



October 2, 2025

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

NOTICE is hereby given that a regular meeting of the Burbank-Glendale-Pasadena Airport Authority will be held on Monday, October 6, 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 locations:

912 Stagecoach Road  
Santa Fe, NM 87501

Marriott Manor Club at Fords Colony  
101 St. Andrew's Dr.  
Williamsburg, VA 23118

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: (818) 862-3332

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

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

Regular Meeting of October 6, 2025

9.00 A.M.

*The public comment period is the opportunity for members of the public to address the Commission on agenda items and on Airport-related non-agenda matters that are within the Commission'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 in-person attendance or participation at meeting of the Commission is allowed, members of the public are requested to observe the following rules of decorum:*

- *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 Commission 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 Commission'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 Commission 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.*

## AGENDA

Monday, October 6, 2025

1. ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. APPROVAL OF AGENDA
4. PUBLIC COMMENT (Public comment will be limited to a total of 20 minutes at the beginning of the meeting and will continue at the conclusion of the meeting, if necessary. Comments are limited to 3 minutes each, and the Authority President may limit this time if reasonable under the circumstances.)
5. CONSENT CALENDAR (Includes Minutes. Items on the Consent Calendar are generally routine in nature and may be acted upon by one motion unless removed for separate consideration.)
  - a. Committee Minutes  
(For Note and File)
    - 1) Executive Committee
      - (i) September 3, 2025 **[See page 1]**
    - 2) Operations and Development Committee
      - (i) August 18, 2025 **[See page 3]**
      - (ii) July 21, 2025 **[See page 5]**
    - 3) Finance and Administration Committee
      - (i) August 18, 2025 **[See page 8]**
  - b. Commission Minutes
    - 1) September 15, 2025 **[See page 10]**
  - c. First Amendment to Janitorial Services Agreement  
C&W Facility Services, Inc. **[See page 15]**
  - d. Addendum to Final Environmental Impact Report **[See page 18]**
  - e. Approval of Water Connection License Agreement  
City of Burbank **[See page 20]**
6. ITEMS FOR COMMISSION APPROVAL
  - a. Approval of Task Order Amendment  
Replacement Passenger Terminal Project **[See page 21]**

- b. Highlights of FY 2025 Financial Performance  
June 2025 Treasurer's Report

***[See page 23]***

7. ITEMS FOR COMMISSION INFORMATION

- a. Replacement Passenger Terminal Project – Construction Update

8. ITEMS PULLED FOR DISCUSSION

9. EXECUTIVE DIRECTOR COMMENTS

10. COMMISSIONER COMMENTS

(Commissioners may make a brief announcement, make a brief report on their activities, and request an agenda item for a future meeting.)

11. PUBLIC COMMENT

12. ADJOURNMENT



## COMMISSION NEWSLETTER

Monday, October 6, 2025

*[Regarding agenda items]*

### 5. CONSENT CALENDAR

*(Consent Calendar items may be enacted by one motion. There will be no separate discussion on these items unless a Commissioner so requests, in which event the item will be removed from the Consent Calendar and considered in its normal sequence on the agenda.)*

- a. COMMITTEE MINUTES. A copy of the approved minutes of the Executive Committee meeting of September 3, 2025, a copy of the approved minutes of the Operations and Development Committee meeting of August 18, 2025; a copy of the approved minutes of the Operations and Development Committee meeting of July 21, 2025; and a copy of the approved minutes of the Finance and Administration Committee meeting of August 18, 2025, are included in the agenda packet for information purposes.
- b. COMMISSION MINUTES. A draft copy of the September 15, 2025, Commission minutes are included in the agenda packet for review and approval.
- c. FIRST AMENDMENT TO JANITORIAL SERVICES AGREEMENT – C&W FACILITY SERVICES, INC. A staff report is included in the agenda packet. At its meeting on September 15, 2025, the Operations and Development Committee voted (2–0, 1 absent) to recommend that the Commission approve a proposed First Amendment to the Janitorial Services Agreement (“Agreement”) with C&W Facility Services Inc. (“C&W”) for a monthly service fee increase of \$29,298.75. The proposed increase in cost of the Agreement is the result of a replacement master collective bargaining agreement between C&W and the Service Employees International Union, United Service Workers West, which represents C&W’s employees.
- d. ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT. A staff report is included in the agenda packet. At its meeting on October 1, 2025, the Executive Committee voted (3–0) to recommend that the Commission adopt an Addendum to the Final Environmental Impact Report for the Replacement Passenger Terminal 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.
- e. APPROVAL OF WATER CONNECTION LICENSE AGREEMENT – CITY OF BURBANK. A Staff report is included in the agenda packet. At its meeting on October 1, 2025, the Executive Committee voted (3–0) to recommend that the Commission 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.

## 6. ITEMS FOR COMMISSION APPROVAL

- a. APPROVAL OF TASK ORDER AMENDMENT – REPLACEMENT PASSENGER TERMINAL. A staff report is included in the agenda packet. At its meeting on October 1, 2025, the Executive Committee voted (3–0) to recommend that the Commission approve a Task Order Amendment to the Guaranteed Maximum Price for Holder, Pankow, TEC – A Joint Venture for the following change: \$741,999 – Airline Ticketing and Ramp Operations Office Design Revisions.
- b. HIGHLIGHTS OF FY 2025 FINANCIAL PERFORMANCE – JUNE 2025 TREASURER’S REPORT. The Treasurer’s Report for June 2025 is included in the agenda packet. At its meeting on September 15, 2025, the Finance and Administration Committee (“Committee”) voted (3–0) to recommend that the Commission note and file this report.

At the request of the Committee, pending completion of the audited FY 2025 Financial Statements, Staff will provide highlights of the FY 2025 Financial Performance in conjunction with the request to note and file the cash-based June 2025 Treasurer’s Report. Once the FY 2025 Audited Financial Statements are issued, a summary of results and accrued basis financial performance will be presented to the Commission.

## 7. ITEMS FOR COMMISSION INFORMATION

- a. REPLACEMENT PASSENGER TERMINAL PROJECT CONSTRUCTION UPDATE. No staff report attached. An updated video will be shown.

*Approved on October 1, 2025*

**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**

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

**2. Approval of Agenda**

<b>Motion</b>	Commissioner Quintero moved approval of the agenda, seconded by Commissioner Hampton.
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<b>Motion Approved</b>	The motion was approved (3–0).
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**3. Public Comment**

There were no public comments.

**4. Approval of Minutes**

<b>a. July 2, 2025</b>	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.
<b>b. August 6, 2025</b>	

<b>Motion</b>	Commissioner Quintero moved approval of the Committee minutes; seconded by Commissioner Hampton.
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<b>Motion Approved</b>	The motion was approved (3–0).
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## 5. Items for Approval

### 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.

*Approved on September 15, 2025*

**MINUTES OF THE REGULAR MEETING OF THE  
OPERATIONS AND DEVELOPMENT COMMITTEE  
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

**MONDAY, AUGUST 18, 2025**

A regular meeting of the Operations and Development Committee was called to order on this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 8:47 a.m., by Commissioner Talamantes.

**1. ROLL CALL**

**Present:** Commissioners Talamantes and Asatryan

**Absent:** Commissioner Hampton

**Also Present:** Staff: John Hatanaka, Executive Director;  
Patrick Lammerding, Deputy Executive Director,  
Operations; Nerissa Sugars, Director,  
Communications and Air Service

**2. Approval of Agenda**

**Motion** Commissioner Talamantes moved approval of the agenda, seconded by Commissioner Asatryan.

**Motion Approved** The motion was approved (2-0, 1 absent).

**3. Public Comment**

There were no public comments.

**4. Approval of Minutes**

**a. July 21, 2025**

The agenda packet included a draft copy of the July 21, 2025, Committee meeting minutes for review and approval.

Commissioner Asatryan abstained from approving the minutes as she was not present for the meeting on July 21, 2025. Due to lack of a quorum, this item was held over for the next Committee meeting.

## **5. Items for Approval**

### **a. Award of Professional Services Agreement - Air Service Consulting Services**

Staff sought Operations and Development Committee recommendation to the Commission for award of a Professional Services Agreement to Arthur D. Little, LLC ("ADL") for continued air service consulting services. The services to be provided by ADL are complementary to the airport marketing consulting services obtained through the contract recently awarded to Anyone Collective. The proposed cost for the proposed services is for an amount not-to-exceed \$70,000

#### **Motion**

Commissioner Asatryan motioned to move this item to the Commission without a recommendation from the Committee. Commissioner Talamantes seconded the motion.

#### **Motion Approved**

The motion was approved (2-0, 1 absent).

## **6. Items for Information**

### **a. 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 to discuss, the meeting was adjourned at 9:00 a.m.

*Approved on September 15, 2025*

**MINUTES OF THE REGULAR MEETING OF THE  
OPERATIONS AND DEVELOPMENT COMMITTEE  
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

**MONDAY, JULY 21, 2025**

A regular meeting of the Operations and Development Committee was called to order on this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 8:30 a.m., by Commissioner Hampton.

**1. ROLL CALL**

**Present:** Commissioners Hampton and Talamantes

**Absent:** Commissioner Asatryan

**Also Present:** Staff: John Hatanaka, Executive Director; Stephanie Gunawan-Piraner, Deputy Executive Director, Planning and Development; Nerissa Sugars, Director, Communications and Air Service

**2. Approval of Agenda**

**Motion** Commissioner Talamantes moved approval of the agenda, seconded by Commissioner Hampton.

**Motion Approved** The motion was approved (2-0, 1 absent).

**3. Public Comment**

There were no public comments.

**4. Approval of Minutes**

**a. June 16, 2025** The agenda packet included a draft copy of the June 16, 2025, Committee meeting minutes for review and approval.

**Motion** Commissioner Talamantes moved approval of the minutes; seconded by Commissioner Hampton.

**Motion Approved** The motion was approved (2-0, 1 absent).

## 5. Items for Approval

### a. Professional Services Agreement Conway Consulting, LTD.

Staff sought an Operations and Development Committee recommendation to approve a proposed Professional Services Agreement ("PSA"), with Conway Consulting, Ltd. for an amount not-to-exceed \$150,000 to provide continued support services to the Replacement Passenger Terminal Project and other related airport projects.

As this PSA replaces the FY 2025 PSA which expired on June 30, 2025, subject to the recommendation of the Committee, this item was placed on the Commission's agenda for its consideration immediately following the Committee's meeting.

#### Motion

Commissioner Talamantes moved approval of the recommendation; seconded by Commissioner Hampton.

#### Motion Approved

The motion was approved (2-0, 1 absent).

### b. Award of Professional Services Agreement - Airport Marketing Consultant Services

Staff sought an Operations and Development Committee ("Committee") recommendation to the Commission to award a Professional Services Agreement to Anyone Collective, LLC for airport marketing consulting services, including website support and media purchases. These services are in support of the continued branding, marketing, and advertising efforts of Hollywood Burbank Airport. These services are for a not-to-exceed amount of \$995,000 inclusive of media purchases and a task order-based program for airline, destination and Replacement Passenger Terminal marketing.

As these services are time-sensitive, subject to the recommendation of the Committee, this item was placed on the Commission's agenda for its consideration following the Committee's meeting.

#### Motion

Commissioner Talamantes moved approval of the recommendation; seconded by Commissioner Hampton.

#### Motion Approved

The motion was approved (2-0, 1 absent).



## **6. Items for Information**

### **a. 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 to discuss, the meeting was adjourned at 9:00 a.m.

*Approved on September 15, 2025*

**MINUTES OF THE REGULAR MEETING OF THE  
FINANCE AND ADMINISTRATION COMMITTEE  
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

**MONDAY, AUGUST 18, 2025**

A regular meeting of the Finance and Administration Committee was called to order this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 11:27 a.m., by Commissioner Wilson.

**1. ROLL CALL**

**Present:** Commissioners Wilson, Ovrom and Quintero

**Absent:** None

**Also Present:** Staff: John Hatanaka, Executive Director; Kathy David, Senior Deputy Executive Director; David Kwon, Director, Financial Services

Troy Rossow, Director, Institutional Relationship Management, Columbia Threadneedle Investments (via teleconference); Ron Stahl, Senior Portfolio Manager, Columbia Threadneedle Investments (via teleconference)

**2. Staff Announcement: AB 23**

The Executive Director announced that, as a result of the convening of this meeting of the Finance and Administration Committee, each Committee member in attendance is entitled to receive and shall be provided \$200.

**3. Approval of Agenda**

The agenda was approved as presented.

**Motion**

Commissioner Ovrom moved approval; seconded by Commissioner Quintero.

**Motion Approved**

The motion was approved (3–0).

**4. Public Comment**

There were no public comments.

**5. Approval of Minutes**

**a. July 21, 2025**

A draft copy of the minutes of the meeting of July 21, 2025, was included in the agenda packet for review.

**Motion**

Commissioner Ovrom moved approval; seconded by Commissioner Quintero.

**Motion Approved**

The minutes were unanimously approved (3–0).

Commissioner Wilson announced that Item No. 7.a. would be taken out of order.

## **7. Items for Discussion**

### **a. CMIA Quarterly Report (April 1, 2025 – June 30, 2025)**

Troy Rossow of Columbia Threadneedle Investments, the Authority's investment advisor, participated via teleconference.

Mr. Rossow and his colleague, Ron Stahl, who also participated via teleconference, presented a quarterly update on the status of the Authority's Operating and Passenger Facility Charge Investment Portfolios ended June 30, 2025.

## **6. Treasurer's Report**

### **a. May 2025**

A draft copy of the May 2025 Treasurer's Report was included in the agenda packet for the Committee's review.

#### **Motion**

Commissioner Quintero moved approval to recommend that the Commission note and file the report; seconded by Commissioner Ovrom.

#### **Motion Approved**

The Treasurer's Report was unanimously approved (3–0).

## **8. Items for Discussion**

### **a. Replacement Passenger Terminal Update**

Staff provided an update on the progress of the Replacement Passenger Terminal project.

## **9. Items for Information**

### **a. Committee Pending Items**

Staff reviewed future items to be presented to the Committee.

## **10. Adjournment**

The meeting was adjourned at 11:50 a.m.

**MINUTES OF THE REGULAR MEETING OF THE  
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

**MONDAY, SEPTEMBER 15, 2025**

A regular meeting of the Burbank-Glendale-Pasadena Airport Authority was called to order this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 9:05 a.m., by President Talamantes.

**1. ROLL CALL**

**Present:** Commissioners Talamantes, Hampton, Asatryan, Quintero, Ovrom, Wilson, Gabel-Luddy

**Absent:** Commissioner Najarian, Lyon

**Also Present:** Staff: John Hatanaka, Executive Director; Lanna Aguilera, Sr. Manager, Procurement; Nerissa Sugars, Director, Communications & Air Services

Perry Martin, Sr. Program Manager, Jacobs Project Management Co.

**2. PLEDGE OF ALLEGIANCE**

Commissioner Talamantes led the Pledge of Allegiance.

**3. APPROVAL OF AGENDA**

The agenda was approved as presented.

**Motion** Commissioner Ovrom moved approval of the agenda; seconded by Commissioner Gabel-Luddy.

**Motion Approved** The motion was approved (7–0, 2 absent)

**AYES:** Talamantes, Hampton, Asatryan, Quintero, Ovrom, Wilson, Gabel-Luddy

**NOES:** None

**ABSENT:** Najarian, Lyon

**4. PUBLIC COMMENT**

(Public comment will be limited to a total of 20 minutes at the beginning of the meeting and will continue at the conclusion of the meeting, if necessary. Comments are limited to 3 minutes each, and the Authority President may limit this time if reasonable under the circumstances.)

Laura, Studio City/Justin, Studio City

**5. CONSENT CALENDAR**

(Includes Minutes. Items on the Consent Calendar are generally routine in nature and may be acted upon by one motion unless removed for separate consideration.)

**a. Committee Minutes (For Note and File)**

**1) Executive Committee**

**(i) August 6, 2025**

Approved minutes of the August 6, 2025, Executive Committee meeting were included in the agenda packet for information purposes.

**(ii) July 2, 2025**

Approved minutes of the July 2, 2025, Executive Committee meeting were included in the agenda packet for information purposes.

**2) Finance and Administration Committee**

**(i) July 21, 2025**

Approved minutes of the July 21, 2025, Finance and Administration Committee meeting were included in the agenda packet for information purposes.

**3) Legal, Government and Environmental Affairs Committee**

**(i) July 21, 2025**

Approved minutes of the July 21, 2025, Legal, Government and Environmental Affairs Committee meeting were included in the agenda packet for information purposes.

**b. Commission Minutes**

**1) August 18, 2025**

A draft copy of the minutes of the Commission meeting of August 18, 2025, was included in the agenda packet for review and approval.

**c. Records Retention and Destruction**

At its meeting on August 18, 2025, the Legal, Government and Environmental Affairs Committee voted (3–0) to recommend that

the Commission approve the destruction of certain obsolete Authority records under the Authority's Records Retention and Destruction Policy. This records management effort is part of an ongoing protocol to eliminate storage of outdated records consistent with record retention requirements under Resolution No. 465.

**d. Treasurer's Report**

**1) May 2025**

At its meeting on August 18, 2025, the Finance and Administration Committee voted unanimously (3–0) to recommend that the Commission note and file the May 2025 Treasurer's Report.

**Motion**

Commissioner Quintero moved approval of the Consent Calendar; seconded by Commissioner Asatryan.

**Motion Approved**

The motion was approved (7–0, 2 absent)

AYES: Talamantes, Hampton, Asatryan, Quintero, Ovrom, Wilson, Gabel-Luddy

NOES: None

ABSENT: Najarian, Lyon

**6. ITEMS FOR COMMISSION APPROVAL**

**a. Replacement Vehicle Acquisition**

At its meeting immediately preceding the Commission meeting, the Operations and Development Committee voted (2–0, 1 absent) to recommend that the Commission authorize Staff to issue future Purchase Orders, up to the \$375,000 limit, for the two hybrid engine SUVs and two other department vehicles programmed in the FY 2026 budget.

**Motion**

Commissioner Gabel-Luddy moved approval; seconded by Commissioner Ovrom.

**Motion Approved**

The motion was approved (7–0, 2 absent)

AYES: Talamantes, Asatryan, Hampton, Quintero, Ovrom, Wilson, Gabel-Luddy

NOES: None

ABSENT: Najarian, Lyon

**b. Award of Professional Services Agreement – Air Service Consulting Services**

At its meeting on August 18, 2025, the Operations and Development Committee voted (2–0, 1 absent) to move to the Commission without approval a Staff recommendation to award a Professional Services Agreement to Arthur D. Little, LLC (“ADL”) for continued air service consulting services. The services to be provided by ADL are complementary to the airport marketing consulting services obtained through the contract recently awarded to Anyone Collective. The proposed cost for the proposed services is for an amount not-to-exceed \$70,000.

**Motion**

Commissioner Wilson moved approval; seconded by Commissioner Ovrom.

**Motion Approved**

The motion was approved (7–0, 2 absent)

AYES: Talamantes, Asatryan, Hampton, Quintero, Ovrom, Wilson, Gabel-Luddy

NOES: None

ABSENT: Najarian, Lyon

**c. Approval of Task Order for Solar Photovoltaic Array System - Replacement Passenger Terminal Project**

At its meeting on September 3, 2025, the Executive Committee voted unanimously (3–0) to recommend that the Commission 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.

The total cost of the solar photovoltaic array system is \$2,502,149.

**Motion**

Commissioner Gabel-Luddy moved approval; seconded by Commissioner Hampton.

**Motion Approved**

The motion was approved (7–0, 2 absent)  
AYES: Talamantes, Asatryan, Hampton,  
Quintero, Ovrom, Wilson,  
Gabel-Luddy

NOES: None

ABSENT: Najarian, Lyon

**7. ITEMS FOR COMMISSION INFORMATION**

- a. Replacement Passenger Terminal Project Construction Update** Staff presented an updated video showing the progress of the Replacement Passenger Terminal Project.

**8. ITEMS PULLED FOR DISCUSSION**

There were no items pulled for discussion.

**9. EXECUTIVE DIRECTOR COMMENTS**

The Executive Director informed the Commission that:

- Allegiant Airlines will begin service at the Airport in February 2026.
- The Marketing Department is planning various events leading up to the opening of the Replacement Passenger Terminal, which is approximately 393 days away. He requested that the Commissioners submit their lists of invitees to the opening ceremony by December 2025.

**10. COMMISSIONER COMMENTS**

**(Commissioners may make a brief announcement, report on their activities, and request an agenda item for a future meeting.)**

Commissioner Quintero shared that the Ad Hoc Committee for the proposed book on the history of the Airport had its first meeting. A subcommittee was formed to discuss a digital component of the book.

**11. PUBLIC COMMENT**

There were no public comments.

**12. ADJOURNMENT**

The meeting was adjourned at 9:46 a.m.

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Jess Talamantes, President

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Frank Quintero, Secretary

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Date

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Date



**STAFF REPORT PRESENTED TO THE  
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY  
OCTOBER 6, 2025**

**FIRST AMENDMENT TO JANITORIAL SERVICES AGREEMENT  
C&W FACILITY SERVICES INC.**

Prepared by Mary Lugo  
Manager, Maintenance Department

**SUMMARY**

At its meeting on September 15, 2025, the Operations and Development Committee (“Committee”) voted (2–0, 1 absent) to recommend that the Commission approve a proposed First Amendment (“Amendment”) to the Janitorial Services Agreement (“Agreement”) with C&W Facility Services Inc. (“C&W”) for a monthly service fee increase of \$29,298.75. The proposed increase in cost of the Agreement is the result of a replacement master collective bargaining agreement between the Southern California Maintenance Contractors, which C&W is a member of, and the Service Employees International Union, United Service Workers West (“SEIU USWW”), which represents C&W’s employees.

**BACKGROUND**

On August 19, 2024, the Commission approved the Agreement with C&W for janitorial services in the publicly accessible areas of the terminal and other specified areas in the Airport. The Agreement is for a 23-month period, from November 1, 2024, through October 12, 2026. The Agreement has a monthly service fee of \$188,747.15, plus an estimated \$26,999 per month for supplies and consumables.

The Southern California Maintenance Contractors Agreement (“SCMCA”) is the collective bargaining agreement between SEIU USWW and participating entities that employ workers in all classifications under the jurisdiction of SEIU USWW within Southern California counties. The SCMCA defines the wage scales and economic benefits in each county, which are further divided into Areas or Zones.

The monthly service cost of the janitorial services under the Agreement with C&W were based on the wage rates applicable to the zone identified as Los Angeles Area 3. A result of the SCMCA recent negotiations was the reclassification of geographic areas to applicable zones. Under the 2024–2028 SCMCA, the City of Burbank was reclassified into Area 2 from Area 3. Area 2’s wage classification is approximately 20% greater than Area 3 rates. Area 2 also requires pension benefits to employees after ninety calendar days of employment.

The applicable rates for the classification of Cleaner, and Certified Green Cleaner, between Area 2 and Area 3 are listed in Table 1 below. Other classifications in the SCMCA are either at the same rate or up to \$0.25/hour higher.

Table 1. Rate Comparisons for Cleaner, Certified Green Cleaner

Area 3	Effective Date	7/1/2024	1/1/2025	1/1/2026	1/1/2027	1/1/2028
	Rates (\$/hr.)	17	17.5	18	18.5	19
Area 2	Effective Date	5/1/2024	5/1/2025	5/1/2026	5/1/2027	-
	Rates (\$/hr.)	20.95	21.95	22.95	23.95	-
Difference		3.95	4.45	4.95	5.45	-
% Increase		23%	25%	28%	29%	-

Table 2 below represents the cost differential between the Agreement and C&W's request for an increase to cover the cost of the new SCMCA for its employees.

