or foreseeable additions to the drawings within the GMP value. The GMP included a design development contingency which put a cap on the Authority's exposure for costs associated with design completion from the 60% drawings at the time of the GMP to the "Issued for Construction" drawings.

The design coordination meetings continued after the 60% drawings were completed. At that time, the airlines submitted requested changes to the layout of the ticketing and ramp operations spaces. The airline requested changes required significant changes to the design already in the 60% drawings. These changes required moving of walls and partitions, which impacted mechanical, electrical, plumbing, and low-voltage scopes of work.

The Jacobs' Project Management Team reviewed the changes and advised Staff that the airline requested changes do not fall within the GMP definition of reasonably anticipated changes which therefore, an Owner initiated change is deemed appropriate.

The $741,999 addresses the additional design and construction costs covering the airline requested changes. The additional costs will be included in the base building rental rates and recovered from the airlines through their respective lease agreements.

FUNDING

The RPT owner's contingency is available to fund this task order amendment.

STAFF RECOMMENDATION

Staff seeks the Committee's recommendation to the Commission to approve the execution of a Task Order Amendment in the amount of $741,999 for the airline requested design revisions to the airline ticketing and ramp operation offices.

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
EXECUTIVE COMMITTEE
OCTOBER 1, 2025

COMMITTEE PENDING ITEMS

Future	**Tentative Presentation**
1. AIC Deposits (two) for Community Substation	November 5, 2025
2. Award of Contract - Asset Management System	December 3, 2025
3. Approval of M&O Agreement with Burbank Airline Consortium (RPT)	TBD
4. Additional Art Program Presentation (selected artist) - RPT	TBD
5. GSA/TSA TI Buildout - RPT	TBD

Exhibit A

ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT
(Re: Los Angeles County Clerk Instrument No. 2016 173458 and State Clearinghouse No. 2015121095)

Subject: Final Environmental Impact Report (FEIR) for a replacement airline passenger terminal and ancillary improvements at Hollywood Burbank Airport.

I. Project Description

Project No. 3032957.3: Hollywood Burbank Airport Replacement Passenger Terminal FEIR

Applicant

Burbank-Glendale-Pasadena Airport Authority

Project Location

The intersection of San Fernando Boulevard and Hollywood Way adjacent to the Hollywood Burbank Airport.

Project Description

In 2016, a FEIR for the replacement airline passenger terminal and ancillary improvements (proposed project) at Hollywood Burbank Airport (Airport) was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) on behalf of the Burbank-Glendale-Pasadena Airport Authority (Authority). The proposed project would replace the existing 14-gate, 232,000-square-foot passenger terminal with a 14-gate passenger terminal that meets current California seismic design and FAA airport design standards. The replacement passenger terminal would be developed in accordance with modern design standards to provide enhanced passenger amenities; security screening facilities that meet the latest TSA requirements; and other airport facilities (including holdrooms, baggage claim areas, and public areas) that are designed and sized for the kinds of aircraft the airlines routinely operate.

The FEIR was intended to apply to all approvals and entitlements for the proposed project including a Development Agreement between the Authority and the City of

Burbank (City), which included a list of actions the Authority would adhere to as conditions of approval (COAs) of the proposed project. The FEIR was certified, and the Development Agreement was approved by the Authority in July 2016.

COA 42 requires that, if the Adjacent Property Terminal Option is constructed, the Authority shall widen the southbound connector road between San Fernando Boulevard and Hollywood Way located on the southwest corner of this grade-separated intersection to provide a second signaled right turn lane from San Fernando Boulevard to Hollywood Way. Per Chapter 3, Section 17, Mitigation Measure ADJ PROP FULL-TRANS-2B of the FEIR[1], traffic signal control could be limited to the southbound side of Hollywood Way, as there is a raised median dividing the northbound and southbound lanes of Hollywood Way and the northbound side does not have any conflicting vehicle movements. Additionally, and as part of the intersection improvements, the Hollywood Way southbound ramp from San Fernando Boulevard would remain two lanes for its entire length rather than merging to one before reaching Hollywood Way and would be realigned within the existing right-of-way to approach Hollywood Way at a 90-degree angle. Figure 3 in Attachment A provides an illustration of the improvements associated with COA 42.

Since the certification of the FEIR, a private developer has constructed a development known as Avion Burbank immediately adjacent to the proposed project site. As part of the Avion Burbank project, the developer made improvements to the San Fernando Boulevard / Hollywood Way intersection (see details regarding these improvements, called the "Avion Improvement", in Attachment A).

This addendum provides a technical comparison of COA 42 and the Avion Improvement to determine whether the Avion Improvement provides an equivalent or greater mitigation for the impacts at the intersection.

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[1] RS&H. (2016, June). Final Environmental Impact Report for a Replacement Airline Passenger Terminal at Burbank Bob Home Airport, page 3.17-17. Retrieved from Elevate BUR: https://elevatebur.com/wp-content/uploads/2020/02/BUR-FEIR16-Volume1.pdf

II. Environmental Setting

The proposed replacement airline passenger terminal is located entirely on Airport property. Surrounding land uses along San Fernando Boulevard and Hollywood Way include existing commercial and industrial developments as well as the Airport.

III. Project Background

As described in Attachment A, COA 42 for the proposed project (set forth in Exhibit G of the Development Agreement) states: "*If the Authority constructs the Adjacent Property Terminal Option, the Authority shall widen the southbound connector road between San Fernando Boulevard and Hollywood Way located on the southwest corner of this grade separated intersection to provide a second right turn lane from San Fernando Boulevard to Hollywood Way, and shall signalize the intersection. The signalized intersection shall be connected to the City's Citywide Signal Control System (CSCS) via fiber optic connection and shall be coordinated with adjacent traffic signals on Hollywood Way*."[2]

The FEIR analyzed the environmental impacts associated with the proposed project including the intersection improvements required by the COAs. As a result of the Avion Improvement, COA 42, which was analyzed in the FEIR, is no longer required to make improvements to the San Fernando Boulevard / Hollywood Way intersection. Therefore, it is proposed that COA 42 be deleted from Exhibit G of the Development Agreement.

IV. Environmental Determination

The FEIR, which was certified by the Authority in 2016, analyzed the environmental impacts of the proposed project. Based on the information from the FEIR and in the Addendum, the Authority has determined:

- None of the conditions identified in CEQA Guidelines Section 15162 that would require a subsequent or supplemental FEIR apply to the deletion of COA 42 from Exhibit G of the Development Agreement.
- No substantial changes have occurred with respect to the circumstances under

[2] City of Burbank and the Burbank-Glendale-Pasadena Airport Authority. (2016). Development Agreement. Retrieved from Elevate BUR: https://elevatebur.com/wp-content/uploads/2020/02/DevelopmentAgreement.pdf.

- No substantial changes have occurred with respect to the circumstances under which the proposed project is being undertaken that would involve new significant environmental impacts not discussed in the certified FEIR.
- No new information has become available since the FEIR was certified by the Authority indicating:
  (1) that significant effects would occur that are not discussed in the FEIR;
  (2) that significant effects discussed in the FEIR would be substantially more severe;
  (3) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the proposed project; nor
  (4) that mitigation measures or alternatives not previously considered in the FEIR would substantially lessen one or more of the significant environmental effects.

Per CEQA Guidelines Section 15164, an Addendum is appropriate when only minor technical changes or additions are necessary to make a FEIR adequate and the changes do not raise important new issues. As shown in Chapter 3, *Environmental Impacts*, of the FEIR[3], the analyses of impacts do not identify any new significant environmental impacts that were not already discussed in the EIR.

The cumulative effects of development at the Airport are analyzed and discussed in the FEIR and no further discussion is warranted for the deletion of COA 42 from Exhibit G of the Development Agreement.

V. Impact Analysis

Impact Analysis of Project per Final Environmental Impact Report

The FEIR, certified in 2016, analyzed the environmental impacts that would occur as a result of the proposed project including the intersection improvements specified in COA 42. The Avion Improvement was completed as part of a separate development by a

[3] RS&H. (2016, June). Final Environmental Impact Report for a Replacement Airline Passenger Terminal at Burbank Bob Home Airport. Retrieved from Elevate BUR: https://elevatebur.com/wp-content/uploads/2020/02/BUR-FEIR16-Volume1.pdf

private developer, adjacent to the proposed project site following the certification of the FEIR. Figure 4 in Attachment A provides an illustration of the Avion Improvement. The certified FEIR analyzed the environmental impacts associated with the intersection improvements associated with COA 42; therefore, the environmental impacts were accounted for in the FEIR.

Transportation and Traffic

COA 42 requires that, if the Adjacent Property Terminal Option is constructed, the Authority shall widen the southbound connector road between San Fernando Boulevard and Hollywood Way. Per Chapter 3, Section 17, Mitigation Measure ADJ PROP FULL-TRANS-2B of the FEIR,[4] traffic signal control could be limited to the southbound side of Hollywood Way, as there is a raised median dividing the northbound and southbound lanes of Hollywood Way and the northbound side does not have any conflicting vehicle movements. As a result of the Avion Improvement, COA 42, which was analyzed in the FEIR, is no longer required to make improvements to the San Fernando Boulevard / Hollywood Way intersection. See Attachment A for more information.

VI. Impact Significance

Although the Authority was not the entity responsible for the Avion Improvement, that work provides a better operational result and the least hazardous design for the ramp from San Fernando Boulevard to southbound Hollywood Way compared to the improvements that would be made under COA 42 (see Attachment A). Therefore, the deletion of COA 42 from Exhibit G of the Development Agreement would not result in a change in the conclusions of the FEIR.

VII. Certification

Copies of the Addendum to the FEIR and the FEIR and associated project specific documents may be reviewed in the City of Burbank Community Development Department's Planning Division located at 150 N. Third Street, 2nd Floor, Burbank, CA 91510.

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[4] RS&H. (2016, June). Final Environmental Impact Report for a Replacement Airline Passenger Terminal at Burbank Bob Home Airport, page 3.17-17. Retrieved from Elevate BUR: https://elevatebur.com/wp-content/uploads/2020/02/BUR-FEIR16-Volume1.pdf

ATTACHMENT A
Assessment of Condition of Approval No. 42 and Avion Improvement

Gibson
transportation consulting, inc.

MEMORANDUM

TO: David Full, RS&H, Inc.

FROM: Jonathan Chambers, P.E.

DATE: March 28, 2025

RE: Assessment of Item 42 and the Avion Improvement for the Burbank-Glendale-Pasadena Airport Authority
Burbank, California **Ref:** J2155a

The Burbank-Glendale-Pasadena Airport Authority (Authority) is required to implement an improvement to the southbound connector road from San Fernando Boulevard where it meets Hollywood Way based on Item 42 in the Conditions of Approval[1] for the Replacement Terminal Project (RPT) at the Hollywood Burbank Airport (Airport). However, since the Conditions of Approval were developed in 2016, the adjacent Avion mixed-use development project was approved and constructed, and it implemented an alternative improvement at the intersection (Avion Improvement).

Gibson Transportation Consulting, Inc. compared the Item 42 requirement to the Avion Improvement. As detailed in this memorandum, our analysis concludes that the Avion Improvement is equal or better than that described in Item 42 and, therefore, no further improvement should be required.

BACKGROUND INFORMATION

San Fernando Boulevard crosses over Hollywood Way at a grade-separated interchange east of the Airport. Access to and from southbound Hollywood Way is provided via a pair of ramps meeting San Fernando Road at a signalized intersection west of Hollywood Way, as shown in Figure 1. In 2016, at the time of preparation of the Conditions of Approval for the RPT, the ramp from San Fernando Boulevard to southbound Hollywood Way provided two lanes that merged into one lane controlled by a stop sign to control slight right turns onto Hollywood Way. The Baseline Configuration is detailed in Figure 2.

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[1] See page 9 of Conditions of Approval, attached as Exhibit G to *Development Agreement Between the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority for the Replacement Terminal Project*, approved and ratified in 2016. Item #42 reads:

"If the Authority constructs the Adjacent Property Terminal Option, the Authority shall widen the southbound connector road between San Fernando Boulevard and Hollywood Way located on the southwest corner of this grade separated intersection to provide a second right turn lane from San Fernando Boulevard to Hollywood Way, and shall signalize the intersection. This signalized intersection shall be connected to the City's Citywide Signal Control System (CSCS) via fiber optic connection and shall be coordinated with adjacent traffic signals on Hollywood Way."

The traffic impact analysis[2] conducted under the California Environmental Quality Act (CEQA) for the RPT (RPT TIA) found that the stop-controlled turn from the ramp onto southbound Hollywood Way would exceed level of service (LOS) standards in place at the time, under the Baseline Configuration, due to vehicle delay and the addition of RPT traffic to the ramp.

Item 42 Improvement

The Item 42 Improvement was identified as a suitable mitigation measure to reduce the intersection operation from LOS F during both peak hours to LOS B during the morning peak hour and LOS D during the afternoon peak hour. It required that the Authority widen the ramp to maintain two lanes through its entire length and to provide a traffic signal to control two right-turn lanes onto southbound Hollywood Way. No changes were required for the signalized intersection on San Fernando Boulevard. The Item 42 Improvement, detailed in Figure 3, was codified in the Conditions of Approval as described above.

Avion Improvement

The Avion Improvement, implemented in 2021, redesigned the ramp to use a single lane the entire distance between San Fernando Boulevard and Hollywood Way (i.e., eliminating the mid-ramp merge from the Baseline Configuration). It also modified the end of the ramp so that the single right-turn lane turns into a dedicated southbound lane on Hollywood Way, eliminating the need to immediately merge into southbound through traffic. A new continental crosswalk and Class IV bicycle path were installed on Hollywood Way across the ramp. A "yield to pedestrians" sign and pavement markings were installed on the ramp in advance of the crosswalk and bicycle path. The Avion Improvement is detailed in Figure 4.

TECHNICAL COMPARISON OF IMPROVEMENTS

A technical analysis was conducted to compare the results of the intersection operation under the Baseline Configuration, the Item 42 Improvement, and the Avion Improvement. As noted above, the original impact identified in the RPT TIA was due to delay and the addition of RPT traffic. Under the Baseline Configuration, the stop-controlled right-turns from the ramp to southbound Hollywood Way were found to be extremely delayed[3] based on the *Highway Capacity Manual 2000* (Transportation Research Board, 2000) methodology, resulting in LOS F (i.e., over capacity) conditions during both the morning and afternoon peak hour[4]. This analysis was updated using

[2] *Revised Traffic Impact Study for the Burbank Bob Hope Airport Terminal Replacement Project* (Gibson Transportation Consulting, Inc., June 2016).

[3] The delay was reported as "overflow," which indicates that, in the software's estimation, the volume of uncontrolled traffic on Hollywood Way is so high that there are insufficient gaps to accommodate the right turns from the ramp, leading to indefinite and ever-increasing delays.

[4] Based on the "Completion Year 2025 With Project Conditions – Adjacent Property Option", which are not only the most conservative (i.e., highest-volume) conditions from the RPT TIA, but also most closely aligned with the current year and the planned buildout of the RPT (i.e., the Adjacent Property Option was ultimately chosen for construction). The updated HCM 6th Edition analyses used the same set of traffic volumes.

the *Highway Capacity Manual 6th Edition* (Transportation Research Board, 2016) (HCM 6th Edition) methodology, which confirmed LOS F conditions as shown in Table 1. LOS worksheets from the RPT TIA as well as using the HCM 6th Edition methodology are provided in the Attachment.

The Item 42 Improvement sought to address the impact by both increasing the number of right-turn lanes and by introducing traffic signal control to periodically stop the southbound traffic on Hollywood Way and allow the right turns to proceed without interference. This improvement would substantially reduce the delay and increase capacity for the ramp, but would also introduce delay for the southbound through movement, which was unimpeded under the Baseline Configuration. The RPT TIA analyzed the Item 42 Improvement using the Critical Movement Analysis (CMA) methodology required at the time for signalized intersections, which calculates volume-to-capacity ratio rather than delay. This analysis was also updated using the HCM 6th Edition methodology to calculate delay. As shown in Table 1, the intersection was found to experience LOS B conditions during the morning peak hour and LOS D conditions during the afternoon peak hour using the CMA methodology in the RPT TIA. Using the HCM 6th Edition methodology, it would operate at LOS B during both peak hours and introduce an average of approximately six seconds of delay for southbound traffic on Hollywood Way during both peak hours.

Unlike the Baseline Configuration and the Item 42 Improvement, the Avion Improvement has no conflicting vehicular movements and, thus, eliminates delay for both the right turns from the ramp and for southbound Hollywood Way traffic. It, therefore, is an improvement, from a delay-based traffic operations standpoint, over both the Baseline Configuration and the Item 42 Improvement.

Other Considerations

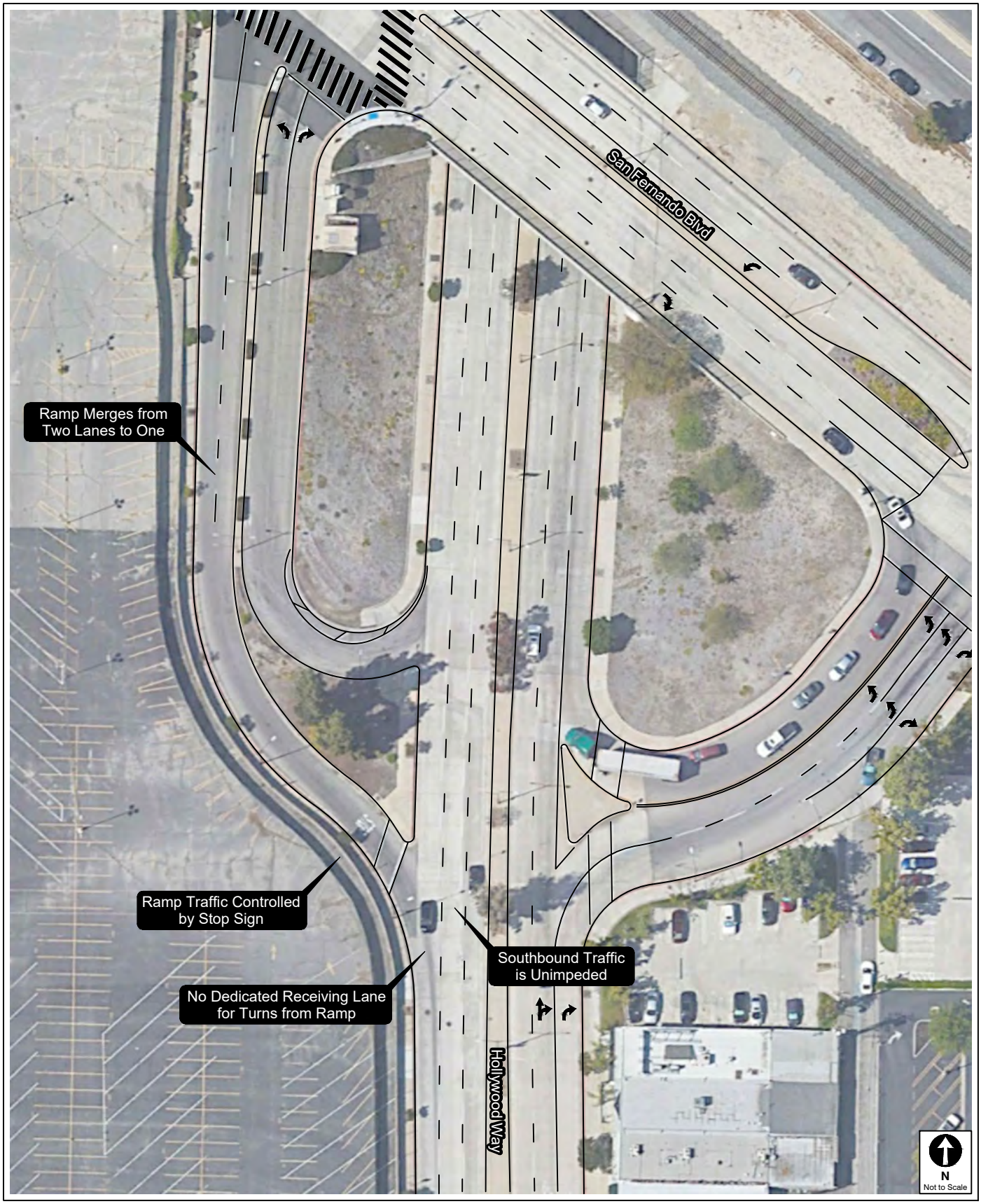
While the Avion Improvement clearly improves delay over the other configurations, CEQA also considers whether the geometric design of an intersection would result in a safety hazard. Safety hazards can occur due to conflicts between vehicles or with pedestrians or bicycles, from sharp turns or inadequate site distance, or from design that could lead to queues that impede safe traffic operations. Table 2 provides a summary of how each of the three possible configurations compare on these issues. As shown, while none of the configurations present substantial safety hazards, the Avion Improvement minimizes potential hazards to the greatest degree.

CONCLUSION

The Avion Improvement provides both the best operational result and the least hazardous design for the ramp from San Fernando Boulevard to southbound Hollywood Way when compared to the Baseline Configuration and the Item 42 Improvement. Therefore, it serves as an equivalent or greater mitigation for the CEQA impact identified in the RPT TIA, and Item 42 from the Conditions of Approval should no longer be required.

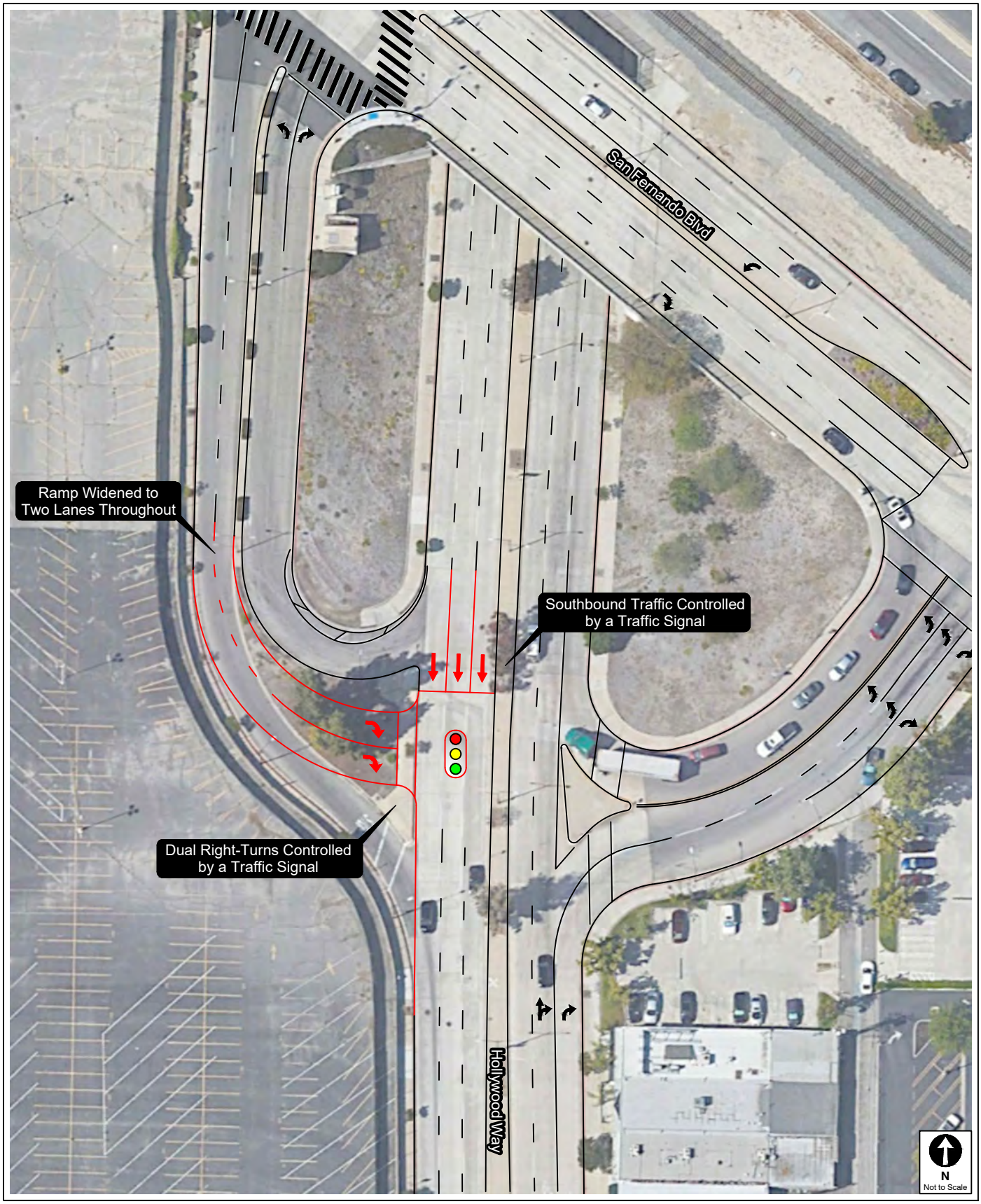
STUDY AREA

FIGURE 1



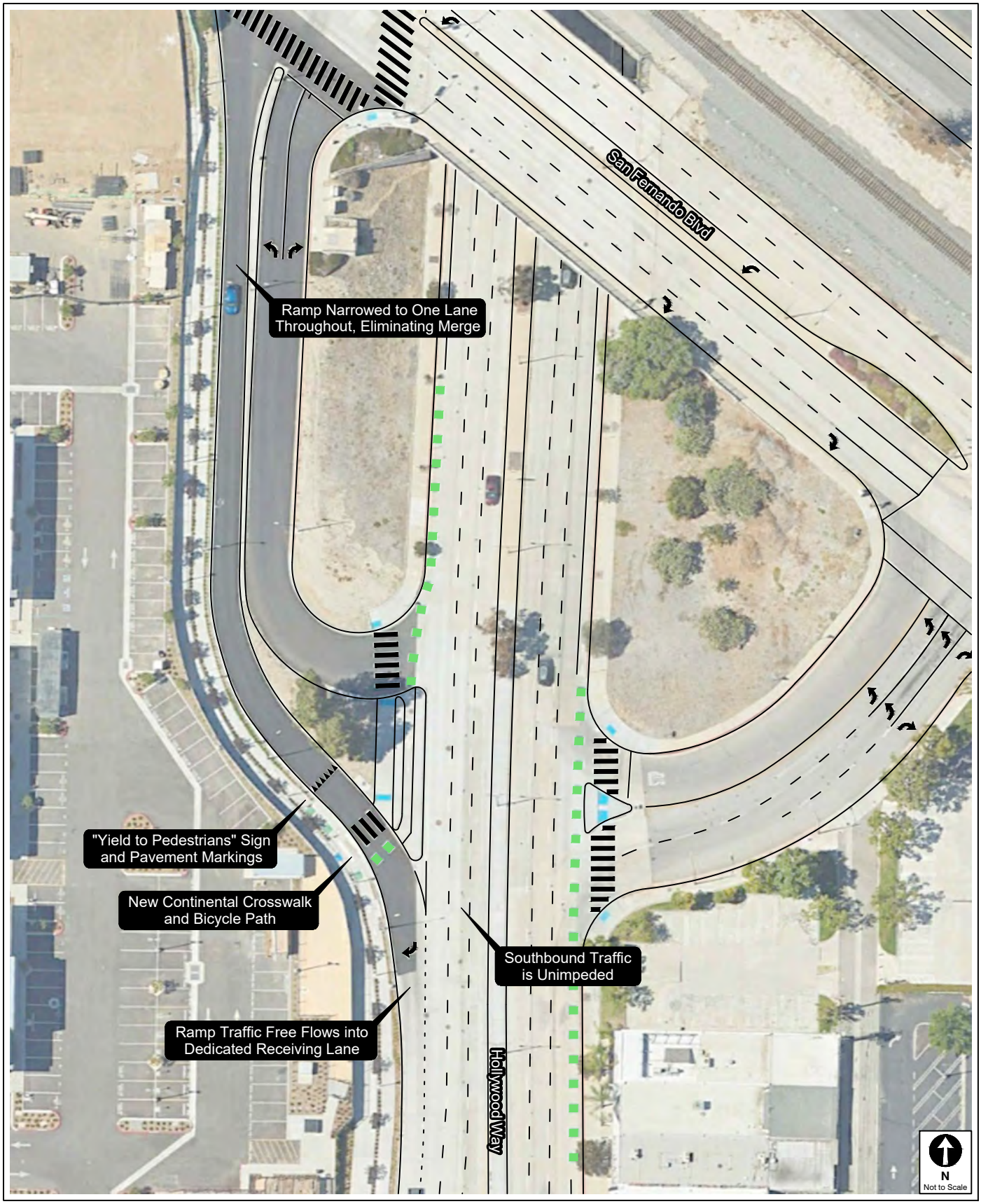
BASELINE CONFIGURATION

FIGURE 2



ITEM 42 IMPROVEMENT

FIGURE 3



AVION IMPROVEMENT

FIGURE 4

TABLE 1
OPERATIONAL ANALYSIS COMPARISON

Location	Baseline Configuration		Item 42 Improvement		Avion Improvement
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Results from the RPT TIA [a]					
Analysis Methodology	Highway Capacity Manual 2000		Critical Movement Analysis		[b]
Intersection LOS	F	F	B	D	[b]
Reporting Metric [c]	Worst-case delay (seconds) [d]		Volume-to-capacity ratio		[b]
Reported Value	overflow [e]	overflow [e]	0.687	0.801	[b]
Results Using Updated Methodology [f]					
Analysis Methodology	Highway Capacity Manual, 6th Edition		Highway Capacity Manual, 6th Edition		[b]
Intersection LOS	F	F	B	B	[b]
Reporting Metric [c]	Worst-case delay (seconds) [d]		Average Delay (seconds) [g]		[b]
Reported Value	790.0 [h]	388.8 [h]	10.9	16.4	[b]
Average Southbound Delay	0.0	0.0	6.2	5.8	0.0

Notes:

LOS = level of service, ranging from A (free-flow conditions) to F (congested, over capacity).

[a] See Table 41 from *Revised Traffic Impact Study for the Burbank Bob Hope Airport Terminal Replacement Project* (Gibson Transportation Consulting, Inc., June 2016).

[b] The Avion Improvement does not have any conflicting traffic movements, and therefore does not produce any delay or capacity calculation using standard methodologies.

[c] This is the metric by which the LOS was determined.

[d] The worst-case delay is that experienced by the stop-controlled minor street approach (i.e., the ramp traffic) where the major street approach is unimpeded (i.e., Hollywood Way traffic).

[e] The delay was reported as “overflow,” which indicates that, in the software’s estimation, the volume of uncontrolled southbound traffic on Hollywood Way is so high that there are insufficient gaps to accommodate the right turns from the ramp, leading to indefinite and ever-increasing delays.

[f] This analysis used the same traffic volumes as that from the RPT TIA.

[g] The average delay is the average of all vehicles, as is reported for a signal-controlled intersection.