Table 2. Proposed Monthly Increase

Current Monthly Rate	\$ 188,747.15
Proposed New Monthly Rate	\$ 218,045.90
Difference	\$ 29,298.75
% Increase	15.5%

At the time the Agreement was approved, the applicable collective bargaining agreement classified C&W's employees under Area 3 wage rates. Under the replacement SCMCA, C&W employees are now under the Area 2 category, which requires increases to the hourly rates per worker classification. The wage differential is an approximate 25% increase which results in a 15.5% increase in the monthly fee for wage differential and benefit adjustments that C&W is seeking. C&W is not seeking any additional overhead, profit or markup with the proposed increase to its monthly service fee. The request is limited to addressing the cost of the new labor agreement with SEIU USWW.

The effective date of the SCMCA is May 2024, but C&W did not immediately request an adjustment to the monthly fee and has been working in good faith with SEIU USWW and Staff to minimize the impact of the Area classification change and subsequent wage levels. C&W is requesting the monthly service fee increase for janitorial services beginning November 1, 2025, for the remainder of FY 2026. Subsequent changes in wage rates will be presented in future annual budget requests.

Under the previous wage rates, C&W began to experience a higher turnover rate of its workforce at the Airport. Under the reclassified Area 2 wage level and benefits C&W has advised Staff that it anticipates that turnover rates will be significantly lower. Staff believes that a lower turnover rate of the janitorial workers is important to the Replacement Passenger Terminal Operational Readiness Activation and Transfer process.

## BUDGET

Subject to Commission approval, the change will increase the monthly service cost by \$29,298.75 effective November 1, resulting in an additional \$234,390 in costs for FY 2026. It is anticipated that this additional cost can be accommodated within overall FY 2026 Operations and Maintenance budget appropriations.

### RECOMMENDATION

At its meeting on September 15, 2025, the Committee voted (2–0, 1 absent) to recommend that the Commission approve the proposed Amendment with C&W and authorize the President to execute the same.

Attachments:

Attachment No. 1: Proposed Amendment

Attachment No. 2: Southern California Maintenance Contractors Agreement  
Appendix F – Geographical Areas

**STAFF REPORT PRESENTED TO THE  
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY  
OCTOBER 6, 2025**

**ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT**

Prepared by Aaron Galinis  
Principal Planner

**SUMMARY**

At its meeting on October 1, 2025, the Executive Committee (“Committee”) voted (3–0) to recommend that the Commission 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 fulfillment 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.

### RECOMMENDATION

At its meeting on October 1, 2025, the Committee voted (3–0) to recommend that the Commission 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  
OCTOBER 6, 2025**

**APPROVAL OF WATER CONNECTION LICENSE AGREEMENT  
CITY OF BURBANK**

Prepared by  
Perry Martin, Sr. Program Manager  
Jacobs Project Management Co.

**SUMMARY**

At its meeting on October 1, 2025, the Executive Committee (“Committee”) voted (3–0) to recommend that the Commission 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.

**RECOMMENDATION**

At its meeting on October 1, 2025, the Committee voted (3–0) to recommend that the Commission 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  
OCTOBER 6, 2025**

**APPROVAL OF TASK ORDER AMENDMENT  
REPLACEMENT PASSENGER TERMINAL PROJECT**

Presented by Jacobs Project Management Co.

**SUMMARY**

At its meeting on October 1, 2025, the Executive Committee ("Committee") voted (3–0) to recommend that the Commission 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 of 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

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additions to the drawings within the GMP value. The GMP included a design development contingency which put a cap on 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 adopted FY 2025 budget includes appropriations for RPT owner's contingency to fund this task order amendment.

#### RECOMMENDATION

At its meeting on October 1, 2025, the Committee voted (3-0) to recommend that the Commission 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.





October 6, 2025

Burbank-Glendale-Pasadena Airport Authority  
2627 Hollywood Way  
Burbank, CA 91505

Dear Commissioners:

The attached report, covering the month of June 2025, fulfills the legal requirements of the California Code and our Investment Policy. Based on projected income and expenses, as well as investment liquidity, there will be sufficient funds available to meet the needs of the Airport Authority for the six month period following the date of the attached report.

Sincerely,

[To be signed]

Tyron Hampton  
Treasurer

Attachments

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**  
**EXECUTIVE SUMMARY**  
**MONTH AND TWELVE MONTHS ENDED JUNE 30, 2025**

**Introduction:**

The Treasurer's Report includes the Authority's month-end summary of investments and investment activity, and the Schedule of Cash Receipts and Disbursements ("Schedule"), which represents the cash basis activity for the month and fiscal-year-to-date ("FYTD") compared to the allocation of the annual adopted budget. As this Schedule is on a cash basis, cash timing differences may contribute to budget variances. The purpose of this report is to provide monthly updates on how the Authority's cash transaction activities are tracking to the adopted budget, and to provide insight to the Authority's change in liquidity each month. In summary, fiscal year-end 2025 financial activity ended favorably to the budget with passenger activity exceeding budget assumptions.

Below are the most significant highlights of activities for the month and FYTD ended June 30, 2025.

**Passenger Activity:**

Passenger activity for fiscal year-end 2025 totaled 6,574,819, exceeding fiscal year-end 2024 activity of 6,217,454 and the budget assumption of 6,100,000 by 5.75% and 7.78%, respectively.

**Operating Activities:**

- 1) Operating revenues exceed the FYTD budget by \$4,243,876 on the cash basis and \$7,376,563 on the full accrual basis.
- 2) Operating expenses are within budgeted parameters.
- 3) Net increase in cash from operating activities FYTD June is \$25,892,998 and positive to budget by \$9,992,141.

**Non-RPT Facility Improvement Program:**

- 1) Payments related to the Part 150 Noise Study update, Commission approved Emergency Operation Center (EOC) generator project, and purchase of three electric trikes for Authority Police, airfield maintenance equipment, and fire safety equipment, comprised the majority of June's non-RPT capital cash disbursements.
- 2) There were federal grant and PFC drawdowns of \$185,689 and \$44,723, respectively, in June, related to the Part 150 Noise Study update.

**RPT Activities:**

- 1) Payment of \$38,169,200 was made in June to HPTJV.
- 2) 2024 Bond draws for eligible RPT expenditures of \$32,490,876 were received in June.
- 3) The majority of FYTD June expenditures are related to Holder Pankow JV, Jacobs and the City of Burbank Water and Power Aid-In-Construction payments for the community substation, totaling \$373,524,635, or 99%, of the total FYTD June RPT expenditures.
- 4) On a cash basis, expenditures are below budget due to the timing of when invoices are received and paid. Overall, the RPT project is on budget and on schedule.

**Summary:**

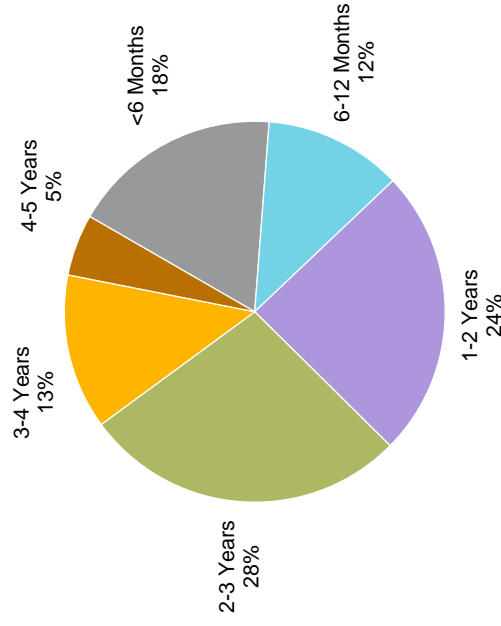
June 2025 activities resulted in net cash increases of \$3,946,522 for the month and \$39,494,390 for FY 2025.

# Operating Portfolio investment guidelines conformance

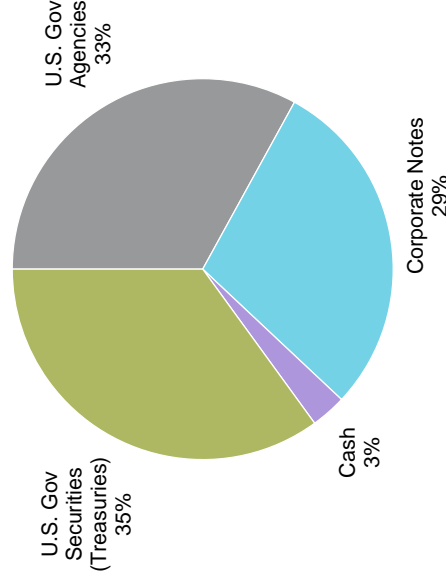
## As of June 30, 2025

	Legal max maturity	Actual max maturity	Policy maximum	Policy actual
U.S. Gov Agencies	5 Years	4.55 Years	70%	33%
Corporate Notes	5 Years	4.79 Years	30%	29%
LAIF	N/A	N/A	\$20mil	N/A
Bankers Acceptance	6 Months	N/A	15%	N/A
Negotiable Certificates of Deposit	5 Years	N/A	15%	N/A
Non-Negotiable Certificates of Deposit	5 Years	N/A	15%	N/A
Commercial Paper	270 Days	N/A	15%	N/A
Repurchase Agreements	1 Year	N/A	10%	N/A
Money Market Fund	N/A	N/A	15%	3%
U.S. Gov Securities (Treasuries)	5 Years	3.75 Years	No limit	35%

### Maturity distribution



### Sector allocation



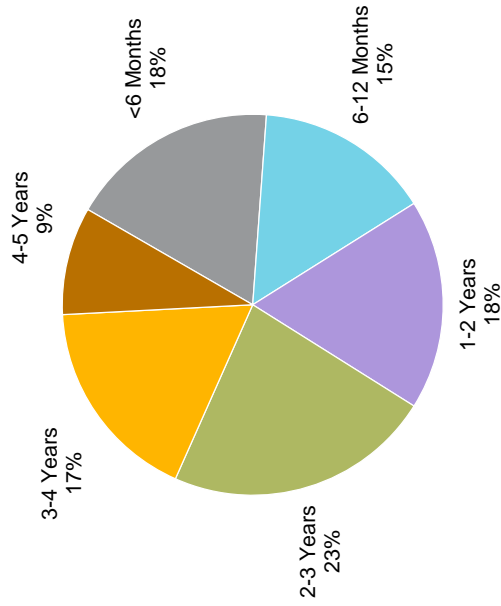
Source: Aladdin  
There is no guarantee that the investment objective will be achieved or that return expectations will be met.

# PFC Portfolio investment guidelines conformance

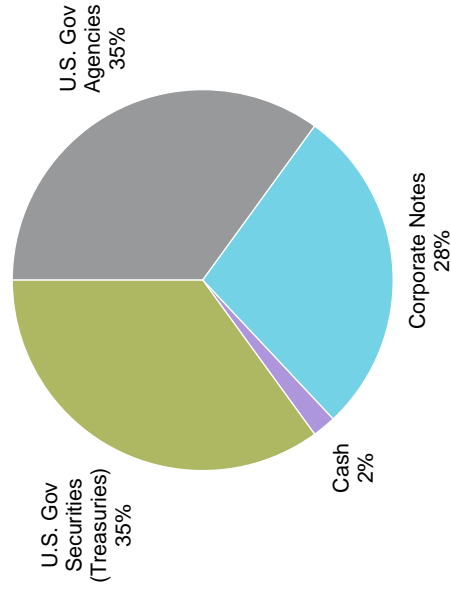
## As of June 30, 2025

	Legal max maturity	Actual max maturity	Policy maximum	Policy actual
U.S. Gov Agencies	5 Years	4.21 Years	70%	35%
Corporate Notes	5 Years	4.79 Years	30%	28%
LAIF	N/A	N/A	\$20mil	N/A
Bankers Acceptance	6 Months	N/A	15%	N/A
Negotiable Certificates of Deposit	5 Years	N/A	15%	N/A
Non-Negotiable Certificates of Deposit	5 Years	N/A	15%	N/A
Commercial Paper	270 Days	N/A	15%	N/A
Repurchase Agreements	1 Year	N/A	10%	N/A
Money Market Fund	N/A	N/A	15%	2%
U.S. Gov Securities (Treasuries)	5 Years	3.34 Years	No limit	35%

### Maturity distribution



### Sector allocation



Source: Aladdin  
There is no guarantee that the investment objective will be achieved or that return expectations will be met.

**Burbank-Glendale-Pasadena Airport Authority - Operating Account**  
**Statement of Investments**  
**As of 06/30/25**

Purchase Date	Type of Investment	CUSIP	Coupon	Maturity Date	Eff Mat. Date	Par Value	Purchase Cost	Market Price	Market Value	Unrealized Gain/Loss	YTM	Days to Eff. Mat.	% Mkt Value
06/30/25	Dreyfus Treasury	BAX9MM47	0.000	06/30/25	06/30/25	\$ 9,260,804	\$ 9,260,804	100.00	\$ 9,260,804	\$ -	4.30%	0	3.22%
09/30/22	Treasury Note	91282CEY3	3.000	07/15/25	07/15/25	5,000,000	4,843,262	99.93	4,996,680	153,418	4.54%	15	1.74%
01/11/23	Bank of America Corp	06051GLA5	4.830	07/22/26	07/22/25	2,650,000	2,621,626	100.00	2,650,036	28,410	6.04%	22	0.92%
09/10/24	Bank of New York Mellon	06406RBX4	4.890	07/21/28	07/22/25	2,550,000	2,594,449	101.34	2,584,094	(10,355)	4.52%	22	0.90%
01/25/23	JP Morgan Chase & CO	46647PBW5	1.040	02/04/27	08/04/25	2,750,000	2,466,041	97.94	2,693,345	227,304	4.84%	35	0.94%
09/24/20	State Street Corporation	857477AT0	3.550	08/18/25	08/18/25	2,000,000	2,225,136	99.83	1,996,501	(228,635)	4.81%	49	0.69%
09/25/20	FNMA Benchmark Note	3135G05X7	0.375	08/25/25	08/25/25	3,500,000	3,493,350	99.39	3,478,614	(14,736)	4.40%	56	1.21%
06/14/22	Burlington Northern Santa Fe LLC	12189LAY7	3.650	09/01/25	09/01/25	1,375,000	1,360,702	99.78	1,371,931	11,229	4.92%	63	0.48%
09/08/22	John Deere Capital Corp	24422EWJ4	4.050	09/08/25	09/08/25	1,900,000	1,899,060	99.87	1,897,600	(1,460)	4.67%	70	0.66%
09/29/22	FFCB	3133ENP95	4.250	09/30/25	09/30/25	7,000,000	6,978,380	99.95	6,996,630	18,250	4.40%	92	2.43%
12/23/22	Morgan Stanley	61747YEX9	6.140	10/16/26	10/18/25	2,425,000	2,481,308	100.43	2,435,324	(45,984)	5.80%	110	0.85%
03/31/25	US Bank NA	90331HPP2	4.510	10/22/27	10/22/25	2,600,000	2,597,087	100.11	2,602,968	5,881	4.69%	114	0.91%
11/17/20	FNMA Benchmark Note	3135G06G3	0.500	11/07/25	11/07/25	12,000,000	11,848,980	98.67	11,840,253	(8,727)	4.33%	130	4.12%
09/10/24	MetLife Inc	59156RBQ0	3.600	11/13/25	11/13/25	2,000,000	1,986,680	99.63	1,992,550	5,870	4.60%	136	0.69%
06/30/21	Lockheed Martin Corporation	539830BH1	3.550	01/15/26	01/15/26	1,784,000	1,840,277	99.63	1,777,404	(62,873)	4.24%	199	0.62%
01/19/23	FHLB	3130AKQX7	0.700	01/28/26	01/28/26	1,750,000	1,582,610	97.99	1,714,772	132,162	4.26%	212	0.60%
12/23/22	Treasury Note	91282CBQ3	0.500	02/28/26	02/28/26	10,000,000	9,073,164	97.60	9,760,156	686,992	4.17%	243	3.39%
01/19/23	FHLB	3130ALHH0	0.960	03/05/26	03/05/26	3,900,000	3,541,043	97.84	3,815,950	274,907	4.20%	248	1.33%
08/30/21	Prudential Financial Inc	74432QCH6	1.500	03/10/26	03/10/26	1,975,000	1,990,956	97.97	1,934,885	(56,071)	4.50%	253	0.67%
02/17/23	FHLB	3130AUU36	4.130	03/13/26	03/13/26	7,250,000	7,189,318	99.99	7,249,550	60,232	4.13%	256	2.52%
05/17/23	Loews Corporation	540424AS7	3.750	04/01/26	04/01/26	1,500,000	1,470,312	99.46	1,491,857	21,545	4.48%	275	0.52%
11/29/21	Sierra Pacific Power	826418BM6	2.600	05/01/26	05/01/26	1,625,000	1,672,301	98.52	1,601,006	(71,295)	4.41%	305	0.56%
09/13/21	FHLB	3130A8XY4	1.880	09/11/26	09/11/26	1,000,000	1,051,761	97.56	975,578	(76,183)	3.98%	438	0.34%
01/07/25	FHLB	3130AWTQ3	4.630	09/11/26	09/11/26	3,250,000	3,266,283	100.84	3,277,422	11,139	3.89%	438	1.14%
12/17/24	FHLB	3130A2VE3	3.000	09/11/26	09/11/26	6,000,000	5,883,818	98.87	5,932,482	48,664	3.97%	438	2.06%
05/16/23	Public Service Electric And Gas	74456QBR6	2.250	09/15/26	09/15/26	1,225,000	1,140,325	97.74	1,197,260	56,935	4.19%	442	0.42%
03/01/23	PepsiCo Inc	713448DN5	2.380	10/06/26	10/06/26	1,100,000	1,012,440	98.03	1,078,327	65,887	3.98%	463	0.38%
02/09/23	Treasury Note	912828U24	2.000	11/15/26	11/15/26	10,000,000	9,353,945	97.50	9,750,391	396,446	3.88%	503	3.39%
06/28/23	Duke Energy Carolinas	26442CA53	2.950	12/01/26	12/01/26	1,000,000	944,820	98.45	984,470	39,650	4.09%	519	0.34%
01/13/22	FHLB	3130A9YY1	2.130	12/11/26	12/11/26	3,800,000	3,910,846	97.41	3,701,500	(209,346)	3.99%	529	1.29%
06/30/25	Treasury Note	91282CME8	4.250	12/31/26	12/31/26	10,000,000	10,057,813	100.59	10,059,375	1,562	3.84%	549	3.50%

**Burbank-Glendale-Pasadena Airport Authority - Operating Account**  
**Statement of Investments**  
**As of 06/30/25**

Purchase Date	Type of Investment	CUSIP	Coupon	Maturity Date	Eff Mat. Date	Par Value	Purchase Cost	Market Price	Market Value	Unrealized Gain/Loss	YTM	Days to Eff. Mat.	% Mkt Value
09/10/24	Bristol-Myers Squibb Co	110122EE4	4.900	02/22/27	02/22/27	2,000,000	2,045,640	101.31	2,026,239	(19,401)	4.06%	602	0.70%
03/17/25	FHLB	3130B5K64	4.000	03/10/27	03/10/27	600,000	599,436	100.28	601,708	2,272	3.82%	618	0.21%
01/31/23	Treasury Note	912828ZE3	0.630	03/31/27	03/31/27	10,000,000	8,842,266	94.73	9,472,656	630,390	3.76%	639	3.29%
09/10/24	Comcast Corporation	20030NDK4	3.300	04/01/27	04/01/27	2,050,000	2,017,944	98.51	2,019,484	1,540	4.19%	640	0.70%
05/11/23	Chevron Corp	166764BX7	2.300	05/11/27	05/11/27	2,125,000	1,963,472	96.62	2,053,124	89,652	3.89%	680	0.71%
03/15/23	Treasury Note	912828ZV5	0.500	06/30/27	06/30/27	10,000,000	8,761,016	93.84	9,383,594	622,578	3.73%	730	3.26%
09/10/24	Honeywell International Inc	438516CX2	4.650	07/30/27	07/30/27	2,000,000	2,044,680	100.99	2,019,862	(24,818)	4.15%	760	0.70%
09/11/24	Procter & Gamble Co	742718EV7	2.850	08/11/27	08/11/27	2,100,000	2,047,647	97.81	2,053,911	6,264	3.94%	772	0.71%
09/10/24	Meta Platforms Inc	30303M8G0	3.500	08/15/27	08/15/27	2,050,000	2,033,992	99.06	2,030,651	(3,341)	3.97%	776	0.71%
09/11/24	Alabama Power Company	010392FY9	3.750	09/01/27	09/01/27	1,550,000	1,543,521	99.53	1,542,750	(771)	3.98%	793	0.54%
09/10/24	FNMA	3135G05V5	0.750	10/08/27	10/08/27	10,800,000	9,946,364	93.49	10,096,517	150,153	3.77%	830	3.51%
02/15/23	UnitedHealth Group Inc	91324PDE9	2.950	10/15/27	10/15/27	2,100,000	1,960,394	97.29	2,043,026	82,632	4.20%	837	0.71%
09/17/24	Treasury Note	91282CAU5	0.500	10/31/27	10/31/27	10,000,000	9,128,184	92.88	9,287,500	159,316	3.71%	853	3.23%
05/15/25	General Dynamics Corporation	369550AZ1	2.630	11/15/27	11/15/27	1,950,000	1,876,427	96.90	1,889,614	13,187	4.00%	868	0.66%
12/17/24	Treasury Note	91282CLX7	4.130	11/15/27	11/15/27	10,000,000	9,972,656	100.93	10,092,969	120,313	3.71%	868	3.51%
09/17/24	FHLB	3130ATUS4	4.250	12/10/27	12/10/27	9,055,000	9,143,342	101.10	9,154,860	11,518	3.77%	893	3.18%
01/22/25	PNC Bank NA	69353RFJ2	3.250	01/22/28	01/22/28	2,000,000	1,917,900	97.61	1,952,287	34,387	4.24%	936	0.68%
02/12/25	FFCB	3133ERZ46	4.250	01/28/28	01/28/28	7,100,000	7,065,127	101.14	7,181,182	116,055	3.78%	942	2.50%
09/11/24	PepsiCo Inc	713448FL7	3.600	02/18/28	02/18/28	1,000,000	994,150	99.18	991,752	(2,398)	3.93%	963	0.34%
05/13/25	Caterpillar Financial Services	14913UAY6	4.400	03/03/28	03/03/28	2,000,000	2,002,080	100.76	2,015,275	13,195	4.09%	977	0.70%
04/01/25	Florida Power & Light Company	341081GK7	5.050	04/01/28	04/01/28	1,200,000	1,224,312	102.46	1,229,492	5,180	4.09%	1006	0.43%
12/17/24	Treasury Note	91282CBZ3	1.250	04/30/28	04/30/28	10,000,000	9,070,313	93.47	9,346,875	276,562	3.70%	1035	3.25%
05/20/25	Qualcomm Incorporated	747525BN2	1.300	05/20/28	05/20/28	1,900,000	1,747,582	92.93	1,765,648	18,066	3.91%	1055	0.61%
12/17/24	Treasury Note	91282CCRO	1.000	07/31/28	07/31/28	10,000,000	8,919,207	92.20	9,219,531	300,324	3.70%	1127	3.21%
09/10/24	Citibank NA	17325FBB3	5.800	09/29/28	09/29/28	2,600,000	2,754,524	104.57	2,718,941	(35,583)	4.28%	1187	0.95%
04/24/25	Treasury Note	91282CDF5	1.380	10/31/28	10/31/28	5,000,000	4,599,023	92.72	4,635,938	36,915	3.72%	1219	1.61%
09/10/24	AbbVie Inc	00287YBF5	4.250	11/14/28	11/14/28	2,000,000	2,027,680	100.49	2,009,880	(17,800)	4.09%	1233	0.70%
02/11/25	Merck & Co Inc	58933YBD6	1.900	12/10/28	12/10/28	2,300,000	2,081,981	93.30	2,145,824	63,843	4.00%	1259	0.75%
06/16/25	Cisco Systems Inc	17275RBR2	4.850	02/26/29	02/26/29	1,475,000	1,502,922	102.45	1,511,167	8,245	4.12%	1337	0.53%
02/25/25	Union Pacific Corporation	907818FB9	3.700	03/01/29	03/01/29	2,000,000	1,938,480	98.38	1,967,543	29,063	4.18%	1340	0.68%
05/28/25	Pfizer Inc	717081ET6	3.450	03/15/29	03/15/29	2,100,000	2,034,585	97.93	2,056,542	21,957	4.06%	1354	0.72%