[h] These worst-case delay results are actually worse than the numeric values calculated in the RPT TIA (and provided in Appendix C to the RPT TIA), and would also have been reported as "overflow" in the RPT TIA.

TABLE 2
SAFETY HAZARDS DUE TO GEOMETRIC DESIGN FEATURES

Potential Hazard	Baseline Configuration	Item 42 Improvement	Avion Improvement
Conflicts with Other Vehicles	Conflicts can result from the merging of two lanes into one on the ramp as well as from unprotected right turns into heavy traffic on southbound Hollywood Way.	Conflicts with other vehicles are minimized. There is no merge on the ramp, and the two right-turn lanes have a traffic signal to allow protected turns onto Hollywood Way. However, the dual right-turn lanes could still make unprotected right turns onto Hollywood Way unless a "No Right Turn on Red" sign is included.	Conflicts with other vehicles are minimized. There is no merge on the ramp, and turns onto southbound Hollywood Way turn into a dedicated lane. The only potential vehicle conflict is with the weaving movement on Hollywood Way south of the ramp, as ramp traffic merges left to continue south and Hollywood Way traffic merges right to turn right onto Tulare Avenue.
Conflicts with Pedestrians or Bicycles	Conflicts with pedestrians are minimized by the stop sign located in front of the crosswalk. There are no bicycle facilities, but bicyclists on Hollywood Way would likely use the crosswalk or the curb lane and would be similarly protected.	Conflicts with pedestrians are minimized by the crosswalk and traffic signal control. There are no bicycle facilities, but bicyclists on Hollywood Way would likely use the crosswalk or the curb lane and would be similarly protected.	Conflicts with pedestrians are minimized by the continental crosswalk and green-striped bicycle path, along with the yield markings and signage in advance of the crossing.
Sharp Turns	The Baseline Configuration does not include any sharp turns.	The Item 42 Improvement does not include any sharp turns.	The Avion Improvement does not include any sharp turns.
Inadequate Sight Distance	Under the Baseline Configuration, the ramp meets Hollywood Way at an obtuse angle which requires ramp drivers to look back over their shoulder (from the stop bar) to see oncoming traffic before proceeding. Visibility is not physically obstructed, but may be challenging for older drivers or those with mobility impairments.	The Item 42 Improvement provides adequate visibility for all drivers.	The Avion Improvement provides adequate visibility for all drivers.
Design-Related Queues	The Baseline Configuration includes a stop sign at the end of the ramp where traffic could queue. However, there is unrestricted visibility along the ramp, so the risk of rear-end collisions is minimized.	The Item 42 Improvement includes a traffic signal at the end of the ramp where traffic could queue. Because the ramp meets Hollywood Way at a 90-degree angle, there is less sight distance than under the Baseline Configuration; However, there is still adequate sight distance to minimize the risk of rear-end collisions.	The Avion Improvement does not result in queues except in a situation where a driver yields to pedestrians or bicyclists. However, there is unrestricted visibility along the ramp, so the risk of rear-end collisions is minimized.

Attachment

Level of Service Worksheets

Baseline Configuration

From Replacement Passenger Terminal Traffic Impact Analysis

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #106 Hollywood & San Fernando Ramps

Average Delay (sec/veh): 16.4 Worst Case Level Of Service: F[172.6]

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Yield Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1	1	0 0 2	1	0	0 0 0	0	1	0 0 0	0	1
Volume Module:												
Base Vol:	0	912	151	0	2213	265	0	0	373	0	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	912	151	0	2213	265	0	0	373	0	0	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	912	151	0	2213	265	0	0	373	0	0	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	912	151	0	2213	265	0	0	373	0	0	204
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	870	xxxx	xxxx	456
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	299	xxxx	xxxx	557
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	299	xxxx	xxxx	557
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.25	xxxx	xxxx	0.37
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	17.4	xxxx	xxxx	1.7
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	172.6	xxxxx	xxxx	15.2
LOS by Move:	*	*	*	*	*	*	*	*	F	*	*	C
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			172.6			15.2		
ApproachLOS:	*			*			F			C		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #106 Hollywood & San Fernando Ramps

Average Delay (sec/veh): 21.6 Worst Case Level Of Service: F[268.8]

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Yield Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	1 1		0 0 2	1 0		0 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	0	2167	162	0	1059	114	0	0	215	0	0	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2167	162	0	1059	114	0	0	215	0	0	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2167	162	0	1059	114	0	0	215	0	0	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2167	162	0	1059	114	0	0	215	0	0	313
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	410	xxxx	xxxx	1084
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	216
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	216
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.36	xxxx	xxxx	1.45
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.6	xxxx	xxxx	18.5
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.4	xxxxx	xxxx	268.8
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	F
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.4			268.8		
ApproachLOS:	*			*			B			F		

Note: Queue reported is the number of cars per lane.

Item 42 Improvement

From Replacement Passenger Terminal Traffic Impact Analysis

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 1	0 0	2	1 0	0 0	0	0 0 2	0 0	0	0 1
Volume Module:												
Base Vol:	0	912	151	0	2213	265	0	0	373	0	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	912	151	0	2213	265	0	0	373	0	0	204
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	912	0	0	2213	265	0	0	373	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	912	0	0	2213	265	0	0	373	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	912	0	0	2213	265	0	0	410	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.68	0.32	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4019	481	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.55	0.55	0.00	0.00	0.14	0.00	0.00	0.00
Crit Volume:	0				826				205	0		
Crit Moves:	****				****				****			

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 1	0 0	2	1 0	0 0	0	0 2	0 0	0	0 1
Volume Module:												
Base Vol:	0	2167	162	0	1059	114	0	0	215	0	0	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2167	162	0	1059	114	0	0	215	0	0	313
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2167	0	0	1059	114	0	0	215	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2167	0	0	1059	114	0	0	215	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	2167	0	0	1059	114	0	0	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.71	0.29	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4063	437	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.00	0.00	0.26	0.26	0.00	0.00	0.08	0.00	0.00	0.00
Crit Volume:		1083		0					118	0		
Crit Moves:		****		****					****			

Baseline Configuration

Using Highway Capacity Manual, 6th Edition

Intersection Level Of Service Report
Intersection 1: Baseline Configuration

Control Type:	Two-way stop	Delay (sec / veh):	790.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.603

Intersection Setup

Name	Hollywood Way			Hollywood Way			SB Ramps			NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hollywood Way			Hollywood Way			SB Ramps			NB Ramps		
Base Volume Input [veh/h]	0	912	151	0	2213	265	0	0	373	0	0	204
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	912	151	0	2213	265	0	0	373	0	0	204
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	228	38	0	553	66	0	0	93	0	0	51
Total Analysis Volume [veh/h]	0	912	151	0	2213	265	0	0	373	0	0	204
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.02	0.00	0.00	0.00	2.60	0.00	0.00	0.43
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	789.97	0.00	0.00	18.32
Movement LOS		A	A		A	A			F			C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	32.95	0.00	0.00	2.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	823.86	0.00	0.00	53.72
d_A, Approach Delay [s/veh]	0.00			0.00			789.97			18.32		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	72.46											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 1: Baseline Configuration

Control Type:	Two-way stop	Delay (sec / veh):	388.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.716

Intersection Setup

Name	Hollywood Way			Hollywood Way			SB Ramps			NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hollywood Way			Hollywood Way			SB Ramps			NB Ramps		
Base Volume Input [veh/h]	0	2167	162	0	1059	114	0	0	215	0	0	313
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2167	162	0	1059	114	0	0	215	0	0	313
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	542	41	0	265	29	0	0	54	0	0	78
Total Analysis Volume [veh/h]	0	2167	162	0	1059	114	0	0	215	0	0	313
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.55	0.00	0.00	1.72
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.18	0.00	0.00	388.79
Movement LOS		A	A		A	A			D			F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.24	0.00	0.00	21.73
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	80.95	0.00	0.00	543.17
d_A, Approach Delay [s/veh]	0.00			0.00			25.18			388.79		
Approach LOS	A			A			D			F		
d_I, Intersection Delay [s/veh]	31.54											
Intersection LOS	F											

Item 42 Improvement

Using Highway Capacity Manual, 6th Edition

Intersection Level Of Service Report
Intersection 2: Item 42 Improvement

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.599

Intersection Setup

Name	Hollywood Way			Hollywood Way			SB Ramps			NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hollywood Way			Hollywood Way			SB Ramps			NB Ramps		
Base Volume Input [veh/h]	0	912	151	0	2213	265	0	0	373	0	0	204
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	912	151	0	2213	265	0	0	373	0	0	204
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	228	38	0	553	66	0	0	93	0	0	51
Total Analysis Volume [veh/h]	0	912	151	0	2213	265	0	0	373	0	0	204
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stree		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	0	8	0	0	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	5	0	0	5
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	0	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0
Split [s]	0	67	0	0	67	0	0	0	23	0	0	23
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0
Walk [s]	0	5	0	0	5	0	0	0	5	0	0	5
Pedestrian Clearance [s]	0	13	0	0	13	0	0	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No			No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
Minimum Recall		No			No				No			No
Maximum Recall		No			No				No			No
Pedestrian Recall		No			No				No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	R	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	68	68	68	68	68	14	14
g / C, Green / Cycle	0.75	0.75	0.75	0.75	0.75	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.24	0.26	0.09	0.46	0.47	0.13	0.13
s, saturation flow rate [veh/h]	1870	1781	1589	3560	1770	2813	1589
c, Capacity [veh/h]	1407	1340	1196	2679	1332	447	252
d1, Uniform Delay [s]	3.65	3.71	3.05	5.15	5.17	36.72	36.54
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.61	0.69	0.22	1.07	2.18	4.18	6.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.34	0.13	0.62	0.62	0.84	0.81
d, Delay for Lane Group [s/veh]	4.26	4.40	3.27	6.22	7.35	40.90	42.62
Lane Group LOS	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.22	2.27	0.62	5.45	5.89	4.17	4.68
50th-Percentile Queue Length [ft/ln]	55.44	56.70	15.49	136.36	147.18	104.17	116.99
95th-Percentile Queue Length [veh/ln]	3.99	4.08	1.12	9.28	9.87	7.50	8.23
95th-Percentile Queue Length [ft/ln]	99.78	102.06	27.88	232.12	246.67	187.50	205.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	4.32	3.27	0.00	6.51	7.35	0.00	0.00	40.90	0.00	0.00	42.62
Movement LOS		A	A		A	A			D			D
d_A, Approach Delay [s/veh]	4.18			6.60			40.90			42.62		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.87											
Intersection LOS	B											
Intersection V/C	0.599											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.149	2.057
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1400	1400	422	422
d_b, Bicycle Delay [s]	4.05	4.05	28.01	28.01
l_b,int, Bicycle LOS Score for Intersection	2.437	2.923	1.560	1.560
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Item 42 Improvement

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Hollywood Way			Hollywood Way			SB Ramps			NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hollywood Way			Hollywood Way			SB Ramps			NB Ramps		
Base Volume Input [veh/h]	0	2167	162	0	1059	114	0	0	215	0	0	313
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2167	162	0	1059	114	0	0	215	0	0	313
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	542	41	0	265	29	0	0	54	0	0	78
Total Analysis Volume [veh/h]	0	2167	162	0	1059	114	0	0	215	0	0	313
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stree		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	0	8	0	0	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	0	5	0	0	5
Maximum Green [s]	0	30	0	0	30	0	0	0	30	0	0	30
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0
Split [s]	0	64	0	0	64	0	0	0	26	0	0	26
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0
Walk [s]	0	5	0	0	5	0	0	0	5	0	0	5
Pedestrian Clearance [s]	0	13	0	0	13	0	0	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No			No
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0
Minimum Recall		No			No				No			No
Maximum Recall		No			No				No			No
Pedestrian Recall		No			No				No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C	C	R	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	62	62	62	62	62	20	20
g / C, Green / Cycle	0.69	0.69	0.69	0.69	0.69	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.58	0.59	0.10	0.22	0.22	0.08	0.20
s, saturation flow rate [veh/h]	1870	1825	1589	3560	1778	2813	1589
c, Capacity [veh/h]	1295	1264	1101	2466	1232	615	347
d1, Uniform Delay [s]	10.11	10.47	4.74	5.45	5.45	29.75	34.22
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.11	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.54	7.64	0.28	0.34	0.68	0.34	11.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.86	0.15	0.32	0.32	0.35	0.90
d, Delay for Lane Group [s/veh]	16.65	18.11	5.02	5.79	6.13	30.09	45.51
Lane Group LOS	B	B	A	A	A	C	D
Critical Lane Group	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	14.66	15.42	0.95	2.51	2.63	1.97	7.59
50th-Percentile Queue Length [ft/ln]	366.52	385.56	23.70	62.75	65.67	49.25	189.74
95th-Percentile Queue Length [veh/ln]	20.94	21.86	1.71	4.52	4.73	3.55	12.11
95th-Percentile Queue Length [ft/ln]	523.51	546.57	42.66	112.95	118.20	88.65	302.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	17.33	5.02	0.00	5.88	6.13	0.00	0.00	30.09	0.00	0.00	45.51
Movement LOS		B	A		A	A			C			D
d_A, Approach Delay [s/veh]	16.52			5.90			30.09			45.51		
Approach LOS	B			A			C			D		
d_I, Intersection Delay [s/veh]	16.41											
Intersection LOS	B											
Intersection V/C	0.791											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.049	2.096
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1333	1333	489	489
d_b, Bicycle Delay [s]	5.00	5.00	25.69	25.69
l_b,int, Bicycle LOS Score for Intersection	3.481	2.205	1.560	1.560
Bicycle LOS	C	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Exhibit B

MEMORANDUM

TO:	File – Scanned Airport Authority Resolutions	**FROM:**	Sue Loyd
SUBJECT:	Resolution No. 469 Adopted by the Commission on July 11, 2016	**DATE:**	August 15, 2016

The exhibits to Resolution No. 469 are voluminous and are not included with the attached scanned copy of that resolution. The original executed Resolution No. 469, including all exhibits, is contained in an individual file folder in the original resolutions section of this file cabinet.

RESOLUTION NO. 469

A RESOLUTION OF THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY COMMISSION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT, ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE CONSTRUCTION AND OPERATION OF THE REPLACEMENT TERMINAL PROJECT

The Burbank-Glendale-Pasadena Airport Authority Commission finds, resolves, and determines as follows:

Section 1. The Burbank-Glendale-Pasadena Airport Authority ("Authority") is the owner and operator of the Bob Hope Airport ("Airport"), an approximately 555-acre public land airport serving scheduled air carriers from the existing passenger terminal, general aviation, and military air operations. The current Airport passenger terminal building is approximately 232,000 square feet, with 14 gates, and the Authority currently operates 6,637 public parking spaces associated with air carrier operations at the terminal building on airport-zoned property.

Section 2. The proposed Replacement Terminal Project would replace the existing Airport passenger terminal with a relocated 14-gate passenger terminal that meets current California seismic design and FAA airport design standards. To accomplish this, the Authority is considering three development options for the proposed Replacement Terminal Project: the Adjacent Property Full-Size Terminal Option; the Southwest Quadrant Full-Size Terminal Option, and the Southwest Quadrant Same-Size Terminal Option. The Authority also intends to develop on the Adjacent Property, the Southwest Quadrant, and the Northwest Quadrant ancillary improvements including parking facilities (public and employee), a replacement airline cargo building, a ground service equipment maintenance building, and an aircraft rescue and firefighting station, the precise locations of which are contingent upon the site chosen for the replacement passenger terminal. The Authority additionally intends to relocate some general aviation on the Airport Quadrants. Finally, the Authority intends to demolish the existing 14-gate 232,000 square foot passenger terminal located on the Southeast Quadrant, the existing four-level public parking structure located on the Southeast Quadrant, and certain other improvements located on the Southeast Quadrant or the Southwest Quadrant. The replacement passenger terminal, ancillary improvements, general aviation relocations, and demolitions are collectively referred to as the "Replacement Terminal Project," or "Project."