Burbank-Glendale-Pasadena Airport Authority - Operating Account Statement of Investments As of 06/30/25													
Purchase Date	Type of Investment	CUSIP	Coupon	Maturity Date	Eff Mat. Date	Par Value	Purchase Cost	Market Price	Market Value	Unrealized Gain/Loss	YTM	Days to Eff. Mat.	% Mkt Value
09/17/24	Target Corporation	87612EBH8	3.380	04/15/29	04/15/29	2,000,000	1,964,920	97.29	1,945,877	(19,043)	4.15%	1385	0.68%
01/21/25	Wisconsin Electric Power Company	976656CQ9	5.000	05/15/29	05/15/29	1,550,000	1,560,680	102.61	1,590,446	29,766	4.26%	1415	0.55%
04/29/25	FNMA Benchmark Note	31359MEU3	6.250	05/15/29	05/15/29	5,750,000	6,288,228	108.90	6,261,849	(26,379)	3.76%	1415	2.18%
03/17/25	Chubb InA Holdings Inc	171239AL0	4.650	08/15/29	08/15/29	2,000,000	2,007,139	101.74	2,034,711	27,572	4.19%	1507	0.71%
03/06/25	Exxon Mobil Corp	30231GBE1	2.440	08/16/29	08/16/29	2,300,000	2,129,477	94.25	2,167,853	38,376	3.96%	1508	0.75%
04/14/25	FHLMC Reference Note	3134A3U46	6.750	09/15/29	09/15/29	7,300,000	8,097,393	111.35	8,128,613	31,220	3.80%	1538	2.83%
04/15/25	Home Depot Inc	437076CB6	2.700	04/15/30	04/15/30	2,000,000	1,832,819	93.41	1,868,188	35,369	4.23%	1750	0.65%
	<b>Subtotal</b>					<b>\$ 278,124,804</b>	<b>\$ 269,326,400</b>		<b>\$ 273,613,594</b>	<b>\$ 4,287,194</b>	<b>4.06%</b>	<b>662</b>	<b>95.16%</b>
	Local Agency Investment Fund (LAIF)					13,900,464	13,900,464	100.12	13,917,121	16,657	4.27%	248	4.84%
	<b>Subtotal</b>					<b>\$ 292,025,268</b>	<b>\$ 283,226,864</b>		<b>\$ 287,530,715</b>	<b>\$ 4,303,851</b>	<b>4.07%</b>	<b>642</b>	<b>100.00%</b>
	Operating Bank Balance						18,647,213						
	<b>TOTAL</b>						<b>\$ 301,874,077</b>						

**Burbank-Glendale-Pasadena Airport Authority - Operating Account**  
**Statement of Purchases - Maturities - Sales**  
**As of 06/30/25**

[illegible]



**Burbank-Glendale-Pasadena Airport Authority - Operating Account**  
**Earnings Report**  
**06/01/25-06/30/25**

Type of Investment	Type	CUSIP	Coupon	Maturity Date	Previous Accrual	Realized Interest For Period	Interest Paid At Purc/Recv	Current Accrual	Interest Earned	Amrt/Accrt For Period	Adjusted Total Int. Earned
<b>FIXED INCOME</b>											
Cisco Systems Inc	NOTE	17275RAW2	3.500	06/15/25	22,594.44	24,500.00	-	-	1,905.56	-	1,905.56
Treasury Note	NOTE	912828ZW3	0.250	06/30/25	10,497.24	12,500.00	-	-	2,002.76	-	2,002.76
Treasury Note	NOTE	91282CEY3	3.000	07/15/25	56,767.96	-	-	69,198.90	12,430.94	5,072.82	17,503.76
State Street Corporation	NOTE	857477AT0	3.550	08/18/25	20,313.89	-	-	26,230.56	5,916.67	(3,993.26)	1,923.41
FNMA Benchmark Note	NOTE	3135G05X7	0.375	08/25/25	3,500.00	-	-	4,593.75	1,093.75	112.90	1,206.65
Burlington Northern Santa Fe LLC	NOTE	12189LAY7	3.650	09/01/25	12,546.88	-	-	16,729.17	4,182.29	379.08	4,561.37
John Deere Capital Corp	NOTE	24422EWJ4	4.050	09/08/25	17,741.25	-	-	24,153.75	6,412.50	46.39	6,458.89
FFCB	NOTE	3133ENP95	4.250	09/30/25	50,409.72	-	-	75,201.39	24,791.67	606.26	25,397.93
FNMA Benchmark Note	NOTE	3135G06G3	0.500	11/07/25	4,000.00	-	-	9,000.00	5,000.00	3,189.17	8,189.17
MetLife Inc	NOTE	59156RBQ0	3.600	11/13/25	3,600.00	-	-	9,600.00	6,000.00	946.92	6,946.92
Lockheed Martin Corporation	NOTE	539830BH1	3.550	01/15/26	23,925.42	-	-	29,203.09	5,277.67	(979.50)	4,298.17
FHLB	NOTE	3130AKQX7	0.700	01/28/26	4,185.42	-	-	5,206.25	1,020.83	4,615.53	5,636.36
Treasury Note	NOTE	91282CBQ3	0.500	02/28/26	12,635.87	-	-	16,711.96	4,076.09	26,869.80	30,945.89
FHLB	NOTE	3130ALHH0	0.960	03/05/26	8,944.00	-	-	12,064.00	3,120.00	9,572.19	12,692.19
Prudential Financial Inc	NOTE	74432QCH6	1.500	03/10/26	6,665.63	-	-	9,134.38	2,468.75	(185.28)	2,283.47
FHLB	NOTE	3130AUU36	4.130	03/13/26	64,796.88	-	-	89,718.75	24,921.87	1,651.97	26,573.84
Loews Corporation	NOTE	540424AS7	3.750	04/01/26	9,375.00	-	-	14,062.50	4,687.50	873.02	5,560.52
Sierra Pacific Power	NOTE	826418BM6	2.600	05/01/26	3,520.83	-	-	7,041.67	3,520.84	(841.90)	2,678.94
Bank of America Corp	NOTE	06051GLA5	4.830	07/22/26	45,836.39	-	-	56,496.01	10,659.62	726.89	11,386.51
FHLB	NOTE	3130A8XY4	1.880	09/11/26	4,166.67	-	-	5,729.17	1,562.50	(864.12)	698.38
FHLB	NOTE	3130AWTQ3	4.630	09/11/26	33,402.78	-	-	45,928.82	12,526.04	(810.07)	11,715.97
FHLB	NOTE	3130A2VE3	3.000	09/11/26	33,000.00	-	9,625.00	55,000.00	12,375.00	5,034.52	17,409.52
Public Service Electric And Gas	NOTE	74456QBR6	2.250	09/15/26	5,818.75	-	-	8,115.63	2,296.88	2,122.83	4,419.71
PepsiCo Inc	NOTE	713448DN5	2.380	10/06/26	3,991.32	-	-	6,168.40	2,177.08	2,031.55	4,208.63
Morgan Stanley	NOTE	61747YEX9	6.140	10/16/26	18,605.81	-	-	31,009.69	12,403.88	(1,353.74)	11,050.14
Treasury Note	NOTE	912828U24	2.000	11/15/26	9,239.13	-	-	25,543.48	16,304.35	14,683.84	30,988.19
Duke Energy Carolinas	NOTE	26442CAS3	2.950	12/01/26	-	-	-	2,458.33	2,458.33	1,344.76	3,803.09
FHLB	NOTE	3130A9YY1	2.130	12/11/26	38,131.94	40,375.00	-	4,486.11	6,729.17	(1,881.94)	4,847.23
Treasury Note	NOTE	91282CME8	4.250	12/31/26	-	-	1,154.89	1,161.20	6.31	-	6.31
Bristol-Myers Squibb Co	NOTE	110122EE4	4.900	02/22/27	26,950.00	-	-	35,116.67	8,166.67	(1,554.14)	6,612.53
FHLB	NOTE	3130B5K64	4.000	03/10/27	5,133.33	-	-	7,133.33	2,000.00	23.76	2,023.76
JP Morgan Chase & CO	NOTE	46647PBW5	1.040	02/04/27	9,295.00	-	-	11,678.33	2,383.33	6,237.20	8,620.53

**Burbank-Glendale-Pasadena Airport Authority - Operating Account**  
**Earnings Report**  
**06/01/25-06-06/30/25**

Type of Investment	Type	CUSIP	Coupon	Maturity Date	Previous Accrual	Realized Interest For Period	Interest Paid At Purc/Recv	Current Accrual	Interest Earned	Amrt/Accrt For Period	Adjusted Total Int. Earned
Treasury Note	NOTE	912828ZE3	0.630	03/31/27	10,587.43	-	-	15,710.38	5,122.95	23,652.22	28,778.17
Comcast Corporation	NOTE	20030NDK4	3.300	04/01/27	11,275.00	-	-	16,912.50	5,637.50	1,045.49	6,682.99
Chevron Corp	NOTE	166764BX7	2.300	05/11/27	2,355.21	-	-	5,888.02	3,532.81	3,477.14	7,009.95
Treasury Note	NOTE	912828ZV5	0.500	06/30/27	20,994.48	25,000.00	-	135.87	4,141.39	24,244.03	28,385.42
Honeywell International Inc	NOTE	438516CX2	4.650	07/30/27	31,258.33	-	-	39,008.33	7,750.00	(1,290.09)	6,459.91
Procter & Gamble Co	NOTE	742718EV7	2.850	08/11/27	18,287.50	-	-	23,275.00	4,987.50	1,497.23	6,484.73
Meta Platforms Inc	NOTE	30303M8G0	3.500	08/15/27	21,126.39	-	-	27,105.56	5,979.17	455.71	6,434.88
Alabama Power Company	NOTE	010392FY9	3.750	09/01/27	14,531.25	-	-	19,375.00	4,843.75	181.82	5,025.57
FNMA	NOTE	3135G0Y5	0.750	10/08/27	11,925.00	-	-	18,675.00	6,750.00	23,133.76	29,883.76
UnitedHealth Group Inc	NOTE	91324PDE9	2.950	10/15/27	7,915.83	-	-	13,078.33	5,162.50	2,598.28	7,760.78
US Bank NA	NOTE	90331HPP2	4.510	10/22/27	12,694.72	-	-	22,459.88	9,765.16	95.27	9,860.43
Treasury Note	NOTE	91282CAU5	0.500	10/31/27	4,347.83	-	-	8,423.91	4,076.08	22,982.86	27,058.94
General Dynamics Corporation	NOTE	36950AZ1	2.630	11/15/27	2,275.00	-	-	6,540.63	4,265.63	2,455.18	6,720.81
Treasury Note	NOTE	91282CLX7	4.130	11/15/27	19,055.71	-	-	52,683.42	33,627.71	772.42	34,400.13
FHLB	NOTE	3130ATUS4	4.250	12/10/27	182,797.81	192,418.75	-	22,448.85	32,069.79	(2,283.16)	29,786.63
PNC Bank NA	NOTE	69353RFJ2	3.250	01/22/28	23,291.67	-	-	28,708.33	5,416.66	2,282.67	7,699.33
FFCB	NOTE	3133ERZ46	4.250	01/28/28	103,097.92	-	-	128,243.75	25,145.83	982.33	26,128.16
PepsiCo Inc	NOTE	713448FL7	3.600	02/18/28	10,300.00	-	-	13,300.00	3,000.00	141.99	3,141.99
Caterpillar Financial Services	NOTE	14913UAY6	4.400	03/03/28	21,511.11	-	-	28,844.44	7,333.33	(61.84)	7,271.49
Florida Power & Light Company	NOTE	341081GK7	5.050	04/01/28	10,100.00	-	-	15,150.00	5,050.00	(675.96)	4,374.04
Treasury Note	NOTE	91282CBZ3	1.250	04/30/28	10,869.57	-	-	21,059.78	10,190.21	22,693.76	32,883.97
Qualcomm Incorporated	NOTE	747525BN2	1.300	05/20/28	754.72	-	-	2,813.06	2,068.34	4,237.76	6,296.10
Bank of New York Mellon	NOTE	06406RBX4	4.890	07/21/28	45,028.75	-	-	55,420.00	10,391.25	(980.60)	9,410.65
Treasury Note	NOTE	91282CCR0	1.000	07/31/28	33,425.41	-	-	41,712.71	8,287.30	24,984.10	33,271.40
Citibank NA	NOTE	17325FBB3	5.800	09/29/28	25,984.54	-	-	38,557.71	12,573.17	(3,218.07)	9,355.10
Treasury Note	NOTE	91282CDF5	1.380	10/31/28	5,978.26	-	-	11,582.88	5,604.62	9,361.32	14,965.94
AbbVie Inc	NOTE	00287YBF5	4.250	11/14/28	4,013.89	-	-	11,097.22	7,083.33	(552.50)	6,530.83
Merck & Co Inc	NOTE	58933YBD6	1.900	12/10/28	20,757.50	21,850.00	-	2,549.17	3,641.67	4,752.24	8,393.91
Cisco Systems Inc	NOTE	17275RBR2	4.850	02/26/29	-	-	22,057.40	24,839.41	2,782.01	(294.13)	2,487.88
Union Pacific Corporation	NOTE	907818FB9	3.700	03/01/29	18,500.00	-	-	24,666.67	6,166.67	1,277.23	7,443.90
Pfizer Inc	NOTE	717081ET6	3.450	03/15/29	15,295.00	-	-	21,332.50	6,037.50	1,436.64	7,474.14
Target Corporation	NOTE	87612EBH8	3.380	04/15/29	8,625.00	-	-	14,250.00	5,625.00	638.98	6,263.98

**Burbank-Glendale-Pasadena Airport Authority - Operating Account**  
**Earnings Report**  
**06/01/25-06/30/25**

Type of Investment	Type	CUSIP	Coupon	Maturity Date	Previous Accrual	Realized Interest For Period	Interest Paid At Purc/Recv	Current Accrual	Interest Earned	Amrt/Accrt For Period	Adjusted Total Int. Earned
Wisconsin Electric Power Company	NOTE	976656CQ9	5.000	05/15/29	3,444.44	-	-	9,902.78	6,458.34	(206.30)	6,252.04
FNMA Benchmark Note	NOTE	31359MEU3	6.250	05/15/29	15,972.22	-	-	45,920.14	29,947.92	(11,097.50)	18,850.42
Chubb InA Holdings Inc	NOTE	171239AL0	4.650	08/15/29	27,383.33	-	-	35,133.33	7,750.00	(134.97)	7,615.03
Exxon Mobil Corp	NOTE	30231GBE1	2.440	08/16/29	16,368.33	-	-	21,045.00	4,676.67	3,199.29	7,875.96
FHLMC Reference Note	NOTE	3134A3U46	6.750	09/15/29	104,025.00	-	-	145,087.50	41,062.50	(15,055.74)	26,006.76
Home Depot Inc	NOTE	437076CB6	2.700	04/15/30	6,900.00	-	-	11,400.00	4,500.00	2,787.88	7,287.88
<b>Subtotal</b>					<b>\$ 1,472,645.70</b>	<b>\$ 316,643.75</b>	<b>\$ 32,837.29</b>	<b>\$ 1,758,212.35</b>	<b>\$ 569,373.11</b>	<b>\$ 223,197.19</b>	<b>\$ 792,570.30</b>
<b>CASH EQUIVALENTS</b>											
Dreyfus Treasury					-	34,023.57	-	-	34,023.57	-	34,023.57
<b>Subtotal</b>					<b>\$ -</b>	<b>\$ 34,023.57</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 34,023.57</b>	<b>\$ -</b>	<b>\$ 34,023.57</b>
<b>LAIF</b>											
Local Agency Investment Fund					134,762.96	-	-	204,103.12	69,340.16	-	69,340.16
<b>TOTAL</b>					<b>\$ 1,607,408.66</b>	<b>\$ 350,667.32</b>	<b>\$ 32,837.29</b>	<b>\$ 1,962,315.47</b>	<b>\$ 672,736.84</b>	<b>\$ 223,197.19</b>	<b>\$ 895,934.03</b>

**Burbank-Glendale-Pasadena Airport Authority - PFC Account**  
**Statement of Investments**  
**As of 06/30/25**

Purchase Date	Type of Investment	CUSIP	Coupon	Maturity Date	Eff Mat. Date	Par Value	Purchase Cost	Market Price	Market Value	Unrealized Gain/Loss	YTM	Days to Eff. Mat.	% Mkt Value
06/30/25	Dreyfus Trsy Sec CM Investor	BAXB9MMA7	0.000	06/30/25	06/30/25	\$ 1,367,119	\$ 1,367,119	100.00	\$ 1,367,119	\$ -	4.30%	0	1.96%
09/30/22	Treasury Note	91282CEV3	3.000	07/15/25	07/15/25	1,200,000	1,162,125	99.93	1,199,203	37,078	4.54%	15	1.72%
04/22/25	Federal Home Loan Mortgage Corpore	3137EAEU9	0.380	07/21/25	07/21/25	1,011,000	1,001,274	99.78	1,008,777	7,503	4.15%	21	1.44%
01/11/23	Bank of America Corp	06051GLA5	4.830	07/22/26	07/22/25	645,000	640,254	100.00	645,009	4,755	6.04%	22	0.92%
03/18/25	Bank of New York Mellon	06406RBBX4	4.890	07/21/28	07/22/25	550,000	553,801	101.34	557,354	3,553	4.52%	22	0.80%
01/25/23	JP Morgan Chase & CO	46647PBW5	1.040	02/04/27	08/04/25	700,000	630,509	97.94	685,579	55,070	4.84%	35	0.98%
09/24/20	State Street Corporation	857477AT0	3.550	08/18/25	08/18/25	475,000	531,317	99.83	474,169	(57,148)	4.81%	49	0.68%
06/16/25	Treasury Note	91282CHV6	5.000	08/31/25	08/31/25	2,200,000	2,202,406	100.07	2,201,633	(773)	4.48%	62	3.15%
06/14/22	Burlington Northern Santa Fe LLC	12189LAY7	3.650	09/01/25	09/01/25	325,000	322,095	99.78	324,275	2,180	4.92%	63	0.46%
09/08/22	John Deere Capital Corp	24422EWJ4	4.050	09/08/25	09/08/25	500,000	500,443	99.87	499,368	(1,075)	4.67%	70	0.72%
10/11/22	FFCB	3133ENP95	4.250	09/30/25	09/30/25	1,000,000	995,940	99.95	999,519	3,579	4.40%	92	1.43%
12/23/22	Morgan Stanley	61747YEX9	6.140	10/16/26	10/18/25	625,000	639,205	100.43	627,661	(11,544)	5.80%	110	0.90%
03/19/25	US Bank NA	90331HPP2	2.950	10/22/27	10/22/25	625,000	623,150	100.11	625,713	2,563	4.69%	114	0.90%
11/17/20	FNMA Benchmark Note	3135G08G3	0.500	11/07/25	11/07/25	3,155,000	3,140,117	98.67	3,113,000	(27,117)	4.33%	130	4.46%
06/30/21	Lockheed Martin Corporation	539830BH1	3.550	01/15/26	01/15/26	415,000	432,814	99.63	413,466	(19,348)	4.24%	199	0.59%
01/19/23	FHLB	3130AKQX7	0.700	01/28/26	01/28/26	1,050,000	949,566	97.99	1,028,863	79,297	4.26%	212	1.47%
12/06/22	Treasury Note	91282CBQ3	0.500	02/28/26	02/28/26	3,000,000	2,831,668	97.60	2,928,047	96,379	4.17%	243	4.19%
06/20/23	FFCB	3133EPCF0	4.500	03/02/26	03/02/26	2,000,000	2,003,788	100.20	2,003,916	128	4.19%	245	2.87%
01/19/23	FHLB	3130ALHH0	0.960	03/05/26	03/05/26	900,000	817,164	97.84	880,604	63,440	4.20%	248	1.26%
08/30/21	Prudential Financial Inc	74432QCH6	1.500	03/10/26	03/10/26	450,000	455,338	97.97	440,860	(14,478)	4.50%	253	0.63%
02/17/23	FHLB	3130AUU36	4.130	03/13/26	03/13/26	1,250,000	1,239,538	99.99	1,249,922	10,384	4.13%	256	1.79%
05/17/23	Loews Corporation	540424AS7	3.750	04/01/26	04/01/26	375,000	369,385	99.46	372,964	3,579	4.48%	275	0.53%
11/29/21	Sierra Pacific Power	826418BM6	2.600	05/01/26	05/01/26	450,000	463,125	98.52	443,355	(19,770)	4.41%	305	0.63%
09/13/21	FHLB	3130A8XY4	1.880	09/11/26	09/11/26	300,000	315,528	97.56	292,674	(22,854)	3.98%	438	0.42%
05/16/23	Public Service Electric And Gas	74456QBR6	2.250	09/15/26	09/15/26	300,000	279,264	97.74	293,207	13,943	4.19%	442	0.42%
03/01/23	Pepsico Inc	713448DN5	2.380	10/06/26	10/06/26	450,000	414,180	98.03	441,134	26,954	3.98%	463	0.63%
05/09/23	Treasury Note	912828U24	2.000	11/15/26	11/15/26	2,100,000	1,986,469	97.50	2,047,582	61,113	3.88%	503	2.93%
01/13/22	FHLB	3130A9YY1	2.130	12/11/26	12/11/26	700,000	720,419	97.41	681,855	(38,564)	3.99%	529	0.98%
04/14/25	FHLB	3130B5K64	4.000	03/10/27	03/10/27	1,500,000	1,503,375	100.28	1,504,271	896	3.82%	618	2.15%
01/31/23	Treasury Note	912828ZE3	0.630	03/31/27	03/31/27	2,250,000	1,984,482	94.73	2,131,348	146,866	3.76%	639	3.05%
03/18/25	Comcast Corporation	20030NDK4	3.300	04/01/27	04/01/27	550,000	537,609	98.51	541,813	4,204	4.19%	640	0.78%
05/11/23	Chevron Corp	166764BX7	2.000	05/11/27	05/11/27	475,000	442,086	96.62	458,934	16,848	3.89%	680	0.66%
03/15/23	Treasury Note	912828ZV5	0.500	06/30/27	06/30/27	3,750,000	3,421,533	93.84	3,518,848	97,315	3.73%	730	5.04%
03/18/25	Procter & Gamble Co	742718EV7	2.850	08/11/27	08/11/27	575,000	557,532	97.81	562,381	4,849	3.94%	772	0.81%