Section 3. As described in Section 2.6 of the Environmental Impact Report ("EIR"), a number of governmental approvals will be required to implement the Project. In summary, the voters of the City of Burbank ("City") will consider approval at the City's discretionary actions through a Measure B election. The Authority and the City also contemplate entering into a development agreement, and the Authority seeks amendment of the Joint Powers Agreement among the cities of Burbank, Glendale, and Pasadena to approve proposed governance changes. In addition, the Authority will seek modifications to various easements on the property, zoning code amendments from the City, and approvals from the

Los Angeles County Airport Land Use Commission. Finally, the Authority plans to issue debt to allow for the bond financing required to implement the Project. For each of the development options, the Federal Aviation Administration ("FAA") will review the Project pursuant to the National Environmental Policy Act ("NEPA") before authorizing funding. The specific approvals contemplated for each development option are noted in Section 2.6 of the EIR.

Section 4. On December 22, 2015, a Notice of Preparation ("NOP") was distributed to the State Office of Planning and Research and responsible agencies. The NOP was circulated from December 23, 2015 through January 31, 2016 to receive input from interested public agencies and private parties on issues to be addressed in the EIR. A pre-scoping informational workshop was held on November 19, 2015 and a public scoping workshop was held on December 10, 2015. The Authority also held a government agency scoping workshop on December 10, 2015. All of these meetings allowed the Authority to provide information about the Project to the public and interested agencies, as well as to receive comments on issues to be addressed in the EIR.

Section 5. In April of 2016 a Draft Environmental Impact Report (the "DEIR") was prepared for the Project. In accordance with the California Environmental Quality Act ("CEQA") (Cal. Pub. Res. Code §21000 *et seq.*) and the State Guidelines (the "Guidelines") (14 Cal. Code Regs. §15000 *et seq.*) promulgated with respect thereto, the Authority analyzed the Project's potential impacts on the environment.

Section 6. The Authority circulated the DEIR and the Appendices for the Project to the public and other interested parties for a 45-day comment period, in accordance with Guidelines Section 15105, from April 29, 2016 through June 13, 2016.

Section 7. During the comment period, the DEIR was presented at three public meetings, on May 19, 2016, June 1, 2016, and June 6, 2016, and made available on the Authority's website and at various city halls and libraries.

Section 8. The Authority prepared written responses to all comments received on the DEIR and those responses to comments are incorporated into the Final Environmental Impact Report (the "Final EIR"). The Responses to Comments were distributed to all public agencies that submitted comments on the DEIR at least 10 days prior to certification of the Final EIR.

Section 9. The Final EIR is comprised of the DEIR dated April 2016 and all appendices thereto; the Comments and Response to Comments on the DEIR; the clarifications, revisions, and corrections to the DEIR; the updated technical studies; and the Mitigation Monitoring and Reporting Program.

Section 10. The DEIR dated April 2016 included a preliminary traffic analysis indicating that the various Project options would result in a number of traffic impacts. In response to comments received from the City, the Authority updated the traffic analysis and technical studies pursuant to the City's comments and the City's preferred methodology for analyzing potential traffic impacts. Using the City's preferred methodology, the revised technical study indicates that some of the impacts identified in the DEIR will not occur. The

Final EIR relies on the updated technical study and the City's preferred methodology. The revised technical study does not produce any new information indicating new or more significant impacts and therefore does not require additional recirculation or additional environmental review of the Project under CEQA.

Section 11. On July 11, 2016, the Commission held a public meeting to consider the Final EIR and the various approvals necessary for the Replacement Terminal Project. Evidence, both written and oral, including the staff reports and supporting documentation, was presented at that meeting.

Section 12. The findings made in this Resolution are based upon the information and evidence set forth in the Final EIR and upon other substantial evidence that has been presented at the public meetings and in the record of the proceedings. The documents, staff reports, technical studies, appendices, plans, specifications, and other materials that constitute the record of proceedings on which this Resolution is based are on file for public examination during normal business hours at the Bob Hope Airport, 2627 Hollywood Way, Burbank, CA 91505. The custodian of records is Mark Hardyment, Director of Government and Environmental Affairs, with the Burbank-Glendale-Pasadena Airport Authority. Each of those documents is incorporated herein by reference.

Section 13. The Commission finds that agencies and interested members of the public have been afforded ample notice and opportunity to comment on the EIR and the Project options.

Section 14. Section 15091 of the State CEQA Guidelines requires that the Authority, before approving the Project, make one or more of the following written finding(s) for each significant effect identified in the Final EIR accompanied by a brief explanation of the rationale for each finding:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR; or,

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; or,

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The required findings with respect to the Adjacent Property Full-Size Terminal Option are set forth in the attached Exhibit A. The required findings for the Southwest Quadrant Full-Size Terminal Option are set forth in the attached Exhibit B, and the required findings for the Southwest Quadrant Same-Size Terminal Option are as set forth in the attached Exhibit C.

Section 15. Environmental impacts identified in the EIR that are found to be less than significant and do not require mitigation are described in Section IV of Exhibits A

through C for the respective Project Options, attached hereto and incorporated herein by reference.

Section 16. Environmental impacts, or certain aspects of impacts, identified in the Final EIR as potentially significant, but that can be reduced to less than significant levels with mitigation, are described in Section V of Exhibits A through C for the respective Project Options, attached hereto and incorporated herein by reference.

Section 17. Environmental impacts identified in the Final EIR as significant and unavoidable despite the imposition of all feasible mitigation measures are described in Section VI of Exhibits A through C for the respective Project Options, attached hereto and incorporated herein by reference.

Section 18. Alternatives to the Project that might eliminate or reduce significant environmental impacts are described in Exhibit D, attached hereto and incorporated herein by reference. Exhibit D also contains the requisite findings related to the project alternatives.

Section 19. Public Resources Code Section 21081.6 requires the Authority to prepare and adopt a mitigation monitoring and reporting program for any project for which mitigation measures have been imposed to assure compliance with the adopted mitigation measures. The Mitigation Monitoring and Reporting Program, describing the required mitigation measures for each of the Project options, is attached hereto as Exhibit E, and is hereby incorporated by reference. In addition, the Project includes a number of design characteristics that serve to reduce potentially significant impacts. These "Project Design Features" are described in Exhibit F, and are attached hereto and incorporated herein by reference. Only the mitigation measures and Project Design Features applied to the Project option ultimately developed by the Authority, as identified in the Exhibits E and F, shall be made applicable to the approved and implemented Project.

Section 20. Pursuant to Section 15090 to the state CEQA Guidelines, prior to taking action, the Commission was presented with the Final EIR and reviewed, considered, and exercised its independent judgment in considering the Final EIR and all of the information and data in the administrative record. The Commission has also reviewed and considered all oral and written testimony presented to it during meetings and hearings and finds that the Final EIR is adequate and was prepared and completed in full compliance with CEQA. No comments or any additional information submitted to the Authority have produced any substantial new information requiring additional recirculation or additional environmental review of the Project under CEQA.

Section 21. For all significant and unavoidable impacts, including Adjacent Property Full-Size Terminal Option impacts to Air Quality (Operational Air Quality Standards, Criteria Pollutant Emissions, and Cumulative impacts), Southwest Quadrant Full-Size Terminal Option impacts to Air Quality (Operational Air Quality Standards, Toxic Air Contaminants, Criteria Pollutant Emissions, and Cumulative impacts), and Southwest Quadrant Same-Size Terminal Option (impacts to Air Quality (Operational Air Quality Standards, Toxic Air Contaminants, Criteria Pollutant Emissions, and Cumulative impacts), identified in the Final

EIR as "significant and unavoidable," the Commission hereby adopts the "Statement of Overriding Considerations" as set forth in Exhibit G, which is attached hereto and incorporated herein by reference. The Commission finds that each of the overriding benefits, by itself, would justify proceeding with the Replacement Terminal Project despite any significant unavoidable impacts identified in the Final EIR or alleged to be significant in the record of proceedings.

Section 22. The Commission hereby certifies the Final EIR, adopts findings pursuant to CEQA as set forth in Exhibits A through D attached hereto and incorporated herein by reference; adopts the Mitigation Monitoring and Reporting Program attached hereto as Exhibit E and incorporated herein by reference, and adopts the Statement of Overriding Considerations set forth in Exhibit G. The mitigation measures set forth in the Final EIR are hereby incorporated into the respective Project Options and will be made conditions of the Project. In addition, the "Project Design Features" described in Exhibit F will be made conditions of the Project.

Section 23. The Board Secretary shall certify to the adoption of this Resolution, and shall cause this Resolution to be entered in the official records of the Authority.

Section 24. This Resolution shall be effective upon adoption.

ADOPTED this 11th day of July, 2016.

Frank Quintero, President
Burbank-Glendale-Pasadena Airport Authority

ATTEST:

Terry Tornek
Secretary

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

I, Dan Feger, do hereby certify that the foregoing resolution was duly and regularly adopted by the Commissioners of the Burbank-Glendale-Pasadena Airport Authority ("Authority") as a result of the following vote taken at the Authority's special meeting on the 11th day of July 2016:

YES: Commissioners Brown, Adams, Friedman, Sinanyan, Quintero, Wiggins, Tornek and Selvidge

NOES: None

ABSENT: Commissioner Madison

Dan Feger
Assistant Secretary

Exhibit C

RESOLUTION NO. 470

A RESOLUTION OF THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY COMMISSION APPROVING A DEVELOPMENT AGREEMENT WITH THE CITY OF BURBANK; APPROVING A MODIFICATION TO THE AMENDED AND RESTATED GRANT OF EASEMENTS, DECLARATION OF USE RESTRICTIONS AND AGREEMENT FOR ADJACENT PROPERTY WITH THE CITY OF BURBANK; AND APPROVING THE CITY OF BURBANK'S PROPOSED CONDITIONS OF APPROVAL FOR THE REPLACEMENT TERMINAL PROJECT

The Burbank-Glendale-Pasadena Airport Authority Commission finds, resolves, determines and orders as follows:

Section 1. General Findings and Intent.

A. The Burbank-Glendale-Pasadena Airport Authority ("Authority") is the owner and operator of the Bob Hope Airport ("Airport"), an approximately 555-acre public airport serving scheduled air carriers from the existing 14-gate passenger terminal, general aviation, and military air operations. The majority of the Airport property, approximately 455 acres, is located within the jurisdictional boundaries of the City of Burbank ("Burbank"). The remainder of the Airport lies within the City of Los Angeles.

B. For more than 20 years, the Authority has sought to find a pathway to achieve two goals: (i) enhancement of public safety and the Airport's accessibility for disabled individuals by construction of a replacement passenger terminal that complies with modern airport design, seismic safety, and accessibility standards; and (ii) implementation of operational and governance solutions that protect Burbank from the adverse impacts that the Airport has or could have on the surrounding community. During the course of this time span, the Authority has proposed to construct a new passenger terminal with significantly more aircraft gates than currently exists, Burbank has imposed a moratorium on ministerial permit approvals for development projects at the Airport, Burbank residents have enacted ballot measures seeking to regulate terminal development at the Airport, and there has been extensive and costly litigation between the Authority and Burbank in the federal and state courts.

C. In 2005, to begin a process of reaching consensus on a path forward on future planning at the Airport, the Authority and Burbank executed a Development Agreement. In the 2005 Development Agreement, among other things, the Authority agreed for a defined period of time neither to construct nor take steps needed for the construction of a new or relocated passenger terminal building and Burbank agreed for a defined period of time to not initiate a master plan, specific plan, or comprehensive plan or rezoning that would affect the location or development of a new or relocated passenger terminal building. The Authority and Burbank amended the 2005 Development Agreement three times and it expired on March 15, 2015.

D. In 2010, the Authority and Burbank restarted discussions regarding the future vision of the Airport.

E. In April 2015, in accordance with the March 15, 2005, Amended, Restated, Superseding and Combined Escrow and Trust Agreement executed by the Authority, Burbank, and the Bank of New York Trust Company N.A., the Authority placed the 59-acre B-6 Trust Property on the market. The Authority completed the sale in April 2016.

F. On July 15, 2015, the Commission and the Burbank City Council held a joint meeting to discuss the Replacement Terminal Project. At that time, the Authority issued a public paper outlining its proposal for a "deal" with Burbank. Authority and Burbank representatives then diligently worked to convert the proposal paper into an outline of conceptual term points. This effort culminated in the Bob Hope Airport Replacement Terminal Conceptual Term Sheet ("Conceptual Term Sheet"), which was endorsed by the Commission on November 2, 2015 and by the Burbank City Council on November 16, 2015. A copy of the Conceptual Term Sheet is included in the agenda packet for the July 11, 2016, Commission meeting.

G. The Conceptual Term Sheet specified the core principles that would be the foundation for: (i) negotiations between the Authority, Burbank, the City of Glendale, and the City of Pasadena for a Joint Powers Agreement ("JPA") Amendment; and (ii) negotiations between the Authority and Burbank for a new Development Agreement, entitlements, and other matters related to the entitlement for a Replacement Terminal Project. In summary, the Conceptual Term Sheet stated that the Authority would receive a vested right to build, on any Airport Zone property other than the B-6 Trust Property, a 14-gate replacement terminal between 232,000 square feet and 355,000 square feet in size. Further, the Conceptual Term Sheet stated that Burbank would receive protections through new supermajority voting (at least two of the three votes from each member city's three Commissioners) requirements for certain Commission decisions involving Airport expansion and aircraft noise. The principles memorialized in the Conceptual Term Sheet also included a commitment to jointly meet with Federal Aviation Administration ("FAA") staff in Washington D.C. to discuss a mandatory curfew for the Airport and the elements of the Conceptual Term Sheet. That meeting occurred in Representative Schiff's office on December 16, 2015.

H. The Authority and Burbank have completed negotiation of a new Development Agreement, a modification to their Amended and Restated Grant of Easements, Declaration of Use Restrictions and Agreement for Adjacent Property ("Easement Modification"), and conditions of approval, all of which are necessary to accomplish the provisions of the Conceptual Term Sheet. Additionally, the Authority, Burbank, the City of Glendale, and the City of Pasadena have completed negotiation of a JPA Amendment that also is necessary to accomplish the provisions of the Conceptual Term Sheet.

I. In order to ensure that a replacement passenger terminal is built, the City of Glendale and the City of Pasadena are willing, in exchange for Burbank approving and granting the Authority a vested right to build the Replacement Terminal Project through the new Development Agreement, to provide Burbank and its residents with certain governance protections regarding future Authority actions by requiring a supermajority vote of the Commission for certain decisions involving Airport expansion and aircraft noise.

J. The Authority and Burbank seek to bring to fruition a two decade process of reaching community consensus on a vision for the future of the Airport. Implementation of this vision involves many complicated and interrelated legal documents, some of which also are subject to approval by Burbank voters, and a different one of which also is subject to approval by the City of Glendale and the City of Pasadena.

Section 2. **Passenger Terminal Findings and Intent.**

A. The current passenger terminal building is approximately 232,000 square feet and has 14 aircraft gates. The Authority currently operates 6,637 public parking spaces associated with air carrier operations at the terminal building.

B. The current passenger terminal does not meet current Federal Aviation Administration ("FAA") design standards because of the proximity of the passenger terminal and the runways. The Airport currently lacks a standard Runway Safety Area ("RSA") in the area of the existing passenger terminal according to current FAA design standards because the current width of the RSA near the terminal measured from the center of the adjacent runway is 125 feet when it should be 250 feet. As currently defined by the FAA, an RSA is "a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway" (FAA Advisory Circular 150/5300-13A, Airport Design (2014)), and has dimensional requirements as well as clearing, grading, and drainage requirements. Aircraft taxi operations routinely occur simultaneously with aircraft arrivals and departures at the Airport, within the portion of RSA that is between 125 feet and 250 feet in width in the area of the existing passenger terminal facility.

C. The central portion of the existing passenger terminal was constructed over 85 years ago. Although retrofitted in 1995 to satisfy Burbank's Unreinforced Masonry Ordinance, this portion does not meet the State of California's seismic safety design standards for a new building.

D. Because it was constructed prior to the 1990 Americans with Disabilities Act ("ADA"), the existing passenger terminal has features that present accessibility challenges for disabled persons. These include: the lack of an elevator in Building 9, which houses airline offices on the second floor; an undersized elevator, which must be accessed through the kitchen, in the main terminal; and hallway slopes that exceed 2% and lack landings and handrails. Furthermore, ramps to aircraft doors are undersized and lack adequate turning radius for wheelchairs.

E. The Commission seeks to enhance the safety of the Airport and the passengers who use it by constructing a 14-gate replacement passenger terminal that meets modern FAA airport design standards and California seismic safety design standards. Additionally, the Commission seeks to enhance the Airport's public accessibility by constructing a replacement passenger terminal that meets modern ADA standards.

Section 3. **Development Agreement Findings and Intent.**

A. The Authority and Burbank have determined that the Replacement Terminal Project is the type of development for which a Development Agreement is appropriate.

The proposed Development Agreement has as it general goals to: eliminate uncertainty in planning and provide for the orderly development of the Replacement Terminal Project; facilitate the development of a 14-gate 355,000 square foot replacement passenger terminal that satisfies modern airport design standards, seismic safety standards, and accessibility standards for disabled persons, and that offers improved amenities for the traveling public; promote jobs in construction, transportation, and services; and provide other public benefits to Burbank and its residents by otherwise achieving the goals and purposes of Government Code Section 65864 et seq.

B. The Development Agreement will promote and encourage the development of the Replacement Terminal Project by providing the Authority, its tenants, its bondholders, and the FAA with a greater degree of certainty of the Authority's ability to expeditiously and economically complete the development effort. By entering into the Development Agreement, Burbank will vest in the Authority (upon ratification by Burbank voters at a Measure B Election), to the fullest extent possible under the law, all possible development entitlements necessary for the completion of the Replacement Terminal Project.

C. The Development Agreement contains terms and provisions consistent with the Authority's obligations to the federal government set forth in grant agreements, including its obligations to operate the Airport, to maintain financial self-sufficiency, to preserve its rights and powers, and to pursue the Replacement Terminal Project in a manner that is reasonably consistent with local plans.

Section 4. Easement Modification Findings and Intent.

A. On November 23, 1999, the Authority and Burbank executed that certain Grant of Easements, Declaration of Use Restrictions and Agreement for Adjacent Property, which was recorded on December 2, 1999, in the Official Records of Los Angeles County as Document No. 99-2219083 (the "Original Easement").

B. On February 26, 2003, the Authority and Burbank executed that certain First Amendment to Grant of Easements, Declaration of Use Restrictions and Agreement for Adjacent Property (the "First Amendment"). The Original Easement, as amended by the First Amendment, is referred to herein as the "Adjacent Property Easement."

C. On March 15, 2005, the Authority and Burbank executed that certain Amended and Restated Grant of Easements, Declaration of Use Restrictions and Agreement for Adjacent Property, which was recorded on March 21, 2005, in the Official Records of Los Angeles County as Document No. 05-0643307 (the "Restated Adjacent Property Easement"). The Restated Adjacent Property Easement completely superseded and restated the Adjacent Property Easement.

D. The Easement Modification will facilitate the Authority's construction of either the Adjacent Property Full-Size Terminal development option or the Southwest Quadrant Full-Size Terminal development options studied in the Replacement Terminal Project Environmental Impact Report (State Clearinghouse No. 2015121095) ("EIR"). Specifically, the Easement Modification will modify the Adjacent Property easements and use

restrictions to accommodate either a replacement passenger terminal and ancillary improvements, or general aviation and ancillary improvements, depending on the site selected by the Authority for the replacement terminal.

Section 5. Measure B Compliance Findings and Intent.

A. Burbank Municipal Code Section 2-3-112, commonly referred to as "Measure B," states that: "No approval by the City of Burbank of any agreement between the City and the Burbank-Glendale-Pasadena Airport Authority for a relocated or expanded airport terminal project, or any other discretionary act by the City relating to the approval of a relocated or expanded airport terminal project shall be valid and effective unless previously approved by the voters voting at a City election."

B. Burbank will call a Measure B election for Burbank's discretionary acts that are subject to voter approval (e.g. the Development Agreement and Planned Development amendments). Through an affirmative vote on the Measure B ballot measure, Burbank voters will also authorize Burbank to approve future amendments to the Development Agreement or to the Replacement Terminal Project approvals provided that such amendments do not allow the Authority to either: (i) construct a replacement passenger terminal that has more than 14 aircraft parking gates or that exceeds 355,000 square feet in size; or (ii) operate more than 6,637 public parking spaces associated with air carrier operations at the terminal building (such amount excludes employee parking spaces and parking spaces for aircraft hangar tenants and customers).

Section 6. CEQA Compliance.

A. The Replacement Terminal Project was analyzed and examined in the EIR, which was prepared by the Authority as lead agency.

B. At a duly noticed meeting on July 11, 2016, the Commission adopted Resolution No. 469 which certified the Final EIR, adopted findings pursuant to the California Environmental Quality Act ("CEQA"), adopted a Mitigation Monitoring and Reporting Program, and adopted a Statement of Overriding Considerations. The mitigation measures set forth in such Mitigation Monitoring and Reporting Program are incorporated herein by reference.

C. Section 15091 of the State CEQA Guidelines requires that the Authority, before approving the Project, make one or more of the following written finding(s) for each significant effect identified in the Final EIR accompanied by a brief explanation of the rationale for each finding: (1) changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR; or (2) such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; or (3) specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. The Commission hereby acknowledges, reaffirms

and incorporates herein the required findings contained in Exhibits A, B and C, respectively, of Commission Resolution No. 469: (a) with respect to the Adjacent Property Full-Size Terminal development option; (b) with respect to the Southwest Quadrant Full-Size Terminal development option; and (c) with respect to the Southwest Quadrant Same-Size Terminal development option.

D. The Commission hereby acknowledges, reaffirms and incorporates herein by this reference the finding with respect to the environmental impacts identified in the Final EIR that are found to be less than significant and do not require mitigation as described in Section IV of Exhibits A through C to Commission Resolution No. 469 for the respective Replacement Terminal Project development options.

E. The Commission hereby acknowledges, reaffirms and incorporates herein by this reference, the finding with respect to environmental impacts, or certain aspects of impacts, identified in the Final EIR as potentially significant, but that can be reduced to less than significant levels with mitigation as described in Section V of Exhibits A through C to Commission Resolution No. 469 for the respective Replacement Terminal Project development options.

F. The Commission hereby acknowledges, reaffirms and incorporates herein by this reference, the finding with respect to environmental impacts identified in the Final EIR as significant and unavoidable despite the imposition of all feasible mitigation measures as described in Section VI of Exhibits A through C to Commission Resolution No. 469 for the respective Replacement Terminal Project development options.

G. The Commission hereby acknowledges, reaffirms and incorporates herein by this reference, the findings with respect to alternatives to the Replacement Terminal Project that might eliminate or reduce significant environmental impacts that are contained in Exhibit D to Commission Resolution No. 469.

H. Public Resources Code Section 21081.6 requires the Authority to prepare and adopt a Mitigation Monitoring and Reporting Program for any project for which mitigation measures have been imposed to assure compliance with the adopted mitigation measures. The Mitigation Monitoring and Reporting Program, describing the required mitigation measures for each of the Replacement Terminal Project development options, is attached as Exhibit E to Commission Resolution No. 469, and its adoption is hereby reaffirmed and incorporated herein by this reference. In addition, the Replacement Terminal Project includes a number of design characteristics that serve to reduce potentially significant impacts. These "Project Design Features" are described in Exhibit F to Commission Resolution No. 469, and are incorporated herein by reference. Only the mitigation measures and Project Design Features relating to the Replacement Terminal Project development option ultimately constructed by the Authority, as identified in the Exhibits E and F, shall be made applicable to the approved and implemented Project.

I. Pursuant to Section 15090 to the State CEQA Guidelines, prior to taking action, the Commission was presented with the Final EIR and reviewed, considered, and exercised its independent judgment in considering the Final EIR and all of the information and data in the administrative record. The Commission has also reviewed and considered all oral and

written testimony presented to it during meetings and hearings and finds that the Final EIR is adequate and was prepared and completed in full compliance with CEQA. No comments or any additional information submitted to the Authority have produced any substantial new information requiring additional recirculation or additional environmental review of the Replacement Terminal Project under CEQA.

J. For all significant and unavoidable impacts, including Adjacent Full-Size Terminal Option impacts to Air Quality (Operational Air Quality Standards, Criteria Pollutant Emissions, and Cumulative impacts), Southwest Quadrant Full-Size Terminal Option impacts to Air Quality (Operational Air Quality Standards, Toxic Air Contaminants, Criteria Pollutant Emissions, and Cumulative impacts), and Southwest Quadrant Same-Size Terminal Option impacts to Air Quality (Operational Air Quality Standards, Toxic Air Contaminants, Criteria Pollutant Emissions, and Cumulative impacts), identified in the Final EIR as "significant and unavoidable," the Commission hereby acknowledges and reaffirms the "Statement of Overriding Considerations" as set forth in Exhibit G to Commission Resolution No. 469, which is incorporated herein by reference. The Commission finds that each of the overriding benefits, by itself, would justify proceeding with the Replacement Terminal Project despite any significant unavoidable impacts identified in the Final EIR or alleged to be significant in the record of proceedings.

Section 7. **Approval of Replacement Terminal Project and Development Agreement.** Based on all the findings contained in this Resolution and all other evidence in the record, the Commission hereby approves the Replacement Terminal Project and the Development Agreement Between the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority Relating to the Bob Hope Airport, in the form attached as Exhibit B to the July 11, 2016 staff report for this item, directs staff to submit the Development Agreement to Burbank, authorizes the Executive Director and Authority Counsel to make non-substantive amendments to the Development Agreement prior to final approval by the Burbank City Council, and authorizes the President to execute the Development Agreement when the Burbank City Council has approved that document in a form and with conditions acceptable to the Authority.

Section 8. **Approval of Easement Modification.** Based on all the findings contained in this Resolution and all other evidence in the record, the Commission hereby approves the Easement Modification, in the form attached as Exhibit C to the July 11, 2016, staff report for this item, directs staff to submit the Easement Modification to Burbank, authorizes the Executive Director and Authority Counsel to make non-substantive amendments to the Easement Modification prior to final approval by the Burbank City Council, and authorizes the President to execute the Easement Modification, when the Burbank City Council has approved that document in a form and with conditions acceptable to the Authority.

Section 9. **Approval of Burbank Conditions of Approval.** Based on all the findings contained in this Resolution and all other evidence in the record, the Commission hereby approves the Project Conditions for the Burbank City Council's approval of the Replacement Terminal Project, in the form attached as Exhibit D to the July 11, 2016, staff report for this item, authorizes the Executive Director and Authority Counsel to make amendments to the Project Conditions that are consistent with the Authority's approval of the Replacement Terminal Project, and authorizes the President to execute the Development

Agreement with the Project Conditions included as an Exhibit thereto when the Burbank City Council has approved those Project Conditions in a form acceptable to the Authority.

Section 10. **Certification.** The Board Secretary shall certify to the adoption of this Resolution, and shall cause this Resolution to be entered in the official records of the Authority.

Section 11. **Effective Date.** This Resolution shall be effective upon adoption.

ADOPTED, this 11th day of July 2016.

Bill Wiggins, President
Burbank-Glendale-Pasadena Airport Authority

Attest:

Zareh Sinanyan
Secretary

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)

I, Dan Feger, do hereby certify that the foregoing resolution was duly and regularly adopted by the Commissioners of the Burbank-Glendale-Pasadena Airport Authority ("Authority") as a result of the following vote taken at the Authority's special meeting on the 11th day of July 2016:

AYES: Commissioners Brown, Adams, Friedman, Sinanyan, Quintero, Wiggins, Tornek and Selvidge

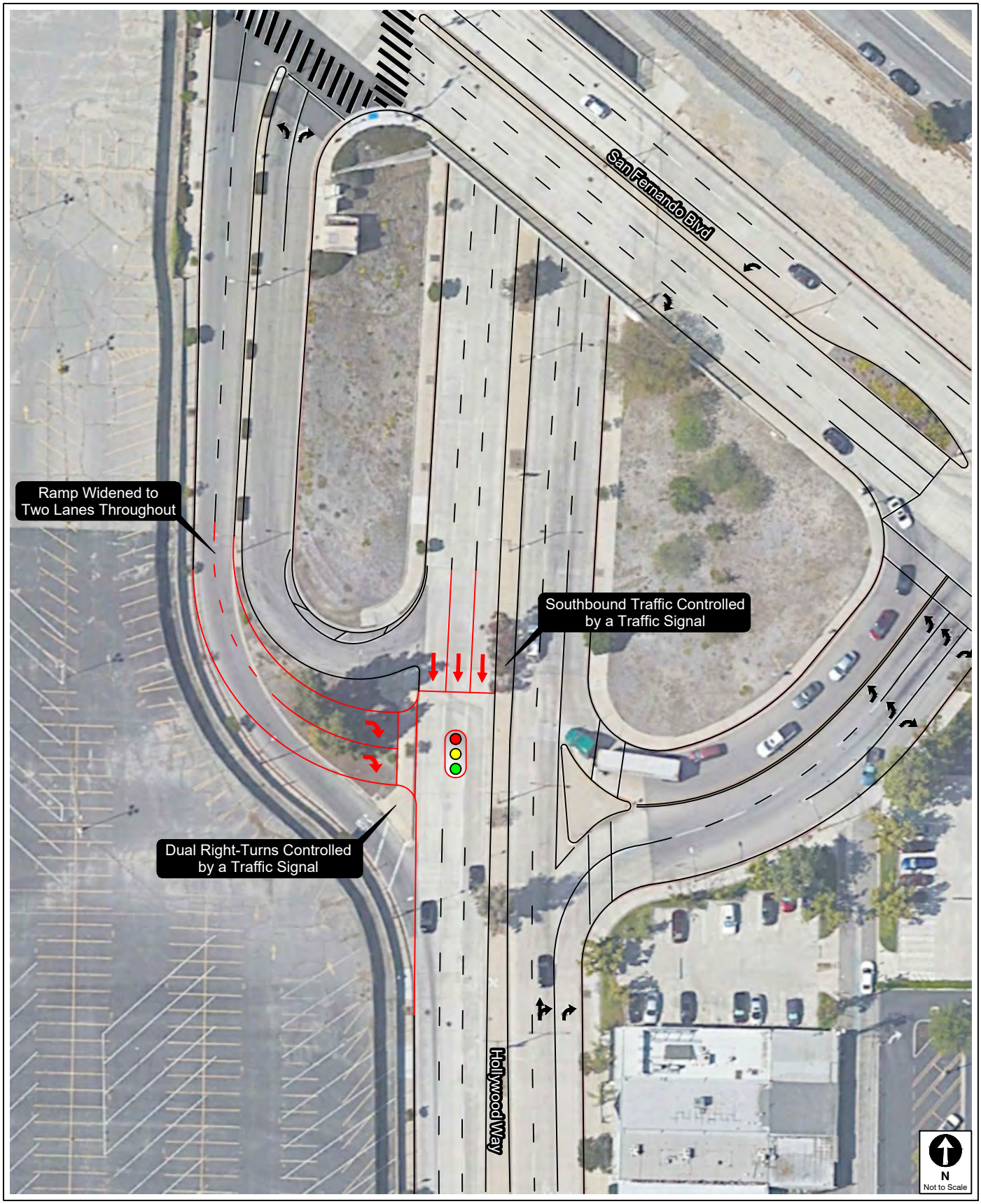
NOES: None

ABSENT: Commissioner Madison

Dan Feger
Assistant Secretary

Gibson transportation consulting, inc.