**Burbank-Glendale-Pasadena Airport Authority - PFC Account**  
**Statement of Investments**  
**As of 06/30/25**

Purchase Date	Type of Investment	CUSIP	Coupon	Maturity Date	Eff Mat. Date	Par Value	Purchase Cost	Market Price	Market Value	Unrealized Gain/Loss	YTM	Days to Eff. Mat.	% Mkt Value
03/18/25	Meia Platforms Inc	30303M8G0	3.500	08/15/27	08/15/27	550,000	540,447	99.06	544,809	4,362	3.97%	776	0.78%
03/18/25	Alabama Power Company	010392FY9	3.750	09/01/27	09/01/27	425,000	417,822	99.53	423,012	5,190	3.98%	793	0.61%
02/15/23	Unitedhealth Group Inc	91324PDE9	2.950	10/15/27	10/15/27	550,000	512,972	97.29	535,078	22,106	4.20%	837	0.77%
05/15/25	General Dynamics Corporation	369550AZ1	2.630	11/15/27	11/15/27	550,000	529,249	96.90	532,968	3,719	4.00%	868	0.76%
03/20/25	Treasury Note	91282CMF5	4.250	01/15/28	01/15/28	3,425,000	3,452,293	101.30	3,469,686	17,393	3.71%	929	4.97%
03/18/25	PNC Bank NA	39353RFJ2	3.250	01/22/28	01/22/28	550,000	531,361	97.61	536,879	5,518	4.24%	936	0.77%
03/18/25	Pepsico Inc	713448FL7	3.600	02/18/28	02/18/28	125,000	122,811	99.18	123,969	1,158	3.93%	963	0.18%
03/20/25	FFCB	3133ER4Q1	4.250	02/24/28	02/24/28	3,500,000	3,527,790	101.13	3,539,697	11,907	3.79%	969	5.07%
05/13/25	Caterpillar Financial Services	14913UAY6	4.400	03/03/28	03/03/28	525,000	525,546	100.76	529,010	3,464	4.09%	977	0.76%
03/18/25	FHLB	3130ATS57	4.500	03/10/28	03/10/28	3,500,000	3,545,465	101.90	3,566,637	21,172	3.75%	984	5.11%
04/01/25	Florida Power & Light CO	341081GK7	5.050	04/01/28	04/01/28	400,000	408,104	102.46	409,831	1,727	4.09%	1006	0.59%
05/20/25	Qualcomm Incorporated	747525BN2	1.300	05/20/28	05/20/28	500,000	459,890	92.93	464,644	4,754	3.91%	1055	0.67%
03/18/25	Public Service Electric And Gas	74456QBX3	3.650	09/01/28	09/01/28	150,000	145,974	98.42	147,625	1,651	4.19%	1159	0.21%
09/17/24	Citibank NA	17325FBB3	5.800	09/29/28	09/29/28	615,000	646,834	104.57	643,134	(3,700)	4.28%	1187	0.92%
03/18/25	Treasury Note	91282CDF5	1.380	10/31/28	10/31/28	4,000,000	3,644,531	92.72	3,708,750	64,219	3.72%	1219	5.31%
03/18/25	Abbvie Inc	00287YBF5	4.250	11/14/28	11/14/28	550,000	546,865	100.49	552,717	5,852	4.09%	1233	0.79%
03/18/25	Merck & Co Inc	58933YBD6	1.900	12/10/28	12/10/28	600,000	549,204	93.30	559,780	10,576	4.00%	1259	0.80%
03/18/25	Bristol-Myers Squibb Co	110122EF1	4.900	02/22/29	02/22/29	550,000	557,821	102.39	563,158	5,337	4.18%	1333	0.81%
06/16/25	Cisco Systems Inc	17275RBR2	4.850	02/26/29	02/26/29	525,000	534,938	102.45	537,873	2,935	4.12%	1337	0.77%
03/18/25	Union Pacific Corporation	907818FB9	3.700	03/01/29	03/01/29	550,000	534,221	98.38	541,074	6,853	4.18%	1340	0.77%
05/28/25	Pfizer Inc	717081ET6	3.450	03/15/29	03/15/29	575,000	557,089	97.93	563,101	6,012	4.06%	1354	0.81%
03/20/25	Treasury Note	91282CEE7	2.380	03/31/29	03/31/29	3,650,000	3,432,141	95.29	3,478,051	45,910	3.73%	1370	4.98%
03/18/25	Target Corporation	87612EBH8	3.380	04/15/29	04/15/29	550,000	528,000	97.29	535,116	7,116	4.15%	1385	0.77%
03/18/25	Wisconsin Electric Power Company	976656CQ9	5.000	05/15/29	05/15/29	425,000	430,698	102.61	436,090	5,392	4.26%	1415	0.62%
03/18/25	Chubb InA Holdings Inc	171239AL0	4.650	08/15/29	08/15/29	550,000	553,277	101.74	559,545	6,268	4.19%	1507	0.80%
03/18/25	Exxon Mobil Corp	30231GBE1	2.440	08/16/29	08/16/29	600,000	555,629	94.25	565,527	9,898	3.96%	1508	0.81%
03/25/25	FHLMC Reference Notes	3134A3U46	6.750	09/15/29	09/15/29	750,000	831,547	111.35	835,131	3,584	3.80%	1538	1.20%
03/19/25	FNMA Benchmark Note	31359MFJ7	7.130	01/15/30	01/15/30	3,000,000	3,389,339	113.62	3,408,606	19,267	3.83%	1660	4.88%
03/18/25	Duke Energy Carolinas	26442CBP8	4.850	03/15/30	03/15/30	425,000	428,110	102.24	434,534	6,424	4.31%	1719	0.62%
04/15/25	Home Depot Inc	437076CB6	2.700	04/15/30	04/15/30	550,000	504,391	93.41	513,751	9,360	4.23%	1750	0.74%
<b>Subtotal</b>						<b>\$ 70,433,119</b>	<b>\$ 68,978,977</b>	<b>\$</b>	<b>\$ 69,824,206</b>	<b>\$ 845,229</b>	<b>4.07%</b>	<b>734</b>	<b>100.00%</b>
PFC Bank Balance							6,081,241						
<b>TOTAL</b>							<b>\$ 75,060,218</b>						

**Burbank-Glendale-Pasadena Airport Authority - PFC Account**  
**Statement of Purchases - Maturities - Sales**  
**As of 06/30/25**

**PURCHASES**

Purchase Date	Type of Investment	CUSIP	Coupon	Maturity Date	Par Value	Purchase Price	Purchase Cost	Prepaid Interest
06/16/25	Cisco Systems Inc	17275RBR2	4.850	02/26/29	\$ 525,000.00	101.89300	\$ 534,938.25	\$ (7,850.94)
06/16/25	Home Depot Inc	437076CB6	2.700	04/15/30	50,000.00	92.37400	46,187.00	(232.50)
06/16/25	John Deere Capital Corp	24422EWJ4	4.050	09/08/25	75,000.00	99.89900	74,924.25	(835.31)
06/16/25	Sierra Pacific Power	826418BM6	2.600	05/01/26	75,000.00	98.45400	73,840.50	(249.17)
06/16/25	Treasury Note	91282CHV6	5.000	08/31/25	2,200,000.00	100.10938	2,202,406.25	(32,581.52)
06/30/25	Treasury Note	91282CBQ3	0.500	02/28/26	1,600,000.00	97.61328	1,561,812.50	(2,673.91)
<b>TOTAL PURCHASES</b>					<b>\$ 4,525,000.00</b>	<b>\$ 4,494,108.75</b>	<b>\$ (44,423.35)</b>	

**MATURITIES**

Purchase Date	Type of Investment	CUSIP	Coupon	Maturity Date	Par Value	Purchase Price	Purchase Cost	Gain / (Loss)
06/15/22	Cisco Systems Inc	17275RAW2	3.500	06/15/25	\$ 400,000.00	99.40100	\$ 397,604.00	\$ 2,396.00
09/01/22	Treasury Note	91282CEU1	2.875	06/15/25	\$ 1,800,000.00	98.40712	1,771,328.13	28,671.87
11/17/20	Treasury Note	912828ZW3	0.250	06/30/25	1,750,000.00	97.73906	1,710,433.63	39,566.37
						-	-	-
						-	-	-
<b>TOTAL MATURITIES</b>					<b>\$ 3,950,000.00</b>	<b>\$ 3,879,365.76</b>	<b>\$ 70,634.24</b>	

**SALES / REDEMPTIONS / DELIVERS**

Purchase Date	Type of Investment	CUSIP	Coupon	Maturity Date	Sale Date	Par Value	Sale Price	Sale Amount	Purchase Cost	Gain / (Loss)
								\$ -	-	\$ -
								-	-	-
								-	-	-
								-	-	-
								-	-	-
						<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Burbank-Glendale-Pasadena Airport Authority - PFC Account**  
**Earnings Report**  
**06/01/25-06/30/25**

Type of Investment	Type	CUSIP	Coupon	Maturity Date	Previous Accrual	Realized Interest For Period	Interest Paid At Purc/Recv	Current Accrual	Interest Earned	Amt/Accrt For Period	Adjusted Total Int. Earned
<b>FIXED INCOME</b>											
Cisco Systems Inc	NOTE	17275RAW2	3.500	06/15/25	6,455.56	7,000.00	-	-	544.44	-	544.44
Treasury Note	NOTE	91282CEU1	2.875	06/15/25	23,884.62	25,875.00	-	-	1,990.38	-	1,990.38
Treasury Note	NOTE	912828ZW3	0.250	06/30/25	1,837.02	2,187.50	-	-	350.48	-	350.48
Treasury Note	NOTE	91282CEY3	3.000	07/15/25	13,624.31	-	-	16,607.73	2,983.42	1,118.36	4,101.78
Federal Home Loan Mortgage Corpora	NOTE	3137EAEU9	0.380	07/21/25	1,369.06	-	-	1,685.00	315.94	3,315.62	3,631.56
State Street Corporation	NOTE	857477AT0	3.550	08/18/25	4,824.55	-	-	6,229.76	1,405.21	(1,012.80)	392.41
Treasury Note	NOTE	91282CHV6	5.000	08/31/25	-	-	32,581.52	36,766.30	4,184.78	(449.17)	3,735.61
Burlington Northern Santa Fe LLC	NOTE	12189LAY7	3.650	09/01/25	2,965.63	-	-	3,954.17	988.54	75.47	1,064.01
John Deere Capital Corp	NOTE	24422EWJ4	4.050	09/08/25	3,968.44	-	835.31	6,356.25	1,552.50	(1.36)	1,551.14
FFCB	NOTE	3133ENP95	4.250	09/30/25	7,201.39	-	-	10,743.06	3,541.67	114.04	3,655.71
FNMA Benchmark Note	NOTE	3135G06G3	0.500	11/07/25	1,051.67	-	-	2,366.25	1,314.58	311.02	1,625.60
Lockheed Martin Corporation	NOTE	539830BH1	3.550	01/15/26	5,565.61	-	-	6,793.32	1,227.71	(343.47)	884.24
FHLB	NOTE	3130AKQX7	0.700	01/28/26	2,511.25	-	-	3,123.75	612.50	2,769.32	3,381.82
Treasury Note	NOTE	91282CBQ3	0.500	02/28/26	1,769.02	-	2,673.91	5,013.59	570.66	3,611.00	4,181.66
FFCB	NOTE	3133EPCF0	4.500	03/02/26	22,250.00	-	-	29,750.00	7,500.00	(117.03)	7,382.97
FHLB	NOTE	3130ALHH0	0.960	03/05/26	2,064.00	-	-	2,784.00	720.00	2,208.97	2,928.97
Prudential Financial Inc	NOTE	74432QCH6	1.500	03/10/26	1,518.75	-	-	2,081.25	562.50	(98.18)	464.32
FHLB	NOTE	3130AUU36	4.130	03/13/26	11,171.88	-	-	15,468.75	4,296.87	284.82	4,581.69
Loews Corporation	NOTE	540424AS7	3.750	04/01/26	2,343.75	-	-	3,515.63	1,171.88	180.94	1,352.82
Sierra Pacific Power	NOTE	826418BM6	2.600	05/01/26	812.50	-	249.17	1,950.00	888.33	(212.97)	675.36
Bank of America Corp	NOTE	06051GLA5	4.830	07/22/26	11,156.40	-	-	13,750.92	2,594.52	113.21	2,707.73
FHLB	NOTE	3130A8XY4	1.880	09/11/26	1,250.00	-	-	1,718.75	468.75	(259.24)	209.51
Public Service Electric And Gas	NOTE	74456QBR6	2.250	09/15/26	1,425.00	-	-	1,987.50	562.50	519.84	1,082.34
Pepsico Inc	NOTE	713448DN5	2.380	10/06/26	1,632.81	-	-	2,523.44	890.63	831.09	1,721.72
Morgan Stanley	NOTE	61747YEX9	6.140	10/16/26	4,795.31	-	-	7,992.19	3,196.88	(354.78)	2,842.10
Treasury Note	NOTE	912828U24	2.000	11/15/26	1,940.22	-	-	5,364.13	3,423.91	2,650.54	6,074.45
FHLB	NOTE	3130A9YY1	2.130	12/11/26	7,024.31	7,437.50	-	826.39	1,239.58	(346.67)	892.91
JP Morgan Chase & CO	NOTE	46647PBW5	1.040	02/04/27	2,366.00	-	-	2,972.67	606.67	1,513.40	2,120.07
FHLB	NOTE	3130B5K64	4.000	03/10/27	12,833.33	-	-	17,833.33	5,000.00	(147.81)	4,852.19
Treasury Note	NOTE	912828ZE3	0.630	03/31/27	2,382.17	-	-	3,534.84	1,152.67	5,243.93	6,396.60
Comcast Corporation	NOTE	20030NDK4	3.300	04/01/27	3,025.00	-	-	4,537.50	1,512.50	507.85	2,020.35

**Burbank-Glendale-Pasadena Airport Authority - PFC Account**  
**Earnings Report**  
**06/01/25-06/30/25**

Type of Investment	Type	CUSIP	Coupon	Maturity Date	Previous Accrual	Realized Interest For Period	Interest Paid At Purc/Recv	Current Accrual	Interest Earned	Amrt/Accrt For Period	Adjusted Total Int. Earned
Chevron Corp	NOTE	166764BX7	2.000	05/11/27	526.46	-	-	1,316.15	789.69	688.84	1,478.53
Treasury Note	NOTE	912828ZV5	0.500	06/30/27	7,872.93	9,375.00	-	50.95	1,553.02	9,751.06	11,304.08
Procter & Gamble Co	NOTE	742718EV7	2.850	08/11/27	5,007.29	-	-	6,372.92	1,365.63	607.95	1,973.58
Meta Platforms Inc	NOTE	30303M8G0	3.500	08/15/27	5,668.06	-	-	7,272.22	1,604.16	330.95	1,935.11
Alabama Power Company	NOTE	010392FY9	3.750	09/01/27	3,984.38	-	-	5,312.50	1,328.12	244.16	1,572.28
Unitedhealth Group Inc	NOTE	91324PDE9	2.950	10/15/27	2,073.19	-	-	3,425.28	1,352.09	715.48	2,067.57
US Bank NA	NOTE	90331HPP2	2.950	10/22/27	3,051.61	-	-	5,399.01	2,347.40	59.60	2,407.00
General Dynamics Corporation	NOTE	369550AZ1	2.630	11/15/27	641.67	-	-	1,844.79	1,203.12	692.49	1,895.61
Treasury Note	NOTE	91282CMF5	4.250	01/15/28	55,088.57	-	-	67,151.76	12,063.19	(794.94)	11,268.25
PNC Bank NA	NOTE	39353RFJ2	3.250	01/22/28	6,405.21	-	-	7,894.79	1,489.58	546.61	2,036.19
Pepsico Inc	NOTE	713448FL7	3.600	02/18/28	1,287.50	-	-	1,662.50	375.00	62.60	437.60
FFCB	NOTE	3133ER4Q1	4.250	02/24/28	40,079.86	-	-	52,475.69	12,395.83	(792.72)	11,603.11
Caterpillar Financial Services	NOTE	14913UAY6	4.400	03/03/28	5,646.67	-	-	7,571.67	1,925.00	(16.23)	1,908.77
FHLB	NOTE	3130ATS57	4.500	03/10/28	35,437.50	-	-	48,562.50	13,125.00	(1,273.53)	11,851.47
Florida Power & Light CO	NOTE	341081GK7	5.050	04/01/28	3,366.67	-	-	5,050.00	1,683.33	(225.32)	1,458.01
Qualcomm Incorporated	NOTE	747525BN2	1.300	05/20/28	198.61	-	-	740.28	541.67	1,115.20	1,656.87
Bank of New York Mellon	NOTE	06406RBX4	4.890	07/21/28	9,712.08	-	-	11,953.33	2,241.25	(94.85)	2,146.40
Public Service Electric And Gas	NOTE	74456QBX3	3.650	09/01/28	1,368.75	-	-	1,825.00	456.25	97.25	553.50
Citibank NA	NOTE	17325FBB3	5.800	09/29/28	6,146.34	-	-	9,120.38	2,974.04	(686.75)	2,287.29
Treasury Note	NOTE	91282CDF5	1.380	10/31/28	4,782.61	-	-	9,266.30	4,483.69	8,066.61	12,550.30
Abbvie Inc	NOTE	00287YBF5	4.250	11/14/28	1,103.82	-	-	3,051.74	1,947.92	71.52	2,019.44
Merck & Co Inc	NOTE	58933YBD6	1.900	12/10/28	5,415.00	5,700.00	-	665.00	950.00	1,136.38	2,086.38
Bristol-Myers Squibb Co	NOTE	110122EF1	4.900	02/22/29	7,411.25	-	-	9,657.08	2,245.83	(166.05)	2,079.78
Cisco Systems Inc	NOTE	17275RBR2	4.850	02/26/29	-	-	7,850.94	8,841.15	990.21	(104.69)	885.52
Union Pacific Corporation	NOTE	907818FB9	3.700	03/01/29	5,087.50	-	-	6,783.33	1,695.83	332.90	2,028.73
Pfizer Inc	NOTE	717081ET6	3.450	03/15/29	4,187.92	-	-	5,841.04	1,653.12	393.37	2,046.49
Treasury Note	NOTE	91282CEE7	2.380	03/31/29	14,684.77	-	-	21,790.30	7,105.53	4,443.09	11,548.62
Target Corporation	NOTE	87612EBH8	3.380	04/15/29	2,371.88	-	-	3,918.75	1,546.87	450.20	1,997.07
Wisconsin Electric Power Company	NOTE	976656CQ9	5.000	05/15/29	944.44	-	-	2,715.28	1,770.84	(114.29)	1,656.55
Chubb InA Holdings Inc	NOTE	171239AL0	4.650	08/15/29	7,530.42	-	-	9,661.67	2,131.25	(62.01)	2,069.24
Exxon Mobil Corp	NOTE	30231GBE1	2.440	08/16/29	4,270.00	-	-	5,490.00	1,220.00	838.75	2,058.75



**Burbank-Glendale-Pasadena Airport Authority - PFC Account**  
**Earnings Report**  
**06/01/25-06/30/25**

Type of Investment	Type	CUSIP	Coupon	Maturity Date	Previous Accrual	Realized Interest For Period	Interest Paid At Purc/Recv	Current Accrual	Interest Earned	Amrt/Accrt For Period	Adjusted Total Int. Earned
FHLMC Reference Notes	NOTE	3134A3U46	6.750	09/15/29	10,687.50	-	-	14,906.25	4,218.75	(1,520.46)	2,698.29
FNMA Benchmark Note	NOTE	31359MFJ7	7.130	01/15/30	80,750.00	-	-	98,562.50	17,812.50	(6,732.10)	11,080.40
Duke Energy Carolinas	NOTE	26442CBP8	4.850	03/15/30	8,302.26	-	-	10,019.97	1,717.71	(51.97)	1,665.74
Home Depot Inc	NOTE	437076CB6	2.700	04/15/30	1,725.00	-	232.50	3,135.00	1,177.50	727.69	1,905.19
<b>Subtotal</b>					<b>\$ 519,837.28</b>	<b>\$ 57,575.00</b>	<b>\$ 44,423.35</b>	<b>\$ 677,537.55</b>	<b>\$ 170,851.92</b>	<b>\$ 40,762.73</b>	<b>\$ 211,614.65</b>
<b>CASH EQUIVALENTS</b>											
Dreyfus Trsy Sec CM Investor					-	7,044.43	-	-	7,044.43	-	7,044.43
<b>Subtotal</b>					<b>\$ -</b>	<b>\$ 7,044.43</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,044.43</b>	<b>\$ -</b>	<b>\$ 7,044.43</b>
<b>TOTAL</b>					<b>\$ 519,837.28</b>	<b>\$ 64,619.43</b>	<b>\$ 44,423.35</b>	<b>\$ 677,537.55</b>	<b>\$ 177,896.35</b>	<b>\$ 40,762.73</b>	<b>\$ 218,659.08</b>

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**  
**SCHEDULE OF CASH RECEIPTS AND DISBURSEMENTS**  
**MONTH AND TWELVE MONTHS ENDED JUNE 30, 2025 & 2024**

JUNE 2025										Fiscal YTD Performance (July 2024 - June 2025)				
Monthly Performance										F	G	H	I	J
A	B	C	D	E										
Actual \$ June 2025	Budget June 2025	Actual \$ June 2024	Note	Variance Actual Vs. Budget										
OPERATING ACTIVITY														
CASH RECEIPTS FROM OPERATIONS														
1	\$421,506	\$443,083	(2)	(\$21,577)	Landing/Fuel Fees	\$6,074,201	\$4,965,000	\$4,636,552	(2)	\$1,109,201				
2	2,997,388	2,982,597	(3)	14,791	Parking Fees	34,976,165	32,430,000	29,568,086	(3)	2,546,165				
3	1,417,015	1,366,647	(4)	50,368	Rental/Concession Receipts - Terminal Building	18,286,105	16,399,757	16,689,728	(4)	1,886,348				
4	966,038	1,329,197	(5)	(363,159)	Rental Receipts - Other Buildings	16,377,736	15,950,243	16,064,251	(5)	427,493				
5	401,314	333,587	(6)	67,727	Ground Transportation	4,352,872	3,715,000	4,013,982	(6)	637,872				
6	168,304	98,337	(7)	69,967	Other Receipts	2,205,368	1,180,000	1,947,794	(7)	1,025,368				
7	454,926	659,375	(8)	(204,449)	Investment Receipts - Treasurer/Other Interest Earned	4,521,429	7,910,000	5,661,855	(8)	(3,388,571)				
8	\$6,826,491	\$7,212,823	(1)	(\$386,332)		\$86,793,876	\$82,550,000	\$78,582,248	(1)	\$4,243,876				
CASH DISBURSEMENTS FROM OPERATIONS														
9	(\$258,297)	(\$112,310)	(10)	(\$145,987)	Administrative Supplies & Costs	(\$1,639,324)	(\$1,596,950)	(\$1,419,895)	(10)	(\$42,374)				
10	(440,784)	(454,222)	(11)	13,438	Operating Supplies & Maintenance	(4,501,287)	(5,244,800)	(4,382,187)	(11)	743,513				
11	(3,588,634)	(3,177,294)	(12)	(411,340)	Contractual Operating Costs	(35,490,366)	(38,127,550)	(34,704,695)	(12)	2,637,184				
12	(458,786)	(521,561)	(13)	62,775	Contractual Professional Services	(6,626,484)	(8,483,600)	(6,060,405)	(13)	1,857,116				
13	(551,809)	(642,922)	(14)	91,113	Wages & Benefits	(7,922,381)	(8,282,900)	(7,101,716)	(14)	360,519				
14	(179,870)	(123,562)	(15)	(56,308)	Other Operating Costs	(1,171,644)	(1,438,700)	(1,293,130)	(15)	267,056				
15	0	0	0	0	Bond Debt Service – 2015 Bonds	0	0	(4,567,500)	0	0				
16	0	0	(16)	0	Parking Tax	(3,549,392)	(3,474,643)	(3,100,781)	(16)	(74,749)				
17	(\$5,478,180)	(\$5,031,871)	(9)	(\$446,309)		(\$60,900,878)	(\$66,649,143)	(\$62,630,309)	(9)	\$5,748,265				
18	<b>\$1,348,311</b>	<b>\$2,180,952</b>		<b>(\$832,641)</b>	<b>INCREASE (DECREASE) IN CASH FROM OPERATIONS</b>	<b>\$25,892,998</b>	<b>\$15,900,857</b>	<b>\$15,951,939</b>		<b>\$9,992,141</b>				
FACILITY IMPROVEMENT TRANSACTIONS														
CASH DISBURSEMENTS														
19	(\$34,078)	(\$125,000)	(17)	\$90,922	Noise Mitigation Program Costs	(\$554,051)	(\$1,500,000)	(\$190,006)	(17)	\$945,949				
20	(352,323)	(1,938,469)	(18)	1,586,146	Other Facility Improvement Program Project Costs	(3,355,770)	(13,587,000)	(4,533,144)	(18)	10,231,230				
21	(\$386,401)	(\$2,063,469)		\$1,677,068		(\$3,909,821)	(\$15,087,000)	(\$4,723,150)		\$11,177,179				
CASH RECEIPTS FROM FUNDING SOURCES														
22	\$185,689	\$201,475	(17)	(\$15,786)	FAA Grants - Noise Mitigation Program	\$484,650	\$1,208,850	\$114,986	(17)	(\$724,200)				
23	0	26,192	(19)	(26,192)	FAA Grants - Facility Improvement Program	883,937	904,221	258,483	(19)	(20,284)				
24	44,723	1,323,902	(20)	(1,279,179)	Passenger Facility Charge Receipts/Reserves	362,066	6,808,929	754,212	(20)	(6,446,863)				
25	0	100,000	(21)	(100,000)	Customer Facility Charge Reserves	109,103	775,000	158,325	(21)	(665,897)				
26	\$230,412	\$1,651,569		(\$1,421,157)		\$1,839,756	\$9,697,000	\$1,286,006		(\$7,857,244)				
INCREASE (DECREASE) – FACILITY / NOISE MITIGATION TRANSACTIONS														
27	<b>(\$155,989)</b>	<b>(\$411,900)</b>		<b>\$255,911</b>		<b>(\$2,070,065)</b>	<b>(\$5,390,000)</b>	<b>(\$3,437,144)</b>		<b>\$3,319,935</b>				
FEDERAL RELIEF GRANT FUNDS														
28	\$0	\$0	(22)	\$0	ARPA Grant Funds	\$0	\$0	\$733,646	(22)	\$0				
NET INCREASE (DECREASE) IN CASH FROM OPERATIONS														
29	<b>\$1,192,322</b>	<b>\$1,769,052</b>		<b>(\$576,730)</b>		<b>\$23,822,933</b>	<b>\$10,510,857</b>	<b>\$13,248,441</b>		<b>\$13,312,076</b>				