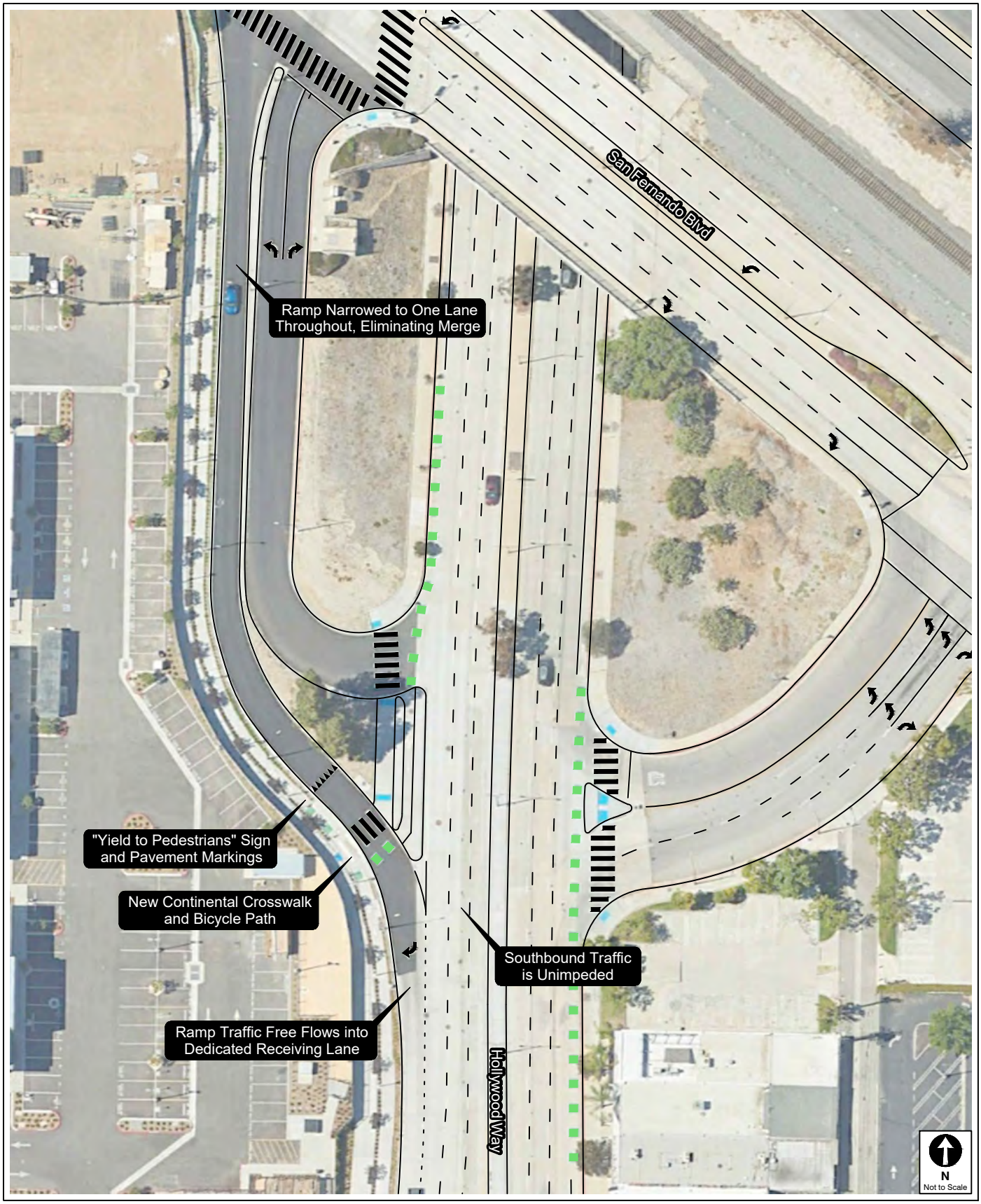
Exhibit D



ITEM 42 IMPROVEMENT

Gibson transportation consulting, inc.

Exhibit E



AVION IMPROVEMENT

LICENSE AGREEMENT

THIS LICENSE AGREEMENT ("Agreement") is dated _____, 2025 for reference purposes, and is executed by the Burbank-Glendale-Pasadena Airport Authority ("Licensor"), a California joint powers agency, and the City of Burbank ("Licensee"), a California municipal corporation.

R E C I T A L S

A. Licensor is the owner of the land described on Exhibit A ("Licensed Premises"), which is part of the Hollywood Burbank Airport ("Airport").

B. Licensee has requested the right to temporarily use and have access to the Licensed Premises for the purposes and obligations set forth on Exhibit B related to installation, inspection, operation, and maintenance of water lines and related points of connection (collectively, "Permitted Activities").

C. In consideration of the Licensee's use of and access to the Licensed Premises, the Permitted Activities will limit unforeseen water shut-offs and primarily benefit Licensor and the Airport.

D. Licensor has agreed to give to Licensee, and Licensee has agreed to accept from Licensor, a temporary and limited contractual license to enter upon the Licensed Premises at no charge to conduct the Permitted Activities in accordance with this Agreement.

NOW, THEREFORE, Licensor and Licensee agree as follows:

1. Term. The License Term shall commence on _____, 2025 and shall expire on the earlier of (i) the date upon which an easement authorizing Licensee to perform the Permitted Activities within the Licensed Premises, or a larger area that includes the Licensed Premises, is recorded in the Official Records of Los Angeles County, or (ii) January 31, 2027. Either party may terminate the License Term at any time upon 75 days' prior written notice to the other party. Licensee waives any and all rights to relocation benefits under applicable law upon the expiration or earlier termination of the License Term.

2. Condition of Property. Licensee represents that it has inspected the Licensed Premises and accepts the Licensed Premises in its current "AS IS" condition, without representation or warranty, express or implied, subject to all matters of record; provided, that to Licensee's actual knowledge, there is no dangerous condition or hazardous material on the Licensed Premises.

3. Use. Licensee may use the Licensed Premises only for the Permitted Activities. Licensee acknowledges that the Permitted Activities do not include fencing off or otherwise obstructing access to the Licensed Premises. Licensee assumes all risk of third party theft or damage to materials or equipment that Licensee lays down or stores at the Licensed Premises. Licensee shall comply with applicable laws and the Federal Requirements set forth in the attached Exhibit C. Licensee shall not intentionally release any hazardous materials or substances on the Property. In the event of any accidental release, Licensee shall promptly

remediate the site for any hazardous materials or substances released by Licensee. Licensor shall have the right to enter and inspect the Licensed Premises at any time.

4. Removal of Personal Property. Within 75 days after expiration or earlier termination of the License Term, unless otherwise requested by Licensor, Licensee shall remove all of its improvements and personal property from the Licensed Premises, and shall restore the Licensed Premises to its pre-existing condition including landscaping. If Licensee does not do so, then Licensor may do so, and may dispose of or retain such improvements and personal property without obligation or liability to Licensee.

5. Indemnity. Each party shall indemnify, defend, and hold harmless the other party, and the other party's officers, employees, and agents from and against any and all claims, liabilities, damages, losses, costs and expenses of any kind or nature whatsoever (including attorneys' fees and expenses) (collectively "Indemnified Claims") incurred in connection with the Permitted Activities, except to the extent that any such Indemnified Claims arise in connection with the actions or omissions of the indemnified party, and the other party's officers, agents, contractors or employees. The obligations under this section shall survive the expiration or earlier termination of this Agreement.

6. Miscellaneous. This Agreement does not convey to Licensee any right, title or interest in or to the Licensed Premises or the Airport, but merely grants limited contractual rights and privileges. In no event shall this Agreement or any memorandum be recorded. This Agreement may not be assigned by Licensee, in whole or in part. This Agreement shall be construed and enforced in accordance with the laws of the State of California.

7. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, and all of such counterparts together shall constitute one and the same instrument. Furthermore, executed counterparts of this Agreement may be delivered by e-mail of pdf documents, and such electronic transmissions shall be valid and binding for all purposes when transmitted to and actually received by the other party.

8. Integration. This Agreement contains the entire agreement of the parties with respect to the Licensee's use of the Licensed Premises for the Permitted Activities.

9. Representations and Warranties. Licensor and Licensee each represents and warrants that (a) it has the authority to enter into this Agreement, (b) the execution, delivery and performance by it shall not result in any default or breach of any agreement and (c) no other consent or approval is necessary for the execution, delivery and performance of this Agreement.

EXECUTED:

Licensee:	**Licensor:**
City of Burbank	Burbank-Glendale-Pasadena Airport Authority
By:_____	By:_____
Print Name:_____	Print Name:_____
Title:_____	Title: _____

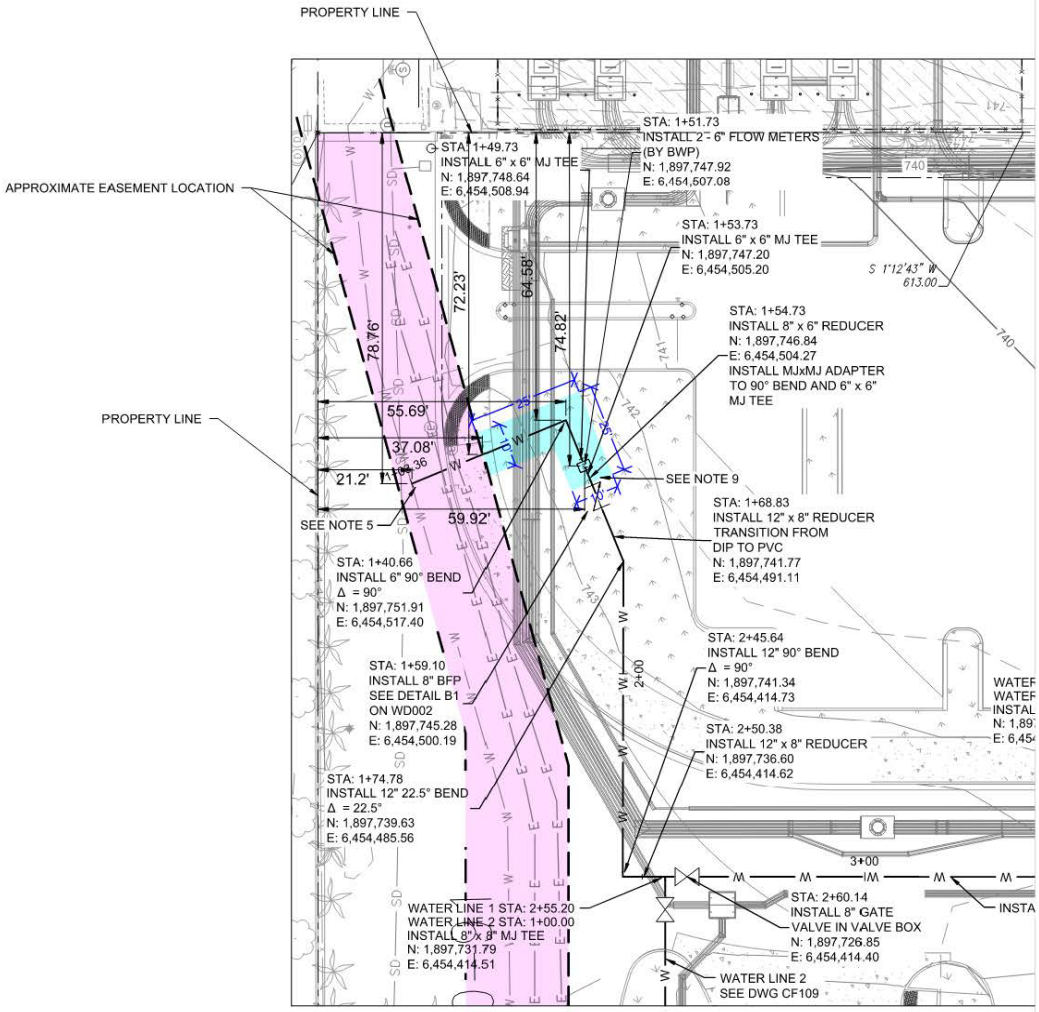
EXHIBIT A
Licensed Premises

(Attached)

Hollywood Burbank Airport

EXHIBIT A

Licensed Premises



A1 / CF101 PLAN WATER LINE 1

EXHIBIT B
Permitted Activities

1. Licensee shall have the right to temporarily access and use Airport land, adjacent to an existing 12" water main line owned by Licensee and located on an existing utility easement on Cohasset Street, for the purposes set forth in this Agreement.

2. Licensee, through Burbank Water and Power ("BWP Water"), shall install a 12" x 8" tapping saddle, 8" valve, 8" potable service line, 8" compound meter and vault, and related appurtenances (collectively, the "BWP Connection") within the Licensed Premises.

3. Licensee, through BWP Water, shall complete turn-key installation of the BWP Connection, including temporary shoring for excavation, pipe bedding, and any other temporary means and methods necessary for the installation, based on a survey of the Licensed Premises prepared by Licensor or its agent that establishes the point of connection, horizontal alignments, and elevations for the installation of the BWP Connection (the "Site Survey"). Licensee shall bear the costs of any re-installation or relocation of the BWP Connection required due to deviations from the Site Survey. If re-installation or relocation of the BWP Connection is required due to errors in the Site Survey, Licensor shall reimburse Licensee for re-installation or relocation costs that are directly attributable to errors in the Site Survey. If the newly installed BWP Connection is damaged during the construction by Licensor of civil improvements such as roadways, curbs and gutters, planters, or landscaping ("Infrastructure Improvements"), Licensor shall reimburse Licensee for re-installation or relocations costs that are directly attributable to construction of the Infrastructure Improvements.

4. BWP Water shall dig a minimum 30" wide trench to install the tapping saddle, valve and water service line, and a 6' x 9' trench to install the meter, vault and appurtenances.

5. BWP Water shall perform all necessary underground utility avoidance best practices, including DigAlert, as-built review, and hand digging (if applicable). BWP Water shall provide temporary shoring and support for all existing utilities encountered within the Licensed Premises impacted by the construction of the BWP Connection.

6. BWP Water shall backfill all trenches in the Licensed Premises per BWP Water standards and restore the finished elevation to match conditions that existed prior to construction.

7. BWP Water shall have access to the service line, vault, meter, and appurtenances for routine maintenance and in case of emergencies.

8. Licensee shall repair the Licensed Premises to a condition substantially similar to the condition immediately before Licensee's work related to the Permitted Activities. Licensee shall not be responsible for any maintenance within the Licensed Premises,

except with respect to Licensee's facilities located at the Licensed Premises from the point of connection up to the customer valve, as depicted in Exhibit A.