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**  
**SCHEDULE OF CASH RECEIPTS AND DISBURSEMENTS**  
**MONTH AND TWELVE MONTHS ENDED JUNE 30, 2025 & 2024**

		JUNE 2025					Fiscal YTD Performance (July 2024 - June 2025)				
		Monthly Performance									
		A	B	C	D	E	F	G	H	I	J
		Actual \$ June 2025	Budget June 2025	Actual \$ Prior Year June 2024	Note	Variance Actual Vs. Budget	Fiscal YTD	Fiscal YTD Budget	Actual \$ Prior Year Fiscal YTD	Note	Variance Actual Vs. Budget
29		\$1,192,322	\$1,769,052	\$2,105,634		(\$576,730)	\$23,822,933	\$10,510,857	\$13,248,441		\$13,312,076
	<u>NET INCREASE (DECREASE) IN CASH FROM OPERATIONS</u>										
30		(\$38,623,384)	(\$49,242,000)	(\$12,278,269)	(23)	\$10,618,616	(\$376,206,920)	(\$506,848,000)	(\$78,938,346)	(23)	\$130,641,080
	<u>REPLACEMENT PASSENGER TERMINAL PROJECT ("RPT")</u>										
	<u>CASH DISBURSEMENTS <sup>1</sup></u>										
	Replacement Passenger Terminal Project Costs										
	<u>CASH RECEIPTS FROM FUNDING SOURCES</u>										
31	FAA Grants - Replacement Passenger Terminal Project	\$8,528,775	\$8,528,775	\$3,076,103	(24)	\$0	\$26,521,087	\$26,521,087	\$12,740,323	(24)	\$0
32	Passenger Facility Charge Receipts/Reserves	357,933	357,933	0	(24)	0	5,443,525	5,443,525	14,922,243	(24)	0
33	Bond Reimbursement - 2024 Revenue Bond	32,490,876	32,490,876	564,983	(24)	0	359,913,765	359,913,765	17,191,078	(24)	0
34		\$41,377,584	\$41,377,584	\$3,641,086		\$0	\$391,878,377	\$391,878,377	\$44,853,644		\$0
35	<u>INCREASE (DECREASE) - RPT PROJECT TRANSACTIONS</u>	\$2,754,200	(\$7,864,416)	(\$8,637,183)		\$10,618,616	\$15,671,457	(\$114,969,623)	(\$34,084,702)		\$130,641,080
36	<u>NET INCREASE (DECREASE) IN CASH - TOTAL</u>	\$3,946,522	(\$6,095,364)	(\$6,531,549)		\$10,041,886	\$39,494,390	(\$104,458,766)	(\$20,836,261)		\$143,953,156

Note 1 - Due to timing of invoices and payments thereof, the cash to budget analysis may not fully reflect current status of the project.

# **BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

## **NOTES TO SCHEDULE OF CASH RECEIPTS AND DISBURSEMENTS MONTH AND TWELVE MONTHS ENDED JUNE 30, 2025 & 2024**

### **General Comments**

The Schedule of Cash Receipts and Disbursements ("Schedule") represents the cash basis activity for the month and fiscal year-to-date ("FYTD") compared to the allocation of the annual adopted budget.

The Schedule consists of two sections: Operating Activity and Facility Improvement Transactions. Receipts are shown as positive amounts and disbursements as negative amounts. Favorable budget variances are shown as positive amounts and unfavorable variances as negative amounts. Because this Schedule is on a cash basis, cash timing differences may contribute to budget variances.

The Operating Activity receipts include charges for services (parking, landing fees and concessions), tenant rents, fuel flowage fees, other revenues and investment receipts. The Operating Activity disbursements include costs of services, materials, contracts, personnel and debt service.

Facility Improvement Transactions represent the activity for the Authority's capital program, which consists of Other Facility Improvement Program Projects and the Noise Mitigation Program.

FY 2025 Replacement Passenger Terminal ("RPT") Project expenditures are primarily funded through the Bipartisan Infrastructure Law grants, FAA-approved use of Passenger Facility Charge ("PFC") fees, and proceeds from the 2024 Revenue Bonds.

The FY 2025 Non-RPT Capital Program expenditures are primarily funded through the following sources:

- FAA-approved PFC program receipts/reserves;
- Grants; and
- Operating Revenues

The notes below provide additional information regarding the performance results detailed in the "Schedule of Cash Receipts and Disbursements."

A Supplemental Schedule of Cash Receipts and Disbursements reflecting the activities related to the 2012 Bond debt service for the Regional Intermodal Transportation Center / Consolidated Rental Car Facility is also presented.

FY 2025 projected operational activity (6,100,000) has been based essentially flat to FY 2024 levels. The Authority's Adopted FY 2025 budget is based on the following quarterly activity assumptions to reflect seasonal fluctuations:

- Q1 (July - September): 1,647,000 (represents 27% of total)
- Q2 (October - December): 1,586,000 (represents 26% of total)
- Q3 (January - March): 1,220,000 (represents 20% of total)
- Q4 (April - June): 1,647,000 (represents 27% of total)

Passenger activity for fiscal year-end 2025 totaled 6,574,819, exceeding fiscal year-end 2024 activity of 6,217,454 and the budget assumption of 6,100,000 by 5.75% and 7.78%, respectively. Overall fiscal year-end 2025 financial performance ended favorably to budget.

(Continued)

# **BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

## **NOTES TO SCHEDULE OF CASH RECEIPTS AND DISBURSEMENTS MONTH AND TWELVE MONTHS ENDED JUNE 30, 2025 & 2024**

**NOTE (1) – Cash Receipts from Operations**

Cash receipts from operations exceed the budget fiscal year-end. On an accrual basis, operating revenues exceed the budget fiscal year-end by \$7,376,563. See notes 2 through 8 for additional information regarding operating receipts.

**NOTE (2) – Landing/Fuel Fees**

Landing Fees are based on landed weight of the aircraft. Fuel fees are charged at a rate of \$0.05 a gallon to non-signatory air carriers for fuel loaded at BUR. On an accrual basis, Landing Fees combined with Fuel Flowage Fees exceed the budget by \$500,825 fiscal year-end.

**NOTE (3) – Parking Fees**

Parking fee revenues performed above the budget forecast fiscal year-end. Accrual basis Parking Fees exceed the budget by \$2,313,009 fiscal year-end.

**NOTE (4) – Rental/Concession Receipts - Terminal Building**

Terminal Building rental/concession receipts exceed the budget fiscal year-end partially due to the timing of receipts. Accrual basis Terminal Building rents/concessions exceed the budget by \$1,619,512 fiscal year-end.

**NOTE (5) – Rental Receipts - Other Buildings**

Other Buildings rental receipts exceed the budget fiscal year-end partially due to the timing of receipts. Accrual basis Other Building rents are \$575,034 above budget expectations fiscal year-end due to CPI adjustments.

**NOTE (6) – Ground Transportation**

This category consists of off-airport access fees and TNC activity. Accrual basis Ground Transportation receipts exceed the budget by \$616,922 fiscal year-end.

**NOTE (7) – Other Receipts**

Other Receipts consist primarily of ground handling and airfield access fees. Accrual basis Other Receipts are \$708,407 ahead of budget fiscal year-end.

**NOTE (8) – Investment Receipts - Treasurer**

This line item represents cash received from the investment of funds. These receipts fluctuate in response to interest rate and portfolio balance changes, the timing of coupon payments and individual investment maturities. Accrual basis investment income exceeds the budget by \$1,042,854 fiscal year-end.

**NOTE (9) – Cash Disbursements from Operations**

Overall operating disbursements on a cash basis and accrual basis are favorably under the budget fiscal year-end. See additional information on operating disbursement in notes 10 through 16.

**NOTE (10) – Administrative Supplies & Costs**

This line item includes office supplies, printing, postage and delivery, office equipment service and lease, recruiting, membership, uniform, Commission meeting, conference and training costs.

(Continued)

# **BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

## **NOTES TO SCHEDULE OF CASH RECEIPTS AND DISBURSEMENTS MONTH AND TWELVE MONTHS ENDED JUNE 30, 2025 & 2024**

**NOTE (11) – Operating Supplies & Maintenance**

This line item includes utilities, fuel, general repairs and maintenance, landscaping, supplies and telephone costs.

**NOTE (12) – Contractual Operating Costs**

This line item includes various contractual operating costs such as ARFF services, janitorial services, systems and vehicle repair, parking operations and the TBI Airport Management contract costs.

**NOTE (13) – Contractual Professional Services**

This line item includes various professional services such as legal, auditing, noise, financial and insurance.

**NOTE (14) – Wages and Benefits**

Wages and Benefits consist of payroll and fringe benefit costs for the Airport Police officers, and include the impact of the terms of the Memorandum of Understanding effective February 2023.

**NOTE (15) – Other Operating Costs**

This line item primarily includes public relations/advertising, air service retention, and license/permit fees.

**NOTE (16) – Parking Tax**

The 12% City of Burbank parking tax is paid quarterly for the prior three-month period. The next remittance, covering the months of April, May and June 2025, is due July 2025.

**NOTE (17) – Noise Mitigation Program**

FAA Grants and a PFC match are budgeted to partially fund the multi-year Part 150 Update project. This project commenced Q3 FY 2024 and is ongoing.

**NOTE (18) – Other Facility Improvement Program Projects**

Other Facility Improvement Program Project costs on a cash basis are below the budget fiscal year-end due to the timing of commencement and postponement of several major projects. Please refer to the included supplemental schedule of FY 2025 Cash Disbursements - Facility Improvement Transactions for additional details on projects.

**NOTE (19) – FAA Grants – Facility Improvement Program Projects**

FAA Grants are budgeted to partially fund a new ARFF vehicle. The Authority accepted delivery of the vehicle in November 2024 and grant reimbursement was received in February 2025.

**NOTE (20) – Passenger Facility Charge Receipts/Reserves**

A number of capital projects are budgeted to be funded or partially funded by Passenger Facility Charges, including the construction of the Runway and Taxiway Shoulder Rehabilitation, a new ARFF vehicle, and the Part 150 Update project.

(Continued)

## **BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

### **NOTES TO SCHEDULE OF CASH RECEIPTS AND DISBURSEMENTS MONTH AND TWELVE MONTHS ENDED JUNE 30, 2025 & 2024**

**NOTE (21) – Customer Facility Charge Reserves**

The Regional Intermodal Transportation Center ("RITC") Art in Public Places capital project is budgeted to be funded by Customer Facility Charge Reserves and was completed December 2024.

**NOTE (22) – Federal Relief Grant Funds**

All available non-concessionaire federal relief funds were utilized towards FY 2023 bond debt service and personnel costs. The remaining FAA approved use of awarded concessionaire relief funds (\$2,560,425) apply only as direct payments to qualifying concessionaires.

**NOTE (23) – Replacement Passenger Terminal Project**

The Authority programmed appropriations in the amount of \$506,848,000 for development of the multi-year RPT program. RPT costs on a cash basis are below budget expectations fiscal year-end by \$130,641,080 primarily due to the timing of payments. The majority of cash expenditures fiscal year-end are related to Holder, Pankow, TEC JV (\$344,129,543), including retention payments to the escrow bank, Jacobs Project Management (\$8,639,122), and City of Burbank Water and Power Aid-in-Construction Deposits (\$20,755,970).

**NOTE (24) – Replacement Passenger Terminal Project Funding Sources**

Includes funding sources specifically approved for reimbursement of certain eligible RPT expenses, which include FAA grant awards (e.g. BIL), FAA approved Passenger Facility Charge fees and Bond Reimbursements (2024 Revenue Bonds).

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**  
**SUPPLEMENTAL SCHEDULE OF CASH RECEIPTS AND DISBURSEMENTS**  
**MONTH AND TWELVE MONTHS ENDED JUNE 30, 2025 & 2024**

JUNE 2025									
Monthly Performance					Fiscal YTD Performance (July 2024 - June 2025)				
A	B	C	D	E	F	G	H	I	J
Actual \$ June 2025	Budget June 2025	Actual \$ Prior Year June 2024	Note	Variance Actual Vs. Budget	Actual \$ Fiscal YTD	Fiscal YTD Budget	Actual \$ Prior Year Fiscal YTD	Note	Variance Actual Vs. Budget
37	\$589,646	\$450,000	\$570,016 (1)	\$139,646	Customer Facility Charge Receipts	\$5,878,768	\$5,000,000	\$5,330,885 (1)	\$878,768
38	0	0	0	0	Federal Relief Grant Funds - 2012 Bond Debt Service	0	0	859,449	0
39	90,852	85,914	36,649 (2)	4,938	Facility Rent	1,112,378	1,030,962	1,212,023 (2)	81,416
40	(549,446)	(486,095)	(486,037)	(63,351)	Payments to Bond Trustee for 2012 Bond Debt Service	(5,905,782)	(5,833,134)	(5,832,433)	(72,648)
41	<u>\$131,052</u>	<u>\$49,819</u>	<u>\$120,628</u> (3)	<u>\$81,233</u>		<u>\$1,085,364</u>	<u>\$197,828</u>	<u>\$1,569,924</u> (3)	<u>\$887,536</u>

**General Comments**

The debt service on the 2012 Revenue Bonds is payable from Customer Facility Charges ("CFCs") and Facility Rents. Under the terms of the Bond Indenture, as amended, all CFCs collected subsequent to July 1, 2014 are remitted to the Bond Trustee for the 2012 Bond debt service.

On July 1, 2014, the terms and conditions of the Non-Exclusive Concession and Lease Agreement with the respective Rent-A-Car Companies became effective, including the collection of Facility Rent.

**Note (1) – Customer Facility Charge ("CFC") Receipts**

CFCs of \$6 per day per transaction, up to a maximum of five days, are collected and applied to the 2012 Bond debt service.

**Note (2) – Facility Rent**

Facility Rent receipts may be applied to the 2012 Bond debt service or other allowable uses.

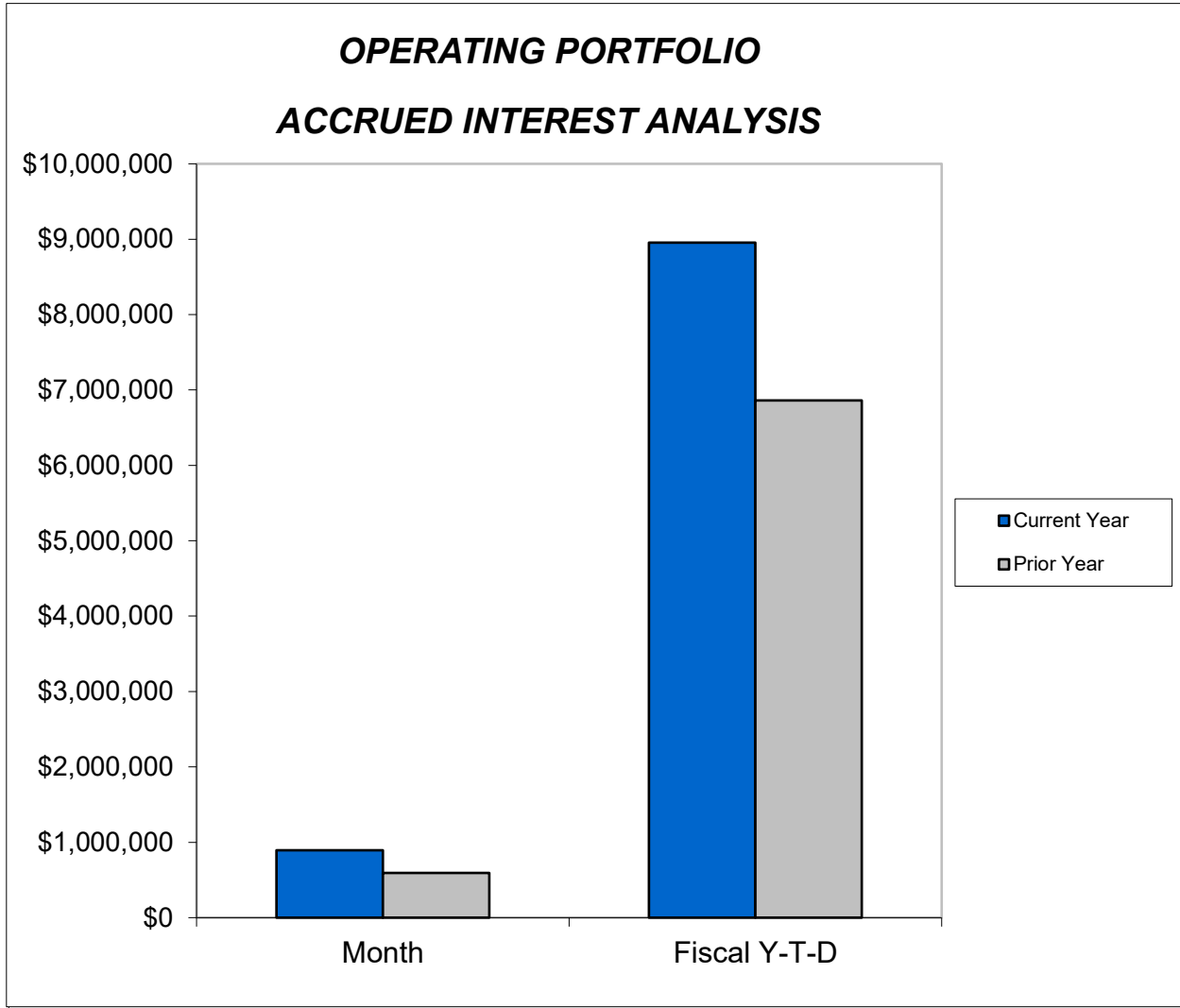
**Note (3) – Net RITC / ConRAC Facility Payments and Collections**

At fiscal year-end, upon conclusion of the required reconciliation, any excess surplus accumulated will be evaluated and applied toward the allowed uses under the terms and conditions of the Non-Exclusive Concession and Lease Agreement with the Rent-A-Car Companies.

In the event of a shortfall of receipts to meet the required payment obligations (i.e., CFC collections perform under budget projections), the Authority holds the right to adjust the Facility Rent paid by the rental car companies on a 30-day notice.



## ***Burbank-Glendale-Pasadena Airport Authority***



	June 2025	June 2024
Accrued Interest Revenue - Month	\$895,934	\$592,546
Accrued Interest Revenue - FYTD	\$8,952,855	\$6,862,161
Month End Portfolio Balance (cost)	\$301,874,077	\$263,784,024
Yield to Maturity	4.07%	5.12%

## **Supplement to the June 2025 Treasurer's Report**

### **FYTD June 2025 Cash Disbursements**

#### **Facility Improvement Transactions**

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**  
**FY 2025 Cash Disbursements - Facility Improvement Transactions**

PROJECT DESCRIPTION	Annual Budgeted Cost	FYTD 2025 (July - June) Budgeted Cost	FYTD 2025 (July - June) Cash Basis Cost	FYTD 2025 (July - June) Budget Variance Fav. / (Unfav.)	Project Status FYTD 2025 (Jul 2024 - June 2025)
<b>BUILDING IMPROVEMENTS</b>					
1) Minor Building Improvements	\$ 420,000	\$ 420,000	\$ 67,540	\$ 352,460	Ongoing
2) Hangar 5 Rehabilitation - RPT Storage	275,000	275,000	72,728	202,272	Project completed Q4 of FY 2025
3) RITC Art in Public Places	175,000	175,000	109,103	65,897	Project completed Q2 of FY 2025
4) Bldg 36 Security/Ram Access Doors Replacement	130,000	130,000	44,222	85,778	Project completion estimated FY 2026
<b>TOTAL BUILDING IMPROVEMENTS</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 293,593</b>	<b>\$ 706,407</b>	
<b>IT/COMMUNICATIONS/SECURITY</b>					
5) Communications Center Equipment (completion)	\$ 475,000	\$ 475,000	\$ 288,184	\$ 186,816	Project completed. Final payments accrued and paid in FY 2026
6) Telephone System Rehabilitation	300,000	300,000	-	300,000	Project under evaluation
7) Fiber Optic Loop Completion	225,000	225,000	-	225,000	Project under evaluation
8) DVSS Hardware Replacement/Upgrades	200,000	200,000	-	200,000	Ongoing
9) Mobile Police Firearms Training Range	250,000	250,000	198,778	51,222	Project completion estimated FY 2026
<b>TOTAL IT/COMMUNICATIONS/SECURITY</b>	<b>\$ 1,450,000</b>	<b>\$ 1,450,000</b>	<b>\$ 486,962</b>	<b>\$ 963,038</b>	
<b>EQUIPMENT</b>					
10) ARFF Rescue Vehicle Replacement (carryover)	\$ 1,132,000	\$ 1,132,000	\$ 1,132,425	\$ (425)	Equipment delivered Q2 of FY 2025
11) North Tower Escalator Rehabilitation	600,000	600,000	-	600,000	Project cancelled
12) Shuttle EV Charger Infrastructure	500,000	500,000	17,130	482,870	Project completed Q4 of FY 2025
13) Airfield Maintenance Equipment (Tractor, Mower)	175,000	175,000	157,701	17,299	Equipment delivered Q2 of FY 2025
14) Generator - Emergency Operations Center (EOC)	-	-	88,619	(88,619)	Commission approved May 2025 and included in adopted FY 2026 budget for project completion
<b>TOTAL EQUIPMENT</b>	<b>\$ 2,407,000</b>	<b>\$ 2,407,000</b>	<b>\$ 1,395,875</b>	<b>\$ 1,011,125</b>	
<b>RUNWAY / TAXIWAY / ROADWAY PROJECTS</b>					
15) Runway/Taxiway Shoulder Rehabilitation	\$ 6,000,000	\$ 6,000,000	\$ 24,137	\$ 5,975,863	Project completion estimated FY 2026
16) SW Ramp Area & Maint Yard	500,000	500,000	-	500,000	Project under development
17) Relocation of PAPI	-	-	20,988	(20,988)	Accrued FY 2024 costs for completed costs
<b>TOTAL RUNWAY/TAXIWAY/ROADWAY</b>	<b>\$ 6,500,000</b>	<b>\$ 6,500,000</b>	<b>\$ 45,125</b>	<b>\$ 6,454,875</b>	
<b>NOISE MITIGATION</b>					
18) Part 150 Update	\$ 1,500,000	\$ 1,500,000	\$ 554,051	\$ 945,949	Ongoing
<b>TOTAL NOISE MITIGATION</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 554,051</b>	<b>\$ 945,949</b>	
<b>O &amp; M CAPITAL</b>	<b>\$ 1,230,000</b>	<b>\$ 1,230,000</b>	<b>\$ 1,134,215</b>	<b>\$ 95,785</b>	Ongoing
<b>SUB TOTAL</b>	<b>\$ 14,087,000</b>	<b>\$ 14,087,000</b>	<b>\$ 3,909,821</b>	<b>\$ 10,177,179</b>	
<b>DEVELOPMENT</b>					
19) Replacement Passenger Terminal Project	\$ 506,848,000	\$ 506,848,000	\$ 376,206,920	\$ 130,641,080	Ongoing
20) SEQ Phase 1 - RPS Reconfig. Design/Development	500,000	500,000	-	500,000	Project commenced Q4 of FY 2025
21) SEQ Phase 2 - Roadway Reconfiguration, Design	500,000	500,000	-	500,000	Project commenced Q4 of FY 2025
<b>TOTAL DEVELOPMENT</b>	<b>\$ 507,848,000</b>	<b>\$ 507,848,000</b>	<b>\$ 376,206,920</b>	<b>\$ 131,641,080</b>	
<b>TOTAL</b>	<b>\$ 521,935,000</b>	<b>\$ 521,935,000</b>	<b>\$ 380,116,741</b>	<b>\$ 141,818,259</b>	