EXHIBIT C
Federal Requirements

For purposes of this Exhibit, references to "Tenant" shall be deemed to refer to Licensee.

1. General Civil Rights Provisions

A. In all its activities within the scope of its airport program, the Tenant agrees to comply with pertinent statutes, Executive Orders, and such rules as identified in Title VI List of Pertinent Nondiscrimination Acts and Authorities to ensure that no person shall, on the grounds of race, color, national origin (including limited English proficiency), creed, sex, age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance.

B. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.

C. If the Tenant transfers its obligation to another, the transferee is obligated in the same manner as the Tenant.

2. Civil Rights – Title VI Assurance

A. During the performance of this contract, the Tenant, for itself, its assignees, and successors in interest (hereinafter referred to as the "Tenant") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

1. Title VI of the Civil Rights Act of 1964 (42 USC § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);

2. 49 CFR part 21 (Non-discrimination in Federally-Assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964);

3. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 USC § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

4. Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 et seq.), as amended (prohibits discrimination on the basis of disability); and 49 CFR part 27 (Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance);

5. The Age Discrimination Act of 1975, as amended (42 USC § 6101 et seq.) (prohibits discrimination on the basis of age);

6. Airport and Airway Improvement Act of 1982 (49 USC § 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);

7. The Civil Rights Restoration Act of 1987 (PL 100-259) (broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and Tenants, whether such programs or activities are Federally funded or not);

8. Titles II and III of the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq) (prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities) as implemented by U.S. Department of Transportation regulations at 49 CFR parts 37 and 38;

9. The Federal Aviation Administration's Nondiscrimination statute (49 USC § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

10. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs [70 Fed. Reg. 74087 (2005)];

11. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 USC § 1681, et seq).

B. During the performance of this contract, the Tenant, for itself, its assignees, and successors in interest (hereinafter referred to as the "Tenant"), agrees as follows:

1. Compliance with Regulations: The Tenant will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination: The Tenant, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin (including limited English proficiency), creed, sex, age, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Tenant will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.

3. Solicitations for Subcontracts, including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding or negotiation made by the Tenant for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Tenant of the Tenant's obligations under this contract and the Nondiscrimination Acts and Authorities on the grounds of race, color, or national origin.

4. Information and Reports: The Tenant will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of a Tenant is in the exclusive possession of another who fails or refuses to furnish the information, the Tenant will so certify to the Sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of a Tenant's noncompliance with the non-discrimination provisions of this contract, the Sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

a. Withholding payments to the Tenant under the contract until the Tenant complies; and/or

b. Cancelling, terminating, or suspending a contract, in whole or in part.

6. Incorporation of Provisions: The Tenant will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant thereto. The Tenant will take action with respect to any subcontract or procurement as the Sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Tenant becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Tenant may request the Sponsor to enter into any litigation to protect the interests of the Sponsor. In addition, the Tenant may request the United States to enter into the litigation to protect the interests of the United States.

3. Transfer of Real Property Acquired or Improved Under the Airport Improvement Program

A. The Tenant for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that:

1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this lease for a purpose for which a Federal Aviation Administration activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the Tenant will maintain and operate such facilities and services in compliance with all requirements imposed by the Nondiscrimination Acts and Regulations listed in the Title VI List of Pertinent Nondiscrimination Acts and Authorities (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. In the event of breach of any of the above Nondiscrimination covenants, the Authority will have the right to terminate the Lease and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the Lease had never been made or issued.

4. <u>Construction/Use/Access to Real Property Acquired Under the Airport Improvement Program</u>

A. The Tenant for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that:

1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this Lease for a purpose for which a Federal Aviation Administration activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the Tenant will maintain and operate such facilities and services in compliance with all requirements imposed by the Nondiscrimination Acts and Regulations listed in the Title VI List of Pertinent Nondiscrimination Acts and Authorities (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. In the event of breach of any of the above Nondiscrimination covenants, the Authority will have the right to terminate the Lease and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the Lease had never been made or issued.

Replacement Passenger Terminal Project Information Update

Presented to:

Executive Committee

October 1, 2025

Jacobs Program Management Co.

RPT Design Inquiry Update

Final color scheme for the public restroom

The initial color scheme for the RPT public restrooms included a bronze finish in a textured tile. The County Health Department rejected the initial proposed tile as inconsistent with Department regulation.

A review of alternative color schemes, and tiles that complement the design and colors of the RPT, was undertaken to meet County Health Department requirements as well as the cost and delivery parameters to maintain the RPT construction schedule.

The selected tile and color provides a calming effect and satisfies regulatory requirements and schedule constraints.

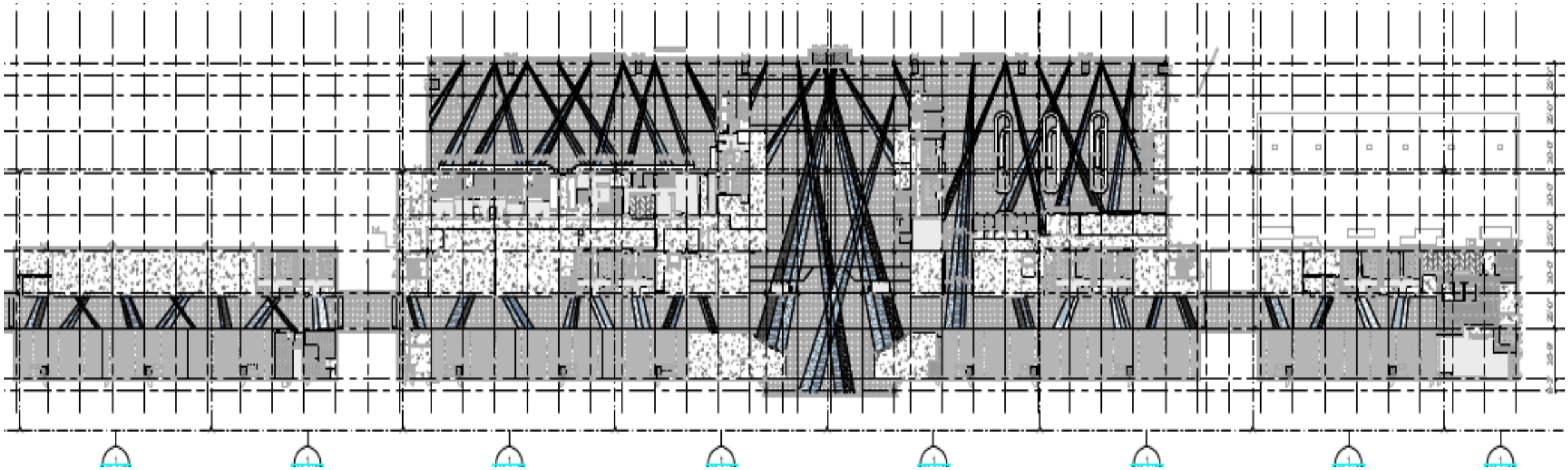
RPT Restroom Finish Colors

RPT Design Inquiry Update

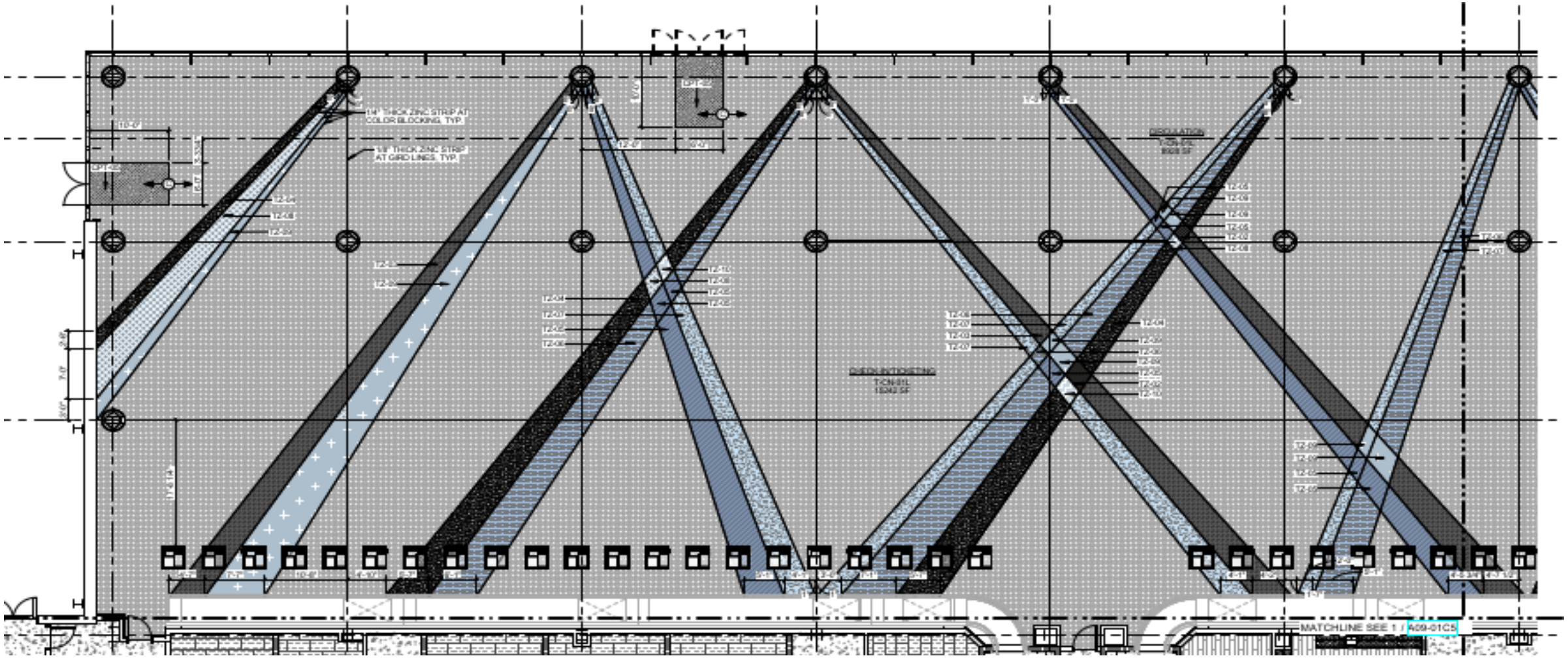
Terrazzo Design and Colors

The terrazzo flooring covers a large swath of the public corridors in all modules of the Terminal. The flooring continues the Icon design with the colors mimicking the “searchlight” imagery implied in the Terminal design.

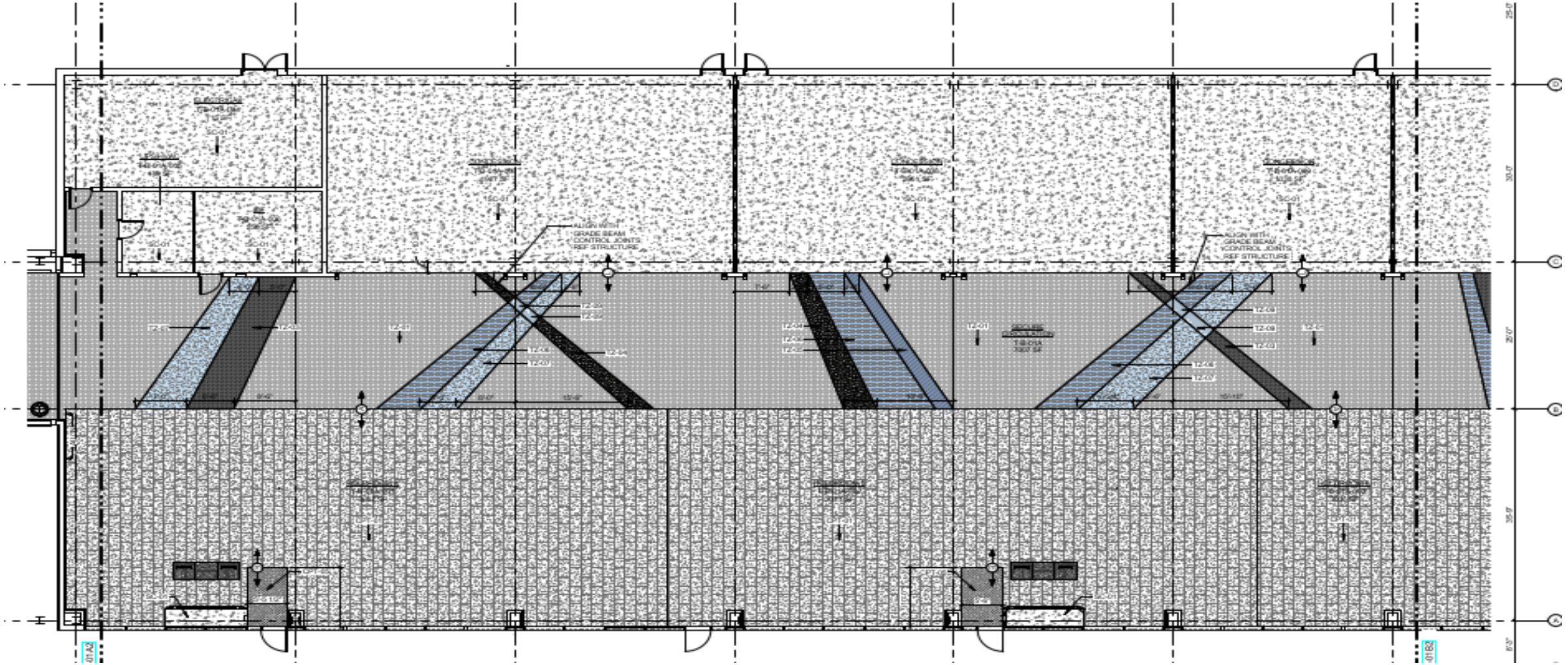
Terrazzo Floor Pattern
(Terminal Module Areas)



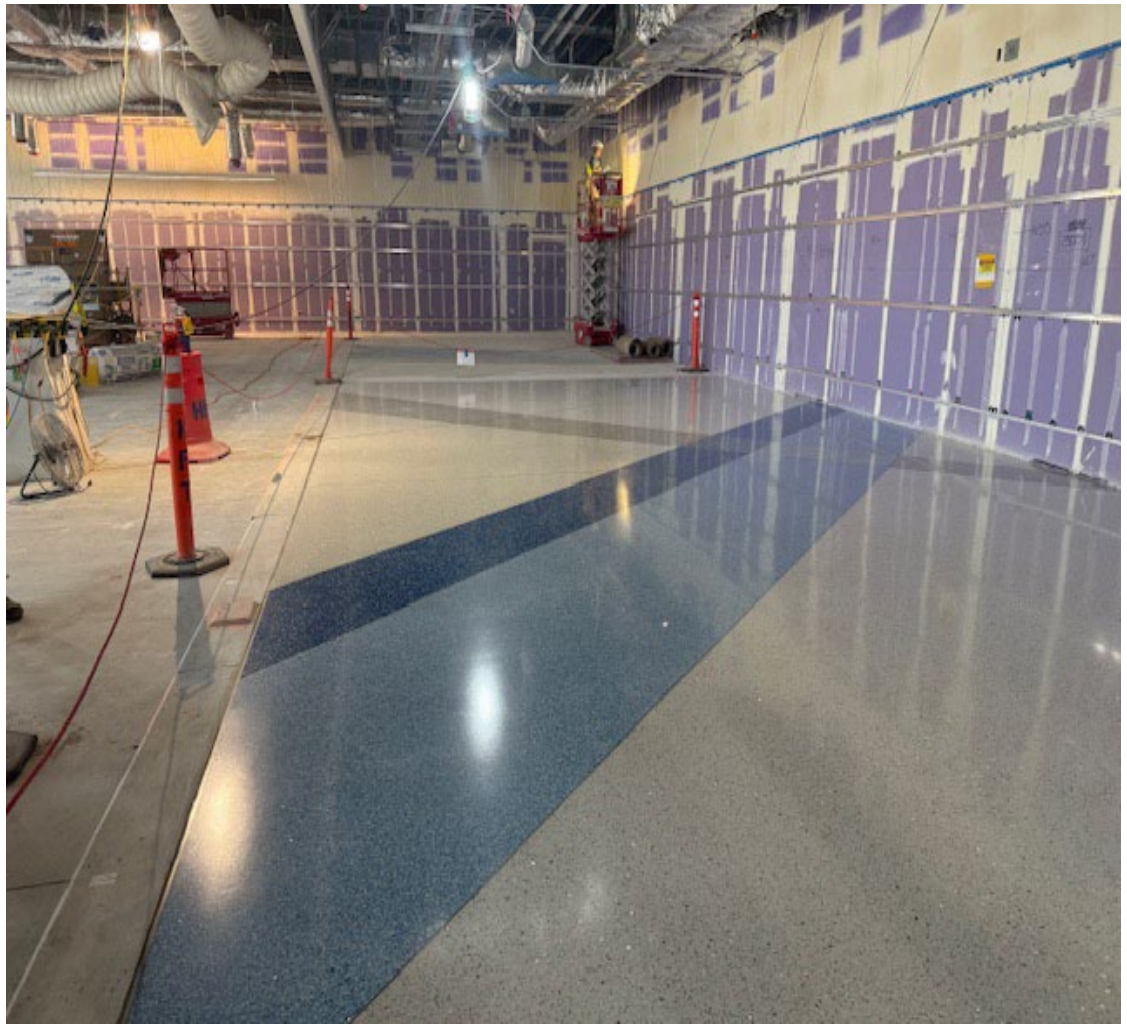
Terrazzo Colors and Pattern
Ticket Counter Area

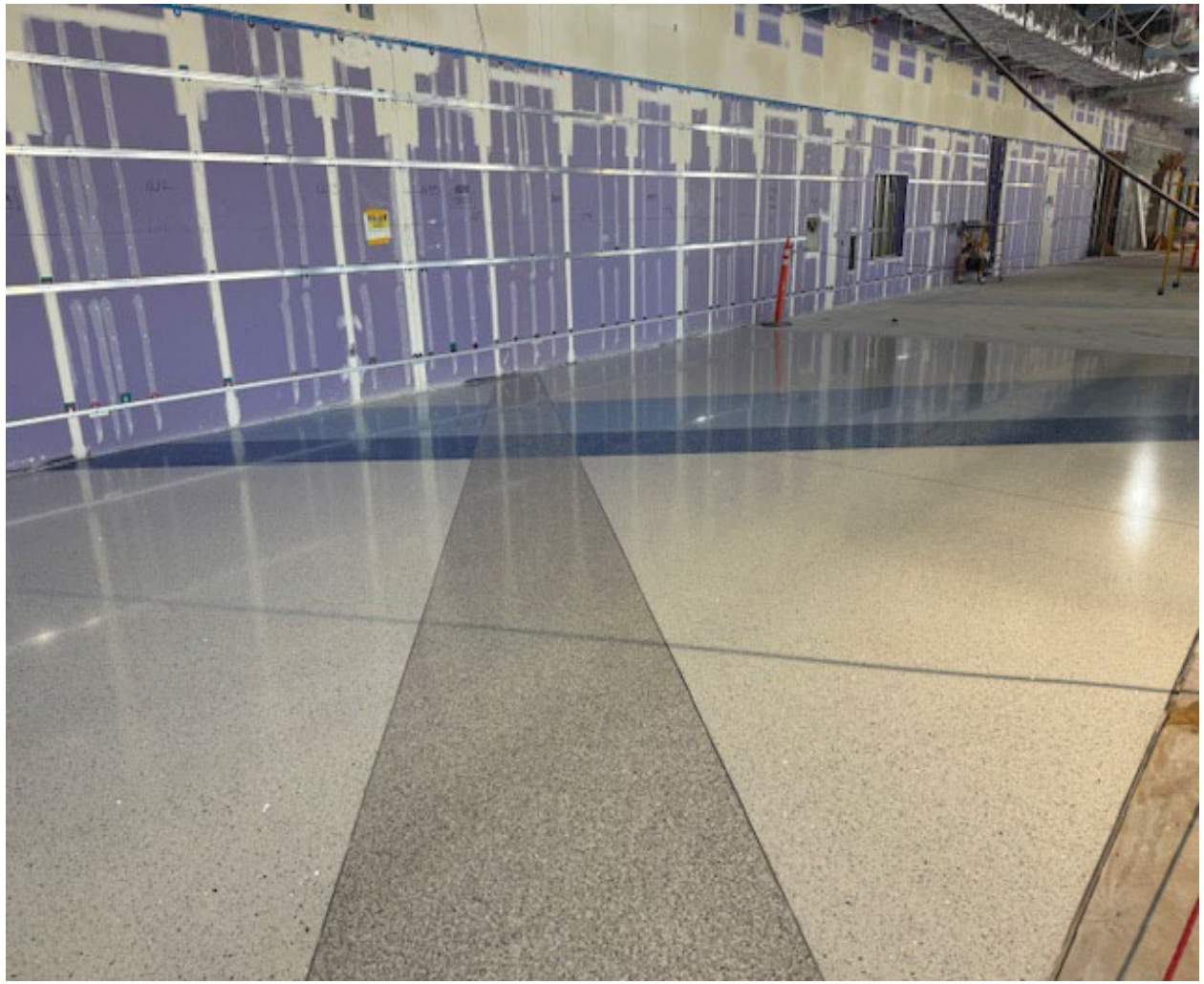


Terrazzo Colors and Pattern
Terminal Concourse Areas

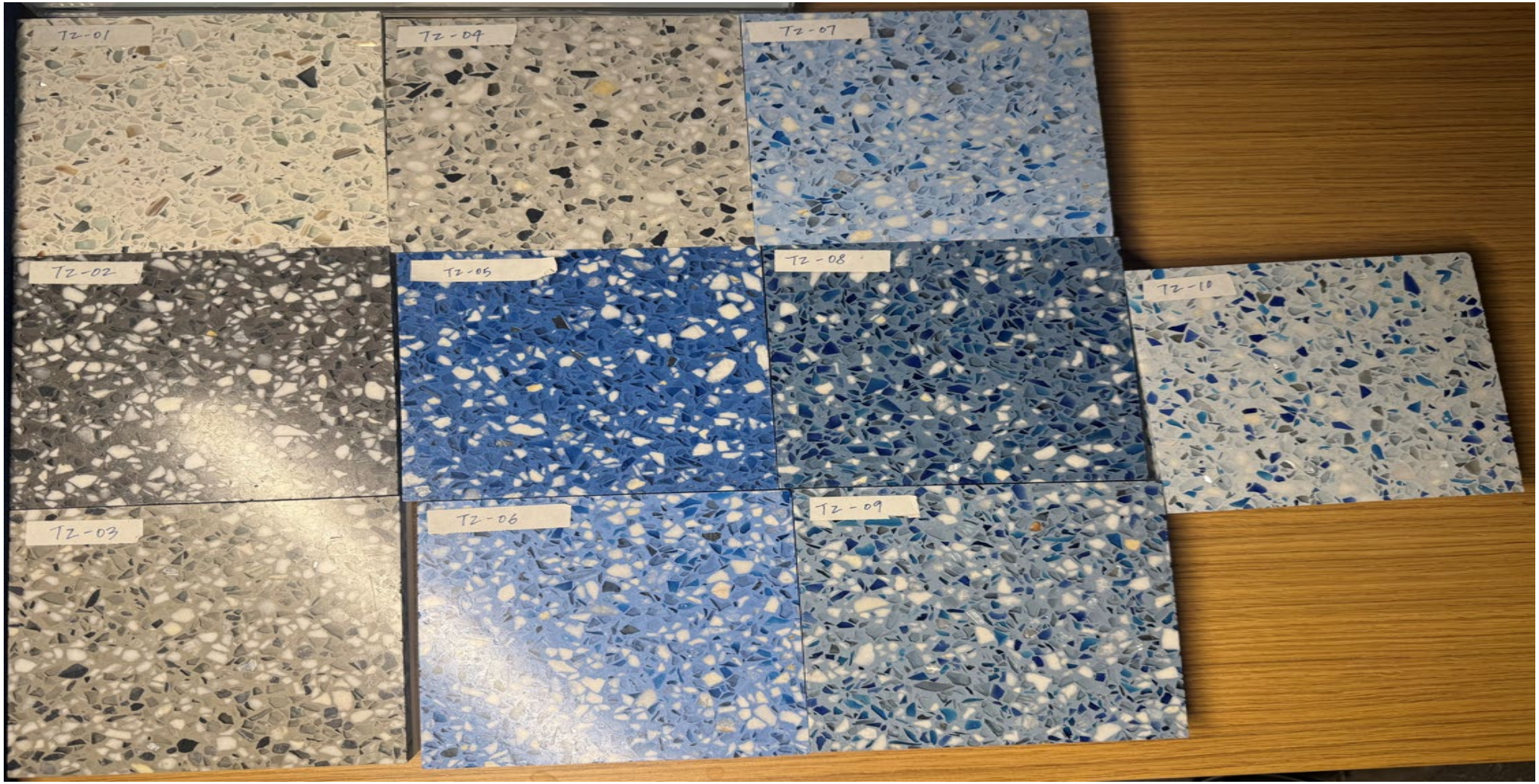


Terrazzo Colors and Pattern
Module A Test Bed





Terrazzo Colors and Pattern



Photovoltaic Manufacturers Information

1. **Panels – Provided by Trina Solar C&I Solutions**

   Global and Regional Headquarter in China with offices in Silicon Valley, Dubai, Switzerland, and Singapore

2. **Inverters – Supplied by CPS Energy**

   Headquarters is in San Antonio, TX

3. **Racking – Provided by PanelClaw**

   Headquarters is in North Andover, MA

4. **Switchgear – Supplied by GDS Industries**

   Women owned small business located in Vista, CA

Other Inquiry

HPTJV is compiling the information requested regarding Disadvantage d Business Enterprise program and local area procurement. Information will be presented to the Committee when the report is completed.

Questions

Hollywood Burbank Airport
Replacement Passenger Terminal

HOLDER / PANKOW / TEC

Hollywood Burbank Airport Replacement Passenger Terminal

September 2025 Construction Update

Safety

- Work Craft Hours to Date – 1,688,855 Hours
- Safety Orientations to Date – 2,897
- Daily Average Workers Onsite – 900
- Pre-Task-Plans to Date – 10,207
- Site Security Incidents to Date – 0

Current Construction Statistics

- Terminal Concrete Poured to Date – 18,455 cubic yards
- Garage Concrete Poured to Date – 28,294 cubic yards
- Terminal Steel Erected to Date – 4,200 tons
- Total Virtual Design and Construction Clashes Resolved to Date – 11,282

Current Construction Activities

Terminal

- Ongoing Roofing Install
- Ongoing Mechanical, Electrical and Plumbing Install
- Ongoing Interior Framing
- Ongoing Exterior Skin Install

Garage

- Ongoing Vertical Construction
- Continued Column Placement
- Ongoing Ramp Construction
- Ongoing Overhead Mechanical, Electrical and Plumbing Install

Civil

- Continued Airside Gate Utility Install
- Continued Electrical Ductbank Install
- Continued Airside Paving
- Continued Landside Utility Install

Photos

Airside Gate Utilities

Garage Entry Ramp

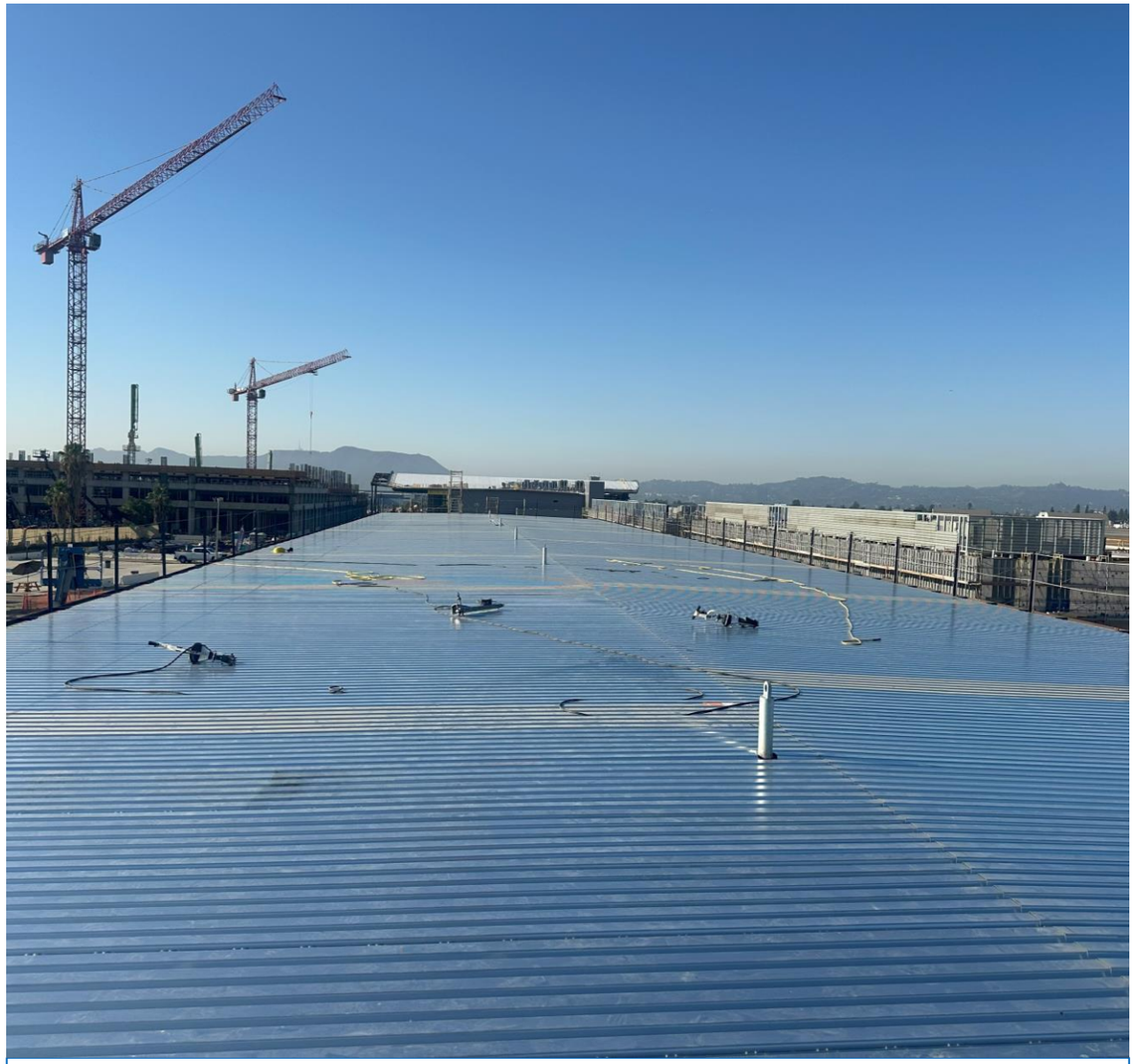
Photos

Landside Curtainwall

Concourse Gate

Photos

Concourse Module Connector



ASF Metal Decking