## **Supplement to the June 2025 Treasurer's Report**

### **FYTD June 2025 Cash Expenditures**

#### **Replacement Passenger Terminal Project (RPT)**

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY  
REPLACEMENT PASSENGER TERMINAL PROJECT (RPT)  
MONTH AND TWELVE MONTHS ENDED JUNE 30, 2025 & 2024**

Consultant/Vendor	Scope of Work	Prior Fiscal Years' Cash Expenditures	Current Authorized Amounts (1)	June 2025 Cash Expenditures	FYTD 2025 (July - June) Cash Expenditures	Remaining Contract Amount	Project-to-date Total Cash Expenditures
AECOM (1a)	Program Management Services	\$ 4,172,454	N/A	-	-	N/A	\$ 4,172,454
Jacobs Project Management Company (1a)	Program Management Services	8,993,803	23,130,124	-	8,639,122	5,497,199	17,632,925
Airport & Aviation Professionals Inc. (AvAirPros) (1b)	Airline Technical & Financial Coordination Services	511,528	350,000	49,632	241,209	108,791	752,737
Airport Projects (1b)	Technical Support	7,498	69,315	5,887	77,928	(8,613)	85,426
ATX (1b)	Technical Support	-	1,747,044	-	291,163	1,455,881	291,163
Conway Consulting (1b)	Technical Support	395,727	150,000	1,856	30,871	119,129	426,598
Georgino Development (1b)	Strategic Planning Services	142,800	60,000	4,800	57,600	2,400	200,400
Public Resources Advisory Group (PRAG) (1b)	Financial Advisory Services	517,419	275,000	20,204	85,343	189,657	602,762
Ricondo & Associates (1b)	Financial Feasibility Services	831,922	340,000	14,219	139,506	200,494	971,428
Geosyntec Consultants (1c)	Soil Management Services	8,586	N/A	-	-	N/A	8,586
Holder, Pankow, TEC JV (1d)	Design Builder	82,586,282	1,082,226,071	36,337,580	324,227,298	655,510,246	426,715,825
Truist Bank (1d)	Design Builder - Retention Escrow Account			1,831,620	19,902,245		
Azrial (2)	Consulting Services	1,625	N/A	-	-	N/A	1,625
Fitch Ratings (2)	Rating Agency	35,000	N/A	-	-	N/A	35,000
Orrick, Herrington & Sutcliffe (2)	Bond Counsel	1,298,093	N/A	-	-	N/A	1,298,093
Camano Consulting Group (1b)	Consulting Services	-	348,000	14,500	63,145	284,855	63,145
DSM, Inc. (1b)	Consulting Services	-	12,500	-	12,500	-	12,500
Chapman (2)	Legal Services	70,000	N/A	-	-	N/A	70,000
Geraci (2)	Legal Services	2,000	N/A	-	-	N/A	2,000
Gordon Rees (2)	Legal Services	-	N/A	-	200	N/A	200
McDermott (2)	Legal Services	5,000	N/A	-	-	N/A	5,000
Moody's (2)	Rating Agency	61,400	N/A	34,500	34,500	N/A	95,900
Richards, Watson & Gershon (2)	Legal Services	344,381	N/A	5,958	131,943	N/A	476,324
Ring Bender (2)	Legal Services	4,793	N/A	-	-	N/A	4,793
S & P Global Rating (2)	Rating Agency	21,000	N/A	-	-	N/A	21,000
THU Legal Consulting (2)	Consulting Services	307,160	150,000	21,195	175,005	(25,005)	482,165
Thriving Restaurants (2)	Consulting Services	5,000	N/A	-	-	N/A	5,000
Woodward (2)	Consulting Services	24,000	36,000	3,000	27,000	9,000	51,000
Zions Bancorporation (2)	Consulting Services	2,500	-	-	3,000	N/A	5,500
RS&H (3)	Environmental Impact Study (EIS) Services	756,776	AIP / PFC Funded	-	45,028	N/A	801,804
XI-3 Corporation (4)	Consulting Services	91,770	N/A	-	-	N/A	91,770
City of Burbank (5a)	Burbank Water & Power Aid-in-Construction Deposit	2,020,000	23,000,970	-	20,755,970	225,000	22,775,970
City of Burbank (5b)	Plan Check Services	344,124	496,874	-	152,750	-	496,874
Barclays Bank (6)	CP Program / LOC Bank	442,813	N/A	107,456	431,004	N/A	873,817
Sumitomo Mitsui (6)	CP Program / LOC Bank	483,286	N/A	159,806	640,980	N/A	1,124,266
Meetings	Various Expenses	30,026	N/A	850	850	N/A	30,876
Licenses & Other Fees	Various Expenses	11,738	N/A	10,321	40,760	N/A	52,498
<b>TOTALS</b>		<b>\$ 104,530,504</b>	<b>\$ 1,132,391,898</b>	<b>\$ 38,623,384</b>	<b>\$ 376,206,920</b>	<b>\$ 663,569,034</b>	<b>\$ 480,737,424</b>

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY  
NOTES TO REPLACEMENT PASSENGER TERMINAL PROJECT SCHEDULE  
MONTH AND TWELVE MONTHS ENDED JUNE 30, 2025 & 2024**

- (1) Current authorized NTE Contract amounts represent Commission approved appropriations. The FY 2025 adopted budget includes appropriations of \$506,848,000 for the RPT project.
- (1a) The Jacobs' authorized amount represents the following  
Commission approved Task Orders against the Professional Services agreement to date:  
Task Order 1 (Development of the Program Operations Manual) - \$1,419,796  
Task Order 2 (Procurement of Progressive Design Builder) - \$1,125,722  
Task Order 3 (Phase 2 Design and Pre-Construction Support Services) - \$8,857,765  
Task Order 4 (Phase 3 Construction Phase Support Services) - \$11,726,841
- (1b) These are multi-year Professional Services contracts for technical, financial, and strategic airport services. These contracts were presented to and approved by the Commission.
- (1c) This Professional Services contract for geotechnical support was approved on September 1, 2022 to be effective August 1, 2022 through June 30, 2023.
- (1d) In December 2022, the Commission approved an estimated \$55,000,000 for Task Order 1 for Phase 1 design services of the RPT project to develop the 60% design level and Guaranteed Maximum Price (GMP). Actual Phase 1 services were contracted at \$54,244,242 and were completed April 2024.
- To date the Commission approved an additional six (6) Task Orders primarily for general conditions, equipment, and materials for a total of \$1,041,600,548. In addition, FYTD June 2025, total contingencies of \$31,076,632 and owner allowance of \$9,548,891 have been approved.
- (2) Legal services and professional services to be utilized on an as needed basis.
- (3) RS&H expenditures are for the FAA's Written Re-evaluation of the construction noise section in the Environmental Impact Study as directed by the Ninth Circuit.
- (4) XI-3 Corporation: RFP coordination and technical support services for the selection of the progressive design-builder.  
Commission approved professional services agreement in July 2022 (NTE \$50,000) which was increased by an amendment in October 2022 to NTE \$96,000.
- (5a) The Authority approved Aid-In-Construction deposits with BWP as follows:
- 1) September 20, 2022 - \$25,000
  - 2) March 7, 2023 - \$50,000
  - 3) June 26, 2023 - \$494,000
  - 4) September 18, 2023 - \$1,411,000
  - 5) June 13, 2024 - \$40,000 (AIC Inspections)
  - 6) August 20, 2024 - \$960,000
  - 7) September 20, 2024 - \$9,457,700
  - 8) October 17, 2024 - \$10,338,270
  - 9) June 16, 2025 - \$225,000 (deposit made in July 2025)
- (5b) The Commission approved payment October 2023 in the amount of \$344,124 for a deposit with the City of Burbank for an independent contractor to undertake plan check services. Additional deposits of \$92,750 and \$60,000 were made September 2024 and May 2025, respectively.
- (6) LOC banks for the CP program.

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY  
REPLACEMENT PASSENGER TERMINAL PROJECT (RPT)  
MONTH AND TWELVE MONTHS ENDED JUNE 30, 2025 & 2024**

Funding Source (1)	Total Amount	Prior Fiscal Years' Reimbursements	June 2025 Reimbursement	FYTD June 2025 Reimbursement	Total-to-Date Project Reimbursements	Remaining Amount
BIL-AIG ( <i>formulaic</i> )	\$ 24,057,834	\$ 1,354,747	\$ 481,490	\$ 11,298,747	\$ 12,653,494	\$ 11,404,340
BIL-ATP ( <i>competitive</i> )	47,300,000	11,385,576	8,047,285	15,222,340	26,607,916	20,692,084
PFC (2)	61,632,719	14,922,243	357,933	5,443,525	20,365,768	41,266,951
2024 Bonds (3)	684,124,772	17,191,077	32,490,876	359,913,765	377,104,842	307,019,930
<b>TOTALS</b>	<b>\$ 817,115,325</b>	<b>\$ 44,853,643</b>	<b>\$ 41,377,584</b>	<b>\$ 391,878,377</b>	<b>\$ 436,732,020</b>	<b>\$ 380,383,305</b>

**BIL** - Bipartisan Infrastructure Law

**ATP** - Airport Terminal Program

**AIG** - Airport Infrastructure Grant

**PFC** - Passenger Facility Charge

**Notes:**

(1) Does not include pending additional BIL and AIP grant awards.

(2) Includes PFC Applications 21 and 22 in the amount of \$48,338,420 and \$13,294,299, respectively.

(3) Includes interest and dividend earnings to date:

Bond Proceeds Amount	\$ 655,871,612
Accrued Interest and Dividends to Date (Held by Trustee)	28,239,774
Transfers (Closing of Cost of Issuance Fund)	13,386
<b>Total Available Amount</b>	<b>\$ 684,124,772</b>

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY  
REPLACEMENT PASSENGER TERMINAL PROJECT (RPT)  
FY 2025 WIRE TRANSFERS**

Consultant/Vendor	Scope of Work	Prior Fiscal Years' Wire Transfers	June 2025 Wire Transfers	FYTD June 2025 Wire Transfers	Project-to-date Total Wire Transfers
Barclays Bank (1)	CP Program / LOC Bank	\$ 442,813	\$ 107,456	\$ 431,004	\$ 873,817
Sumitomo Mitsui (2)	CP Program / LOC Bank	481,720	159,806	640,980	1,122,700
<b>TOTALS</b>		<b>\$ 924,533</b>	<b>\$ 267,262</b>	<b>\$ 1,071,984</b>	<b>\$ 1,996,517</b>

**Notes**

(1) Quarterly payment of \$107,456 was made on June 11, 2025, to Barclays Bank PLC for the letter of credit maintenance fees.

(2) Quarterly payment of \$159,806 was made on June 11, 2025, to Sumitomo Mitsui Banking Corporation for the letter of credit maintenance fees.



**Attachment No. 1**

**AMENDMENT NO. 1 TO  
JANITORIAL SERVICES AGREEMENT**  
(Burbank-Glendale-Pasadena Airport Authority / C&W Facility Services Inc.)

This Amendment No. 1 ("First Amendment") to the August 19, 2024 Janitorial Services Agreement ("Agreement") executed by the Burbank-Glendale-Pasadena Airport Authority ("Authority"), a California joint powers agency, and C&W Facility Services Inc. ("Contractor"), a Massachusetts corporation, is dated September 15, 2025 for reference purposes.

**RECITALS**

A. The parties executed the Agreement to provide for the Authority's retention of Contractor as an independent contractor to provide janitorial services.

B. The parties desire to amend the Agreement to: (i) increase the fee schedule; and (ii) update the federal requirements exhibit to conform to new directives from the federal government.

**NOW, THEREFORE**, the parties agree as follows:

**1. Amendment of Section 4.** Paragraph (A) (Monthly Fee) of Section 4 (Fees) of the Agreement is amended to read as follows:

"A. Monthly Fee. The Authority shall compensate Contractor for performance of the Services, and Contractor agrees to accept as full satisfaction for such work, payment of a monthly fee in the amount of One Hundred Eight-Eight Thousand, Seven Hundred Forty-Seven Dollars and Fifteen cents (\$188,747.15) ("Monthly Fee") subject to deductions authorized by this Section. Effective November 1, 2025, the Monthly Fee shall be Two Hundred Eighteen Thousand, Forty-Five Dollars and Ninety cents (\$218,045.90) subject to deductions authorized by this Section."

**2. Substitution of Exhibit G-1.** The attached Exhibit G-1 is substituted for Exhibit G of the Agreement. Effective November 1, 2025, all references in the Agreement to Exhibit G shall be deemed to refer to the attached Exhibit G-1.

**3. Substitution of Exhibit I-1.** The attached Exhibit I-1 is substituted for Exhibit I of the Agreement. Effective immediately, all references in the Agreement to Exhibit I shall be deemed to refer to the attached Exhibit I-1.

**4. Counterparts.** This First Amendment may be executed in any number of counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same document.

**5. Preservation of Agreement.** Except as expressly modified by this First Amendment, all of the provisions of the Agreement shall remain unaltered and in full force and effect. In the event of a conflict between the provisions of this First Amendment and the provisions of the Agreement, the provisions of this First Amendment shall control.

TO EXECUTE THIS FIRST AMENDMENT, the parties have caused their duly authorized representatives to sign below.

**C&W Facility Services Inc.**

By:  Charlotte Jensen (Sep 10, 2025 09:57:45 PDT)

By:  Kayla Davis (Sep 10, 2025 13:58:59 ADT)

Print Name: Charlotte Jensen, Vice President

Print Name: Kayla Davis, CFO

☐ Chairperson ☐ President ☒ Vice President

☐ Secretary ☐ Asst. Secretary  
☒ Chief Finance Officer ☐ Asst. Treasurer

[Pursuant to California Corporations Code Section 313, both signature lines must be executed unless the signatory holds at least one of the offices designated on each line.]

**Burbank-Glendale-Pasadena Airport Authority**

\_\_\_\_\_  
President

Approved as to form:

\_\_\_\_\_  
Richards, Watson & Gershon  
A Professional Corporation

**EXHIBIT G-1**  
**Wage Increase Fee Schedule**

(attached)



June 16, 2025

Burbank-Glendale-Pasadena Airport Authority  
2627 Hollywood Way  
Burbank, CA 91505  
**Attn: Director of Maintenance and Engineering**

**Re: Request to Amend to Janitorial Services Agreement dated August 19, 2024 (the "Agreement") by and between Burbank-Glendale-Pasadena Airport Authority ("Authority") and C&W Facility Services Inc (Contractor)**

Dear Director & Manager,

C&W Facility Services Inc. ("Contractor") truly values our ongoing partnership with the Burbank-Glendale-Pasadena Airport Authority ("Authority") and appreciates the opportunity to continue providing janitorial services under the Janitorial Services Agreement dated August 19, 2024 ("Agreement") by and between Authority and Contractor.

I write to request an amendment to the Agreement to reflect an increase in union employee costs effective November, 1, 2025. Under the applicable union collective bargaining agreement ("CBA"), the Authority's property is arguably located within CBA Area 2, rather than Area 3 as previously understood.

CBA Area 2 prescribes higher wage rates than those applicable to Area 3. In light of this, and in the interest of maintaining compliance with union requirements, we propose aligning the wage structure under the Agreement with the rates set forth for Area 2.

In addition to ensuring compliance, this adjustment will support improved employee retention and morale which will ultimately lead to an increased passenger experience. All of these are critical to maintaining the high standards of cleanliness and service that the Authority expects and deserves.

We are happy to provide any additional documentation or meet to discuss the proposed amendment in further detail. Additionally, we can provide a proposed draft amendment upon your request. We look forward to working collaboratively with the Authority to implement this change in a timely and mutually beneficial manner.

Thank you for your attention to this matter and for your continued trust in C&W Facility Services Inc.

Respectfully,

A handwritten signature in black ink, appearing to be "Charlotte Jensen", written in a cursive style.

Charlotte Jensen  
Senior Vice President, West Region  
C&W Facility Services Inc.

**WORKSHEET V MONTHLY EXPENSE SUMMARY**

<b>SERVICE AREA</b>	<b>HOURS(Worksheet II)</b>	<b>WAGES(Worksheet II)</b>	<b>ESTIMATED COST OF SUPPLIES(Worksheet II)</b>
<b>Terminal A</b>	1104	\$ 46,324.18	\$ 5,730
<b>Terminal A – East Concourse</b>	1104	\$ 46,319.37	\$ 5,729
<b>Terminal B</b>	1702	\$ 71,386.41	\$ 8,835
<b>Terminal B – EDS Building</b>	70	\$ 2,936.29	\$ 363
<b>Building 9 – L1, L2</b>	128	\$ 5,347.20	\$ 664
<b>Building 10</b>	128	\$ 5,347.20	\$ 664
<b>North Tower &amp; Elevated Walkway</b>	200	\$ 8,357.10	\$ 1,038
<b>Parking Structure Elevator</b>	16	\$ 675.52	\$ 84
<b>Ground Transport Islands and Sidewalk</b>	280	\$ 11,690.29	\$ 1,451
<b>Valet Service Center</b>	128	\$ 5,351.06	\$ 664
<b>Building 36 (Lv 2)</b>	65	\$ 2,702.07	\$ 335
<b>Hangar 34 Office Areas</b>	65	\$ 2,702.07	\$ 335
<b>Parking Cashier Booths</b>	65	\$ 2,702.07	\$ 335
<b>North &amp; West SIDA Booths</b>	65	\$ 2,702.07	\$ 335
<b>Maintenance Dept Building</b>	65	\$ 2,702.07	\$ 335
<b>Building 3 - Lv 1 &amp; 2</b>	19	\$ 800.97	\$ 99
<b>TOTAL:</b>	5201	\$ 218,045.90	\$ 26,999

## WORKSHEET II CLASSIFICATION AND WAGES

Job Classification	Hours Per	Standard Wage	Monthly Cost
<b>Terminal A</b>	1103.72		46324.18
Site Manager	36.79	\$ 61.26	\$ 2,253.78
Supervisor	110.37	\$ 41.81	\$ 4,614.96
Custodian Lead 1st & 2nd Shift	115.55	\$ 41.61	\$ 4,808.71
Custodian Lead 3rd Shift	57.78	\$ 41.64	\$ 2,406.04
Custodian 1st & 2nd Shift	391.62	\$ 41.07	\$ 16,083.82
Custodian 3rd Shift	195.81	\$ 41.11	\$ 8,050.09
Custodian Special Projects	195.81	\$ 41.40	\$ 8,106.77
<b>Terminal A – East Concourse</b>	1103.62		46319.37
Site Manager	36.77	\$ 61.26	\$ 2,252.20
Supervisor	110.30	\$ 41.81	\$ 4,611.73
Custodian Lead 1st & 2nd Shift	115.55	\$ 41.61	\$ 4,808.71
Custodian Lead 3rd Shift	57.78	\$ 41.64	\$ 2,406.04
Custodian 1st & 2nd Shift	391.62	\$ 41.07	\$ 16,083.82
Custodian 3rd Shift	195.81	\$ 41.11	\$ 8,050.09
Custodian Special Projects	195.81	\$ 41.40	\$ 8,106.77
<b>Terminal B</b>	1701.89		71386.41
Site Manager	56.73	\$ 61.26	\$ 3,475.23
Supervisor	170.19	\$ 41.81	\$ 7,116.06
Custodian Lead 1st & 2nd Shift	115.55	\$ 41.61	\$ 4,808.71
Custodian Lead 3rd Shift	57.78	\$ 41.64	\$ 2,406.04
Custodian 1st & 2nd Shift	650.82	\$ 41.07	\$ 26,729.50
Custodian 3rd Shift	325.41	\$ 41.11	\$ 13,378.34
Custodian Special Projects	325.41	\$ 41.40	\$ 13,472.54
<b>Terminal B – EDS Building</b>	69.95		2936.29
Site Manager	2.33	\$ 61.26	\$ 142.83
Supervisor	6.99	\$ 41.81	\$ 292.46
Custodian 3rd Shift	30.31	\$ 41.11	\$ 1,246.11
Custodian Special Projects	30.31	\$ 41.40	\$ 1,254.89
<b>Building 9 – L1, L2</b>	127.87		5347.20
Site Manager	4.26	\$ 61.26	\$ 261.11
Supervisor	12.79	\$ 41.81	\$ 534.66
Custodian 1st & 2nd Shift	110.82	\$ 41.07	\$ 4,551.43
<b>Building 10</b>	127.87		5347.20
Site Manager	4.26	\$ 61.26	\$ 261.11
Supervisor	12.79	\$ 41.81	\$ 534.66
Custodian 1st & 2nd Shift	110.82	\$ 41.07	\$ 4,551.43
<b>North Tower &amp; Elevated Walkway</b>	199.85		8357.10
Site Manager	6.66	\$ 61.26	\$ 408.08
Supervisor	19.98	\$ 41.81	\$ 835.61
Custodian 1st & 2nd Shift	173.20	\$ 41.07	\$ 7,113.41



<b>Parking Structure Elevator</b>	16.15			675.52
Site Manager	0.54	\$	61.26	\$ 32.99
Supervisor	1.62	\$	41.81	\$ 67.54
Custodian 1st & 2nd Shift	14.00	\$	41.07	\$ 574.99
<b>Ground Transport Islands and Sidewalk</b>	279.55			11690.29
Site Manager	9.32	\$	61.26	\$ 570.84
Supervisor	27.96	\$	41.81	\$ 1,168.89
Custodian 1st & 2nd Shift	242.28	\$	41.07	\$ 9,950.56
<b>Valet Service Center</b>	127.96			5351.06
Site Manager	4.27	\$	61.26	\$ 261.30
Supervisor	12.80	\$	41.81	\$ 535.04
Custodian 1st & 2nd Shift	110.90	\$	41.07	\$ 4,554.72
<b>Building 36 (Lv 2)</b>	64.62			2702.07
Site Manager	2.15	\$	61.26	\$ 131.94
Supervisor	6.46	\$	41.81	\$ 270.17
Custodian 1st & 2nd Shift	56.00	\$	41.07	\$ 2,299.95
<b>Hangar 34 Office Areas</b>	64.62			2702.07
Site Manager	2.15	\$	61.26	\$ 131.94
Supervisor	6.46	\$	41.81	\$ 270.17
Custodian 1st & 2nd Shift	56.00	\$	41.07	\$ 2,299.95
<b>Parking Cashier Booths (4 booths, 2 restrooms)</b>	64.62			2702.07
Site Manager	2.15	\$	61.26	\$ 131.94
Supervisor	6.46	\$	41.81	\$ 270.17
Custodian 1st & 2nd Shift	56.00	\$	41.07	\$ 2,299.95
<b>North &amp; West SIDA Booths (2 booths, each with res)</b>	64.62			2702.07
Site Manager	2.15	\$	61.26	\$ 131.94
Supervisor	6.46	\$	41.81	\$ 270.17
Custodian 1st & 2nd Shift	56.00	\$	41.07	\$ 2,299.95
<b>Maintenance Dept Building</b>	64.62			2702.07
Site Manager	2.15	\$	61.26	\$ 131.94
Supervisor	6.46	\$	41.81	\$ 270.17
Custodian 1st & 2nd Shift	56.00	\$	41.07	\$ 2,299.95
<b>Building 3 – First Floor (Once a month)</b>	9.23			386.01
Site Manager	0.31	\$	61.26	\$ 18.85
Supervisor	0.92	\$	41.81	\$ 38.60
Custodian 1st & 2nd Shift	8.00	\$	41.07	\$ 328.56
<b>Building 3 – Second Floor (Once a week)</b>	9.92			414.96
Site Manager	0.33	\$	61.26	\$ 20.26
Supervisor	0.99	\$	41.81	\$ 41.49
Custodian 1st & 2nd Shift	8.60	\$	41.07	\$ 353.21
<b>TOTAL:</b>	<b>5,201</b>			<b>\$ 218,045.90</b>

## ATTACHMENT C FEE SCHEDULE

### WORKSHEET I

#### HOURLY RATES STANDARD WAGE RATES

Job Classification	Wage Rate Per Hour	Sick Leave	Taxes	Other <sup>1</sup> Deductions	Admin, O & P, Insurance, Other	Total Standard Wage Rate Per Hour	Employee Wage Count Increase from Original Disclosure
Site Manager	\$ 42.72	\$ -	\$ 7,793.85		\$ 30,762.57	\$ 61.26	1.00 \$ -
Supervisor 1st Shift	\$ 28.50	\$ 2,280.00	\$ 5,486.72		\$ 19,923.71	\$ 41.81	1.00 \$ 0.27
Supervisor 2nd Shift	\$ 28.50	\$ 2,280.00	\$ 5,486.72		\$ 19,923.71	\$ 41.81	1.00 \$ 0.27
Supervisor 3rd Shift	\$ 28.50	\$ 2,280.00	\$ 5,486.72		\$ 19,923.71	\$ 41.81	1.00 \$ 0.27
Custodian Lead 1st Shift	\$ 22.20	\$ 5,328.00	\$ 4,662.89		\$ 30,391.51	\$ 41.61	1.00 \$ 3.38
Custodian Lead 2nd Shift	\$ 22.20	\$ 5,328.00	\$ 4,662.89		\$ 30,391.51	\$ 41.61	1.00 \$ 3.38
Custodian Lead 3rd Shift	\$ 22.20	\$ 5,328.00	\$ 4,662.89		\$ 30,452.32	\$ 41.64	1.00 \$ 3.13
Custodian 1st & 2nd Shift	\$ 21.95	\$ 5,268.00	\$ 4,613.88		\$ 29,888.76	\$ 41.07	15.00 \$ 4.28
Custodian 3rd Shift	\$ 21.95	\$ 5,268.00	\$ 4,613.88		\$ 29,975.62	\$ 41.11	4.00 \$ 4.03
Custodian Special Projects	\$ 22.12	\$ 5,308.80	\$ 4,647.20		\$ 30,149.99	\$ 41.40	4.00 \$ 3.70

(Please attach additional sheets, if necessary).

<sup>1</sup>Vacation will be paid at time of vacation and not accrued - please supply vacation policy.

#### Pricing Notes

- > Pricing is based on billing full time employees at 2080 annual hours.
- > Sales tax is not included in the pricing
- > Sick Leave: Holiday, Sick, and Vacation Replacement
- > Taxes: FICA, FUTA, SUTA
- > Admin, O&P, Insurances, Other: General Liability Insurance, Workers Compensation Insurance, Health & Welfare Benefits, Uniforms, PPE, Quality Inspection Technology, Communication Devices, Equipment, Vehicles, Parking



VARIANCES OVER CURRENT (Admin, O & P, Insurance, Other)

Original Disclosure "Admin, O & P, Insurance, Other"	Billing Increase (Amendment 1)	WC & GL Increase	H&W Assumption (NO CHANGE)	Pension Increase	O&P Increase	Original + Increases	Variance
\$ 30,762.57		\$ -	\$ -	\$ -	\$ 0.00	\$30,762.57	\$ -
\$ 19,884.71		\$ 39.00	\$ -	\$ -	\$ (0.00)	\$19,923.71	\$ -
\$ 19,884.71		\$ 39.00	\$ -	\$ -	\$ (0.00)	\$19,923.71	\$ -
\$ 19,884.71		\$ 39.00	\$ -	\$ -	\$ (0.00)	\$19,923.71	\$ -
\$ 29,125.19	\$ 276.64	\$ 943.51	\$ -	\$46.18	\$ 0.00	\$30,391.51	\$ -
\$ 29,125.19	\$ 276.64	\$ 943.51	\$ -	\$46.18	\$ 0.00	\$30,391.51	\$ -
\$ 29,266.85	\$ 276.64	\$ 862.66	\$ -	\$46.18	\$ (0.00)	\$30,452.32	\$ -
\$ 28,145.68	\$ 276.64	\$1,420.27	\$ -	\$46.18	\$ (0.00)	\$29,888.76	\$ -
\$ 28,348.01	\$ 276.64	\$1,304.79	\$ -	\$46.18	\$ (0.00)	\$29,975.62	\$ -
\$ 28,623.89	\$ 276.64	\$1,203.29	\$ -	\$46.18	\$ 0.00	\$30,149.99	\$ -

**Changes effective November 1st, 2025**

20% turnover for hourly employees

100% of employees make Area 2 wage as minimum on Day 1

Area 2 Work Classification Differentials included

Area 2 Health & Welfare, Pension, Sick Time, Holiday, Vacation, and Taft Hartley contributions for 100% of the hourly staff

Salaried Supervisors Wage Increase to \$28.50

# ATTACHMENT C FEE SCHEDULE

## WORKSHEET I

### HOURLY RATES STANDARD WAGE RATES

Job Classification	Wage Rate Per Hour	Sick Leave	Taxes	Other <sup>1</sup> Deductions	Admin, O & P, Insurance, Other	Total Standard Wage Rate Per Hour
Site Manager	\$ 42.72	\$ -	\$ 7,793.85		\$ 30,762.57	\$ 61.26
Supervisor 1st Shift	\$ 28.50	\$ 2,280.00	\$ 5,486.72		\$ 19,923.71	\$ 41.81
Supervisor 2nd Shift	\$ 28.50	\$ 2,280.00	\$ 5,486.72		\$ 19,923.71	\$ 41.81
Supervisor 3rd Shift	\$ 28.50	\$ 2,280.00	\$ 5,486.72		\$ 19,923.71	\$ 41.81
Custodian Lead 1st Shift	\$ 22.20	\$ 5,328.00	\$ 4,662.89		\$ 30,391.51	\$ 41.61
Custodian Lead 2nd Shift	\$ 22.20	\$ 5,328.00	\$ 4,662.89		\$ 30,391.51	\$ 41.61
Custodian Lead 3rd Shift	\$ 22.20	\$ 5,328.00	\$ 4,662.89		\$ 30,452.32	\$ 41.64
Custodian 1st & 2nd Shift	\$ 21.95	\$ 5,268.00	\$ 4,613.88		\$ 29,888.76	\$ 41.07
Custodian 3rd Shift	\$ 21.95	\$ 5,268.00	\$ 4,613.88		\$ 29,975.62	\$ 41.11
Custodian Special Projects	\$ 22.12	\$ 5,308.80	\$ 4,647.20		\$ 30,149.99	\$ 41.40

Employee Count      Wage Increase from Original Disclosure

1.00	\$	-
1.00	\$	0.27
1.00	\$	0.27
1.00	\$	0.27
1.00	\$	3.38
1.00	\$	3.38
1.00	\$	3.13
15.00	\$	4.28
4.00	\$	4.03
4.00	\$	3.70

(Please attach additional sheets, if necessary).

<sup>1</sup> Vacation will be paid at time of vacation and not accrued - please supply vacation policy.

#### Pricing Notes

- > Pricing is based on billing full time employees at 2080 annual hours.
- > Sales tax is not included in the pricing
- > Sick Leave: Holiday, Sick, and Vacation Replacement
- > Taxes: FICA, FUTA, SUTA
- > Admin, O&P, Insurances, Other: General Liability Insurance, Workers Compensation Insurance, Health & Welfare Benefits, Uniforms, PPE, Quality Inspection Technology, Communication Devices, Equipment, Vehicles, Parking

VARIANCES OVER CURRENT (Admin, O & P, Insurance, Other)								
Original Disclosure "Admin, O & P, Insurance, Other"	Billing Increase (Amendment 1)	WC & GL Increase	H&W Assumption (NO CHANGE)	Pension Increase	O&P Increase	Original + Increases	Variance	
\$ 30,762.57		\$ -	\$ -	\$ -	\$ 0.00	\$30,762.57	\$ -	
\$ 19,884.71		\$ 39.00	\$ -	\$ -	\$ (0.00)	\$19,923.71	\$ -	
\$ 19,884.71		\$ 39.00	\$ -	\$ -	\$ (0.00)	\$19,923.71	\$ -	
\$ 19,884.71		\$ 39.00	\$ -	\$ -	\$ (0.00)	\$19,923.71	\$ -	
\$ 29,125.19	\$ 276.64	\$ 943.51	\$ -	\$46.18	\$ 0.00	\$30,391.51	\$ -	
\$ 29,125.19	\$ 276.64	\$ 943.51	\$ -	\$46.18	\$ 0.00	\$30,391.51	\$ -	
\$ 29,266.85	\$ 276.64	\$ 862.66	\$ -	\$46.18	\$ (0.00)	\$30,452.32	\$ -	
\$ 28,145.68	\$ 276.64	\$1,420.27	\$ -	\$46.18	\$ (0.00)	\$29,888.76	\$ -	
\$ 28,348.01	\$ 276.64	\$1,304.79	\$ -	\$46.18	\$ (0.00)	\$29,975.62	\$ -	
\$ 28,623.89	\$ 276.64	\$1,203.29	\$ -	\$46.18	\$ 0.00	\$30,149.99	\$ -	

**Changes effective November 1st, 2025**

20% turnover for hourly employees

100% of employees make Area 2 wage as minimum on Day 1

Area 2 Work Classification Differentials included

Area 2 Health & Welfare, Pension, Sick Time, Holiday, Vacation, and Taft Hartley contributions for 100% of the hou

Salaried Supervisors Wage Increase to \$28.50

**WORKSHEET II CLASSIFICATION AND WAGES**

Job Classification	Hours Per Month	Standard Wage Rate	Monthly Cost
<b>Terminal A</b>	1103.72		46324.18
Site Manager	36.79	\$ 61.26	\$ 2,253.78
Supervisor	110.37	\$ 41.81	\$ 4,614.96
Custodian Lead 1st & 2nd Shift	115.55	\$ 41.61	\$ 4,808.71
Custodian Lead 3rd Shift	57.78	\$ 41.64	\$ 2,406.04
Custodian 1st & 2nd Shift	391.62	\$ 41.07	\$ 16,083.82
Custodian 3rd Shift	195.81	\$ 41.11	\$ 8,050.09
Custodian Special Projects	195.81	\$ 41.40	\$ 8,106.77
<b>Terminal A – East Concourse</b>	1103.62		46319.37
Site Manager	36.77	\$ 61.26	\$ 2,252.20
Supervisor	110.30	\$ 41.81	\$ 4,611.73
Custodian Lead 1st & 2nd Shift	115.55	\$ 41.61	\$ 4,808.71
Custodian Lead 3rd Shift	57.78	\$ 41.64	\$ 2,406.04
Custodian 1st & 2nd Shift	391.62	\$ 41.07	\$ 16,083.82
Custodian 3rd Shift	195.81	\$ 41.11	\$ 8,050.09
Custodian Special Projects	195.81	\$ 41.40	\$ 8,106.77
<b>Terminal B</b>	1701.89		71386.41
Site Manager	56.73	\$ 61.26	\$ 3,475.23
Supervisor	170.19	\$ 41.81	\$ 7,116.06
Custodian Lead 1st & 2nd Shift	115.55	\$ 41.61	\$ 4,808.71
Custodian Lead 3rd Shift	57.78	\$ 41.64	\$ 2,406.04
Custodian 1st & 2nd Shift	650.82	\$ 41.07	\$ 26,729.50
Custodian 3rd Shift	325.41	\$ 41.11	\$ 13,378.34
Custodian Special Projects	325.41	\$ 41.40	\$ 13,472.54
<b>Terminal B – EDS Building</b>	69.95		2936.29
Site Manager	2.33	\$ 61.26	\$ 142.83
Supervisor	6.99	\$ 41.81	\$ 292.46
Custodian 3rd Shift	30.31	\$ 41.11	\$ 1,246.11
Custodian Special Projects	30.31	\$ 41.40	\$ 1,254.89
<b>Building 9 – L1, L2</b>	127.87		5347.20
Site Manager	4.26	\$ 61.26	\$ 261.11
Supervisor	12.79	\$ 41.81	\$ 534.66
Custodian 1st & 2nd Shift	110.82	\$ 41.07	\$ 4,551.43
<b>Building 10</b>	127.87		5347.20
Site Manager	4.26	\$ 61.26	\$ 261.11
Supervisor	12.79	\$ 41.81	\$ 534.66
Custodian 1st & 2nd Shift	110.82	\$ 41.07	\$ 4,551.43
<b>North Tower &amp; Elevated Walkway</b>	199.85		8357.10
Site Manager	6.66	\$ 61.26	\$ 408.08
Supervisor	19.98	\$ 41.81	\$ 835.61
Custodian 1st & 2nd Shift	173.20	\$ 41.07	\$ 7,113.41
<b>Parking Structure Elevator</b>	16.15		675.52
Site Manager	0.54	\$ 61.26	\$ 32.99
Supervisor	1.62	\$ 41.81	\$ 67.54
Custodian 1st & 2nd Shift	14.00	\$ 41.07	\$ 574.99
<b>Ground Transport Islands and Sidewalk</b>	279.55		11690.29
Site Manager	9.32	\$ 61.26	\$ 570.84
Supervisor	27.96	\$ 41.81	\$ 1,168.89
Custodian 1st & 2nd Shift	242.28	\$ 41.07	\$ 9,950.56
<b>Valet Service Center</b>	127.96		5351.06
Site Manager	4.27	\$ 61.26	\$ 261.30
Supervisor	12.80	\$ 41.81	\$ 535.04
Custodian 1st & 2nd Shift	110.90	\$ 41.07	\$ 4,554.72
<b>Building 36 (Lv 2)</b>	64.62		2702.07
Site Manager	2.15	\$ 61.26	\$ 131.94
Supervisor	6.46	\$ 41.81	\$ 270.17
Custodian 1st & 2nd Shift	56.00	\$ 41.07	\$ 2,299.95
<b>Hangar 34 Office Areas</b>	64.62		2702.07
Site Manager	2.15	\$ 61.26	\$ 131.94
Supervisor	6.46	\$ 41.81	\$ 270.17
Custodian 1st & 2nd Shift	56.00	\$ 41.07	\$ 2,299.95
<b>Parking Cashier Booths (4 booths, 2 restrooms)</b>	64.62		2702.07
Site Manager	2.15	\$ 61.26	\$ 131.94
Supervisor	6.46	\$ 41.81	\$ 270.17
Custodian 1st & 2nd Shift	56.00	\$ 41.07	\$ 2,299.95
<b>North &amp; West SIDA Booths (2 booths, each with restrooms)</b>	64.62		2702.07
Site Manager	2.15	\$ 61.26	\$ 131.94
Supervisor	6.46	\$ 41.81	\$ 270.17
Custodian 1st & 2nd Shift	56.00	\$ 41.07	\$ 2,299.95
<b>Maintenance Dept Building</b>	64.62		2702.07

Site Manager	2.15	\$	61.26	\$	131.94
Supervisor	6.46	\$	41.81	\$	270.17
Custodian 1st & 2nd Shift	56.00	\$	41.07	\$	2,299.95
<b>Building 3 – First Floor (Once a month)</b>	9.23				386.01
Site Manager	0.31	\$	61.26	\$	18.85
Supervisor	0.92	\$	41.81	\$	38.60
Custodian 1st & 2nd Shift	8.00	\$	41.07	\$	328.56
<b>Building 3 – Second Floor (Once a week)</b>	9.92				414.96
Site Manager	0.33	\$	61.26	\$	20.26
Supervisor	0.99	\$	41.81	\$	41.49
Custodian 1st & 2nd Shift	8.60	\$	41.07	\$	353.21
<b>TOTAL:</b>	<b>5,201</b>				<b>\$ 218,045.90</b>

**WORKSHEET V MONTHLY EXPENSE SUMMARY**

SERVICE AREA	HOURS(Worksheet II)	WAGES(Worksheet II)	ESTIMATED COST OF SUPPLIES(Worksheet I)
Terminal A	1104	\$ 46,324.18	\$ 5,730
Terminal A – East Concourse	1104	\$ 46,319.37	\$ 5,729
Terminal B	1702	\$ 71,386.41	\$ 8,835
Terminal B – EDS Building	70	\$ 2,936.29	\$ 363
Building 9 – L1, L2	128	\$ 5,347.20	\$ 664
Building 10	128	\$ 5,347.20	\$ 664
North Tower & Elevated Walkway	200	\$ 8,357.10	\$ 1,038
Parking Structure Elevator	16	\$ 675.52	\$ 84
Ground Transport Islands and Sidewalk	280	\$ 11,690.29	\$ 1,451
Valet Service Center	128	\$ 5,351.06	\$ 664
Building 36 (Lv 2)	65	\$ 2,702.07	\$ 335
Hangar 34 Office Areas	65	\$ 2,702.07	\$ 335
Parking Cashier Booths	65	\$ 2,702.07	\$ 335
North & West SIDA Booths	65	\$ 2,702.07	\$ 335
Maintenance Dept Building	65	\$ 2,702.07	\$ 335
Building 3 - Lv 1 & 2	19	\$ 800.97	\$ 99
<b>TOTAL:</b>	<b>5201</b>	<b>\$ 218,045.90</b>	<b>\$ 26,999</b>

**EXHIBIT I-1**  
**Non-AIP Project Federal Requirements**

1. General Civil Rights Provisions

A. In all its activities within the scope of its airport program, the Contractor 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. The above provision binds the Contractor and subcontractors from the bid solicitation period through the completion of the contract.

2. Civil Rights – Title VI Assurance

A. During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “Contractor”) 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 contractors, 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 Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “Contractor”), agrees as follows:

1. Compliance with Regulations: The Contractor (hereinafter includes consultants) 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 Contractor, 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 Contractor 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 Contractor 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 Contractor of the contractor’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 Contractor 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 contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor 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 Contractor'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 Contractor under the contract until the Contractor complies; and/or

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

6. Incorporation of Provisions: The Contractor 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 Contractor 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 Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request the Sponsor to enter into any litigation to protect the interests of the Sponsor. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.

Attachment No. 2

Southern California Maintenance Contractors Agreement

2024-28

APPENDIX F - GEOGRAPHICAL AREAS

**MINIMUM WAGE DIFFERENTIAL DEFINITION – ALL AREAS AND ZONES:**

The term "Minimum Wage Differential" shall mean a fixed hourly amount above the applicable government determined minimum wage ("Government Wage Determination") for employees working in that government jurisdiction. For example, if City "X" were to determine the minimum wage for employees within city limits will be \$17.00/hour and this Agreement were to establish a Minimum Wage Differential of \$1.00 within "X" city limits, then employees under this Agreement working within "X" city limits would, in all cases, earn the greater of either \$18.00 per hour, or the applicable wage for their Area or Zone, classification and seniority.

**Minimum Wage Differential**

Effective 5/1/24, the Minimum Wage Differential shall be as indicated in the chart below for each Area and/or Zone in this Appendix F.

In no case shall employees in the Zones and Areas contained in this Appendix F be paid less than either the Master Minimum Wage Rate or the sum of the applicable Government Wage Determination and the Minimum Wage Differential, whichever is higher.

County	Area/Zone	Employee Description	Minimum Wage Differential
Los Angeles	Area 1	All Employees	\$1.00
	Area 2		
	Area 3		
Orange County	n/a	All Employees	\$1.00
San Diego	Zone 1	All Employees	\$1.00
	Zone 2		
	Zone 3	All Employees	\$0.50
	Zone 4	Employees with less than 15 years seniority	\$2.50
		Employees with 15 or more years seniority	\$2.75

The parties understand that the following local governments within the counties named above each have their own Government Wage Determinations, covering worksites within their respective jurisdictions, all of which, at the time of ratification of this Agreement, are significantly higher than California minimum wage:

Local Government
City of Los Angeles
County of Los Angeles
City of Malibu
City of Pasadena
City of San Diego
City of Santa Monica
City of West Hollywood

**LOS ANGELES COUNTY - AREA 1**

**Downtown Los Angeles, Century City**

**A. This area applies to the following geographical areas:**

1. Downtown Los Angeles defined as follows: That area bounded on the north by a line extending along the Golden State Freeway to North Broadway Street; on the east by Alameda Street; on the south by the Santa Monica Freeway and on the west by a line extending along Hoover Street to Alvarado, then along Alvarado to Glendale Boulevard, and then along Glendale Boulevard to the Golden State Freeway; it shall also include the area bounded on the south by the north side of the 101 Freeway; on the East by the Los Angeles River; on the north by the south side of Cesar Chavez Blvd.; and on the West by Alameda Street.
  - 1.1 The Parties met during the course of negotiations for the 2016-2020 CBA to revise the above boundaries based on typographical errors in several previous Agreements. The revisions are intended to correct longstanding errors and not to effect any economic change on an existing work site.
2. Century City area of the City of Los Angeles defined as follows: That area bounded on the north by Santa Monica Boulevard; on the east by Century Park East (including even numbers); on the south by Pico Boulevard and on the west by Beverly Glen.
3. Those buildings outside Area 1 which were designated "Tier 1" or Area 1 buildings on April 30, 2012 shall continue to be designated Area 1 buildings.
4. The Union and the Employer agree to re-open negotiations on May 1, 2023 for the limited purpose of addressing the Union's proposal to expand Area 1 to include the Arts District by moving the current demarcation east to the LA River, from I-10 on the south to Cesar Chavez Ave on the north.

## AREA 1 CONTINUED

### Southern California Maintenance Contractors Agreement

2024-28

#### B. Wage Rates

Effective May 1, 2024, through April 30, 2028, except for employees scheduled for Small Building work as provided in Section C.3 of Article XIV, the minimum hourly wage rates for employees with one (1) or more years of seniority and for New Hires shall be as set forth below.

##### 1. Master Minimum Wage Rates – Employees at or over 1 year

Classifications	5/1/24	5/1/25	5/1/26	5/1/27
Cleaner, Certified Green Cleaner	\$20.95	\$21.95	\$22.95	\$23.95
Maintenance/Utility	\$0.22 above Cleaner rate			
Restroom cleaner, Floor Tech, Mopper, Vacuum Operator	\$0.17 above Cleaner rate			
Cleaning Foreperson	\$0.25 above Cleaner rate			
Warehouse Person	\$0.22 above Cleaner Rate			
Power Sweeper Operator	\$0.08 above Cleaner rate			

##### 2. Across the Board Increases

All employees with one (1) or more years of seniority shall receive no less than the specified Across-the-Board increases on the dates specified below, or the wage rate listed above, whichever results in the higher increase. Notwithstanding, the Employer shall receive credit toward the Across-the-Board Increase for any increase granted for the purpose of compliance with a Government Wage Determination during the 12-month period immediately preceding the effective date of the Across-the-Board Increase.

Date	5/1/24	5/1/25	5/1/26	5/1/27
Across the Board increase	\$1.25	\$1.00	\$1.00	\$1.00

##### 3. Minimum Wage Differential

Effective 5/1/24, the Minimum Wage Differential for Area 2 shall be \$1.00.

In no case shall employees be paid less than either the Master Minimum Wage Rate or the sum of the applicable Government Wage Determination and the Minimum Wage Differential, whichever is higher.

**LOS ANGELES COUNTY - AREA 2**

Wilshire Corridor, Beverly Hills, LAX, Westwood, Westside Area, Pasadena, Hollywood, Long Beach, Glendale/Burbank, South Bay, City of Commerce, Studio City/Sherman Oaks, Woodland Hills/West Valley

**Southern California Maintenance Contractors Agreement****2024-28****B. Wage Rates**

Effective May 1, 2024, through April 30, 2028, except for employees scheduled for Small Building work as provided in Section C.3 of Article XIV, the minimum hourly wage rates for employees with one (1) or more years of seniority and for New Hires shall be as set forth below.

**1. Master Minimum Wage Rates – Employees at or over 1 year**

<b>Classifications</b>	<b>5/1/24</b>	<b>5/1/25</b>	<b>5/1/26</b>	<b>5/1/27</b>
Cleaner, Certified Green Cleaner	\$20.95	\$21.95	\$22.95	\$23.95
Maintenance/Utility	\$0.22 above Cleaner rate			
Restroom cleaner, Floor Tech, Mopper, Vacuum Operator	\$0.17 above Cleaner rate			
Cleaning Foreperson	\$0.25 above Cleaner rate			
Warehouse Person	\$0.22 above Cleaner Rate			
Power Sweeper Operator	\$0.08 above Cleaner rate			

**2. Across the Board Increases**

All employees with one (1) or more years of seniority shall receive no less than the specified Across-the-Board increases on the dates specified below, or the wage rate listed above, whichever results in the higher increase. Notwithstanding, the Employer shall receive credit toward the Across-the-Board Increase for any increase granted for the purpose of compliance with a Government Wage Determination during the 12-month period immediately preceding the effective date of the Across-the-Board Increase.

<b>Date</b>	<b>5/1/24</b>	<b>5/1/25</b>	<b>5/1/26</b>	<b>5/1/27</b>
Across the Board increase	\$1.25	\$1.00	\$1.00	\$1.00

**3. Minimum Wage Differential**

Effective 5/1/24, the Minimum Wage Differential for Area 2 shall be \$1.00.

In no case shall employees be paid less than either the Master Minimum Wage Rate or the sum of the applicable Government Wage Determination and the Minimum Wage Differential, whichever is higher.

**LOS ANGELES COUNTY - AREA 3****Greater Los Angeles County**

- A. This Area constitutes the former (pre-April 1, 2000) Area 5 and applies to the geographic area defined as follows:** that area of Los Angeles County, not specifically defined in any other geographical area of Appendix F of this Agreement.

**B. Wage Rates**

The parties understand that the following local governments within LA Area 3 each have their own Government Wage Determinations, covering worksites within their respective jurisdictions, all of which, at the time of ratification of this Agreement, are significantly higher than California minimum wage:

City of Los Angeles
County of Los Angeles
City of Malibu
City of Pasadena
City of Santa Monica
City of West Hollywood

Effective May 1, 2024 through April 30, 2028, the minimum hourly wage rates and wage rates for employees shall be as follows:

**1. Master Minimum Wage Rates – Employees at or over 1 year**

<b>Classifications</b>	<b>7/1/24</b>	<b>1/1/25</b>	<b>1/1/26</b>	<b>1/1/27</b>	<b>1/1/28</b>
Cleaner, Certified Green Cleaner	\$17.00	\$17.50	\$18.00	\$18.50	\$19.00
Maintenance/Utility	Same as Cleaner rates above				
Restroom cleaner, Floor Tech, Mopper, Vacuum Operator					
Cleaning Foreperson					
Warehouse Person					
Power Sweeper Operator					

**New Hires**

Employees hired after May 1, 2024 will receive the sum of the applicable Government Wage Determination and the Minimum Wage Differential.

Employees working in the City of Los Angeles or unincorporated parts of LA County whose wages exceed the scale indicated above will receive only the applicable CPI index increases, if any, to the minimum wage scale for the geography in which they are working at the time of said CPI indexed increases.

## AREA 3 CONTINUED

### Southern California Maintenance Contractors Agreement

2024-28

#### **2. Across the Board Increases**

All employees with one (1) or more years of seniority shall receive no less than the specified Across-the-Board increases on the dates specified below, or the wage rate listed above, whichever results in the higher increase. Notwithstanding, the Employer shall receive credit toward the Across-the-Board Increase for any increase granted for the purpose of compliance with a Government Wage Determination during the 12-month period immediately preceding the effective date of the Across-the-Board Increase

Date	1/1/25	1/1/26	1/1/27	1/1/28
Across the Board increase	\$0.50	\$0.50	\$0.50	\$0.50

#### **3. Minimum Wage Differential**

Effective 5/1/24, the Minimum Wage Differential for Area 3 shall be \$1.00.

In no case shall employees be paid less than the sum of the applicable Government Wage Determination and the Minimum Wage Differential.

#### **C. Holidays**

Any job location providing more holidays than listed in Article X as of April 30, 2016, will continue to provide those additional holidays for the life of this Agreement.

#### **D. Moving Worksites to Area 2 Standards**

If the owner of an Area 3 building agrees to support the costs of moving the building to Area 2 standards, the Employer will work with the Union to accomplish that transition within the owner's expectations.

## 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<sup>1</sup>, 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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<sup>1</sup> RS&H. (2016, June). Final Environmental Impact Report for a Replacement Airline Passenger Terminal at Burbank Bob Hope 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."*<sup>2</sup>

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

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<sup>2</sup> 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<sup>3</sup>, 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

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<sup>3</sup> RS&H. (2016, June). Final Environmental Impact Report for a Replacement Airline Passenger Terminal at Burbank Bob Hope 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,<sup>4</sup> 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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<sup>4</sup> RS&H. (2016, June). Final Environmental Impact Report for a Replacement Airline Passenger Terminal at Burbank Bob Hope 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**



## 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

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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<sup>1</sup> 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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<sup>1</sup> 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<sup>2</sup> 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<sup>3</sup> 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<sup>4</sup>. This analysis was updated using

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

<sup>3</sup> 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.

<sup>4</sup> 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 6<sup>th</sup> Edition analyses used the same set of traffic volumes.

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

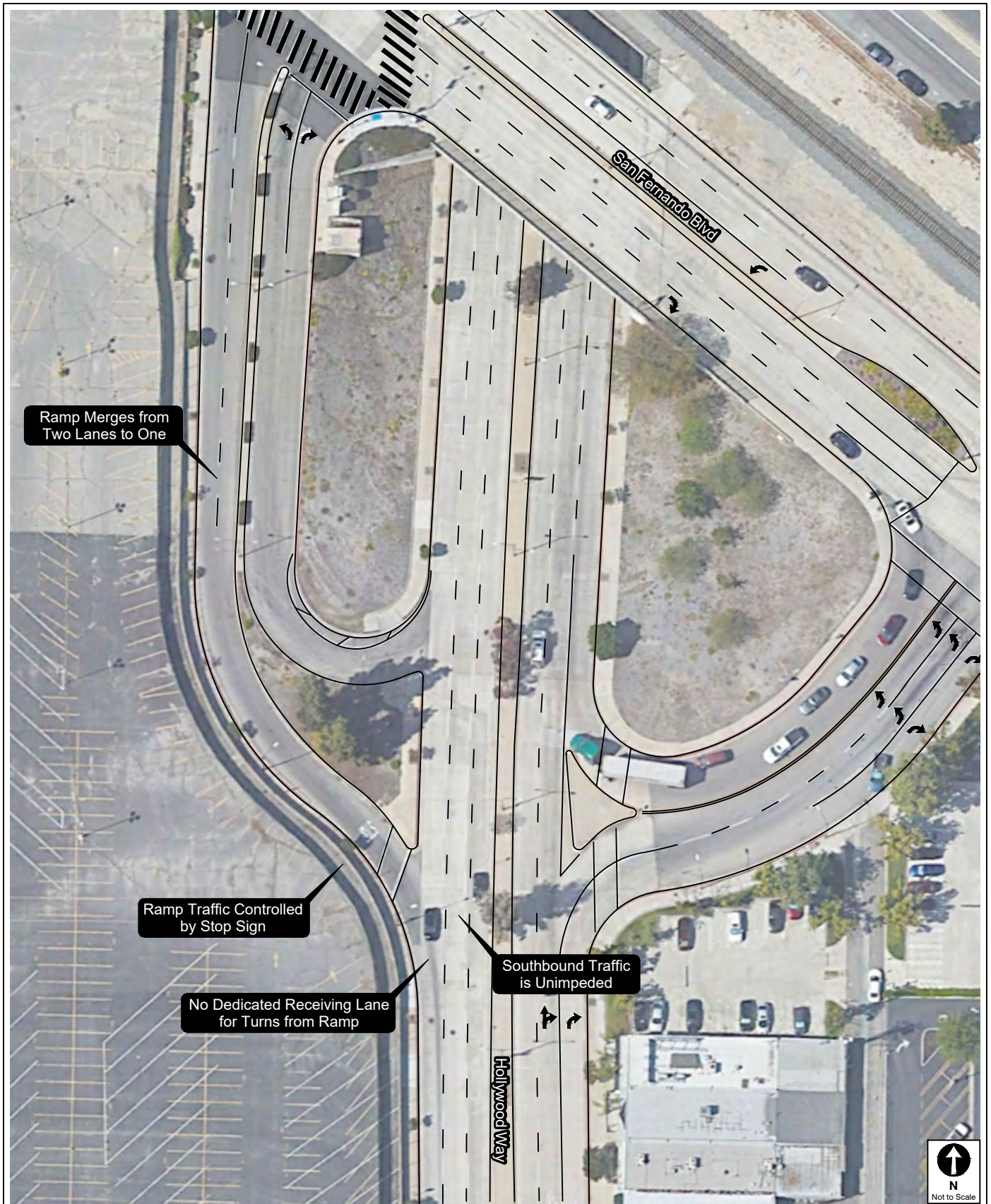




STUDY AREA

FIGURE  
1

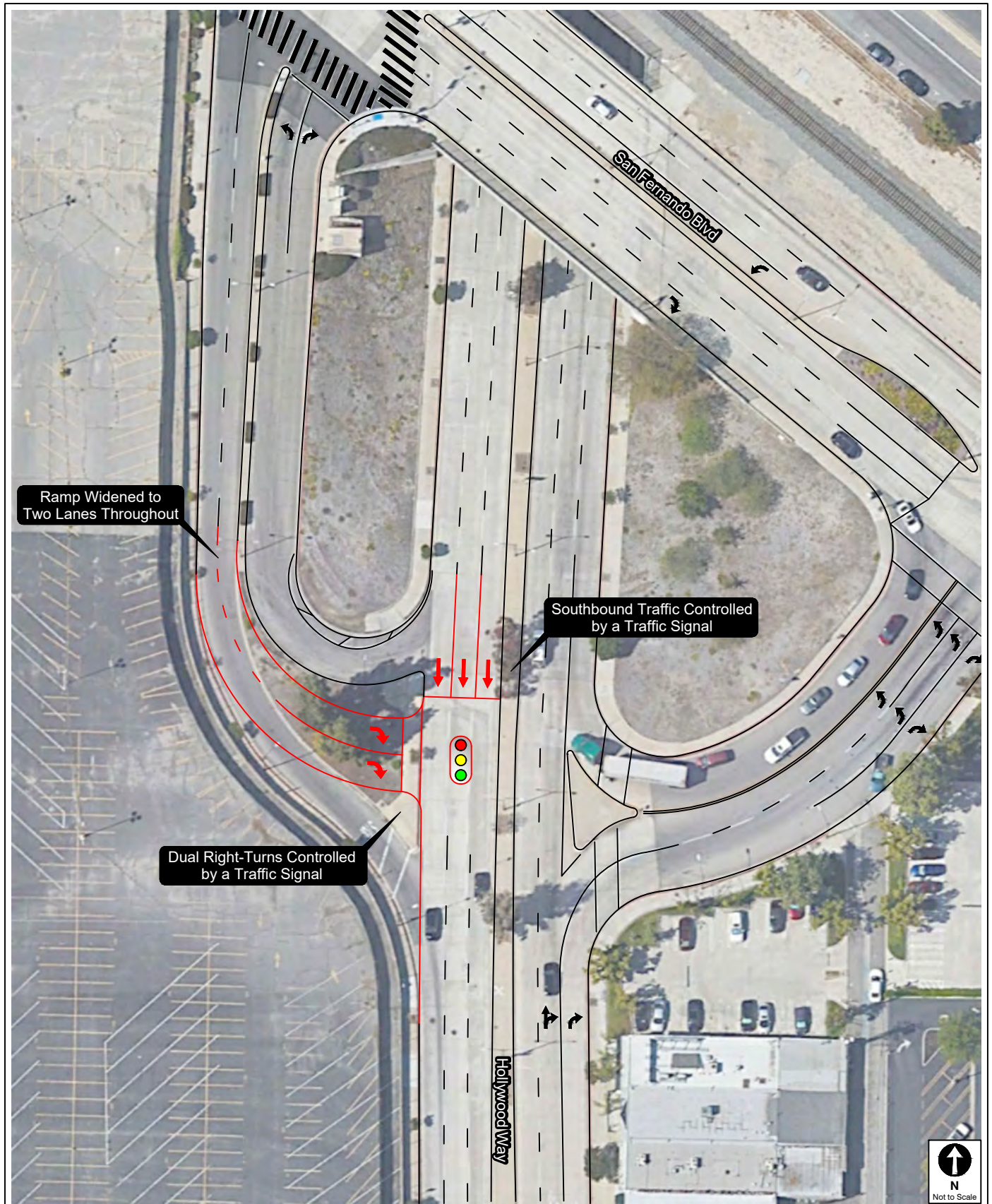




BASELINE CONFIGURATION

FIGURE  
2

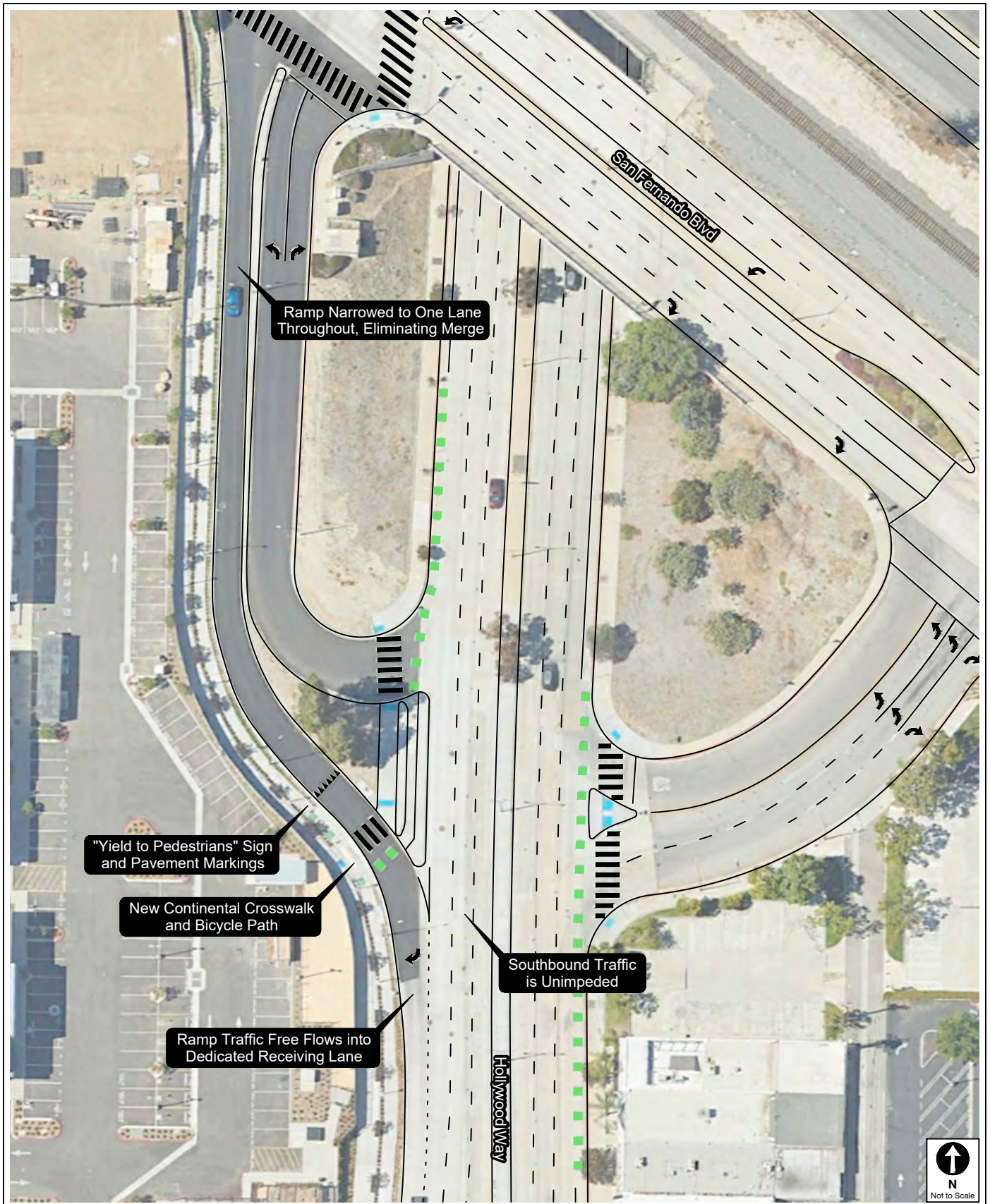




ITEM 42 IMPROVEMENT

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
<b>Conflicts with Other Vehicles</b>	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.
<b>Conflicts with Pedestrians or Bicycles</b>	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.
<b>Sharp Turns</b>	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.
<b>Inadequate Sight Distance</b>	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.
<b>Design-Related Queues</b>	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	1	0	0	2	1	0	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
Final Volume:	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:

Cnflct 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
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	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	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	1	0	0	2	1	0	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:

Cnflct 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
Shared Cap.:	xxxx	xxxx	xxxxx	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	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	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)

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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	1	0	0	2	1	0	0

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
Final Volume:	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)

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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	1	0	0	2	1	0	0

Volume Module:	Hollywood Way NB			Hollywood Way SB			San Fernando Blvd EB			San Fernando Blvd WB		
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
Final Volume:	0	2167	0	0	1059	114	0	0	237	0	0	0

Saturation Flow Module:	Hollywood Way NB			Hollywood Way SB			San Fernando Blvd EB			San Fernando Blvd WB		
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:	Hollywood Way NB			Hollywood Way SB			San Fernando Blvd EB			San Fernando Blvd WB		
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, 6<sup>th</sup> Edition***

### Intersection Level Of Service Report

#### Intersection 1: Baseline Configuration

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 790.0  
 Level Of Service: F  
 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  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 388.8  
 Level Of Service: F  
 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, 6<sup>th</sup> Edition***

### Intersection Level Of Service Report

#### Intersection 2: Item 42 Improvement

Control Type: Signalized  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 10.9  
 Level Of Service: B  
 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	I I I			I I I			R R			R		
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 street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	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
l, 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 [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			36.45			36.45		
I_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		
I_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  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 16.4  
 Level Of Service: B  
 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 street	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street	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 [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	0.00			0.00			36.45			36.45		
I_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		
I_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



**M E M O R A N D U M**

**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

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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 11<sup>th</sup> 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 11<sup>th</sup> 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 its 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.

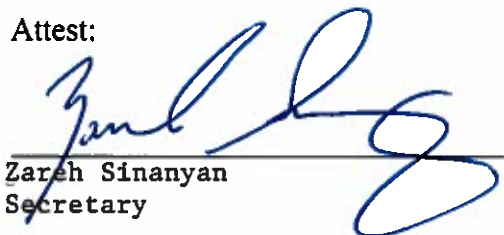
**Section 11. Effective Date.** This Resolution shall be effective upon adoption.

ADOPTED, this 11th day of July 2016.

A handwritten signature in blue ink, appearing to read "Bill Wiggins", written over a horizontal line.

Bill Wiggins, President  
Burbank-Glendale-Pasadena Airport Authority

Attest:

A handwritten signature in blue ink, appearing to read "Zareh Sinanyan", written over a horizontal line.

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

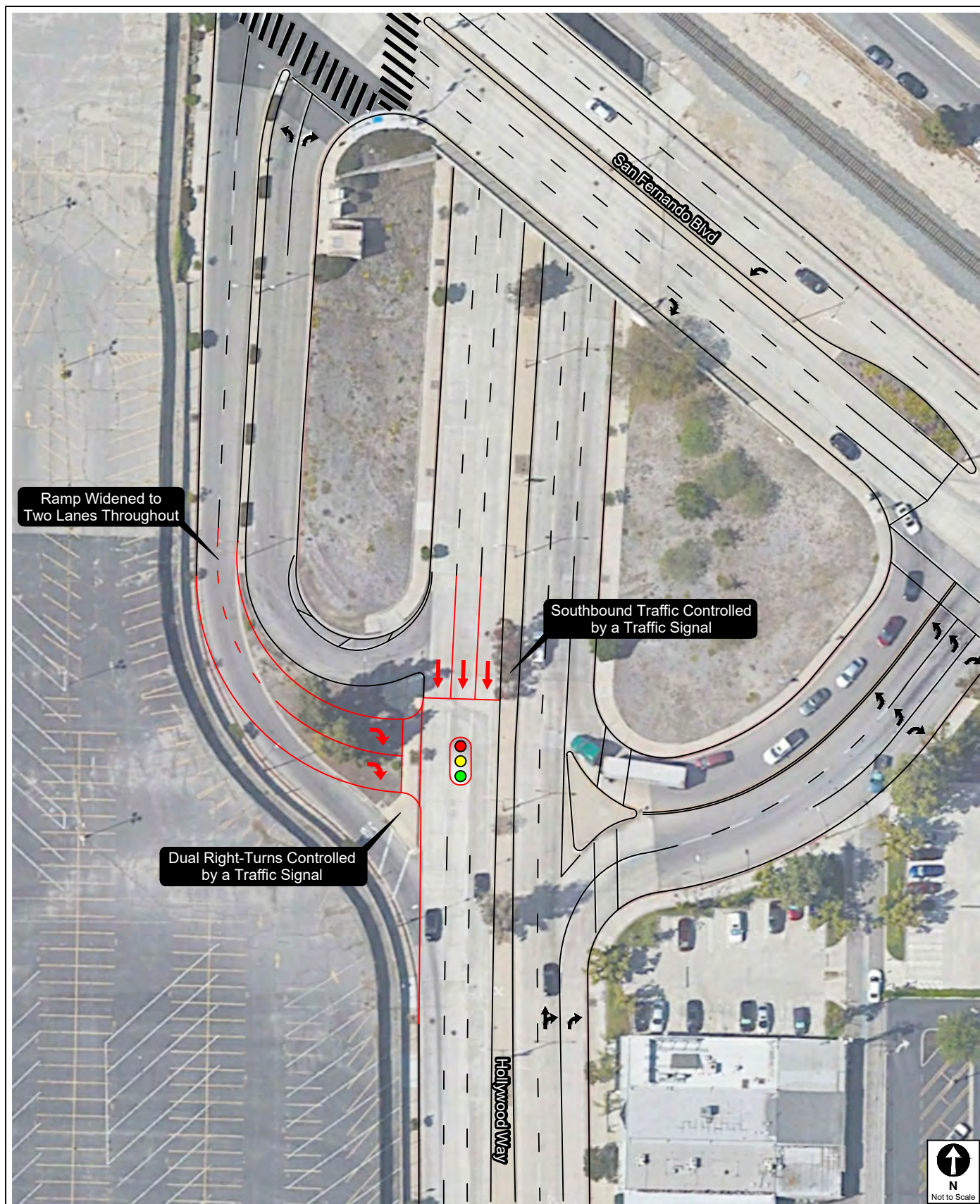
NOES:           None

ABSENT:        Commissioner Madison

  
\_\_\_\_\_  
Dan Feger  
Assistant Secretary



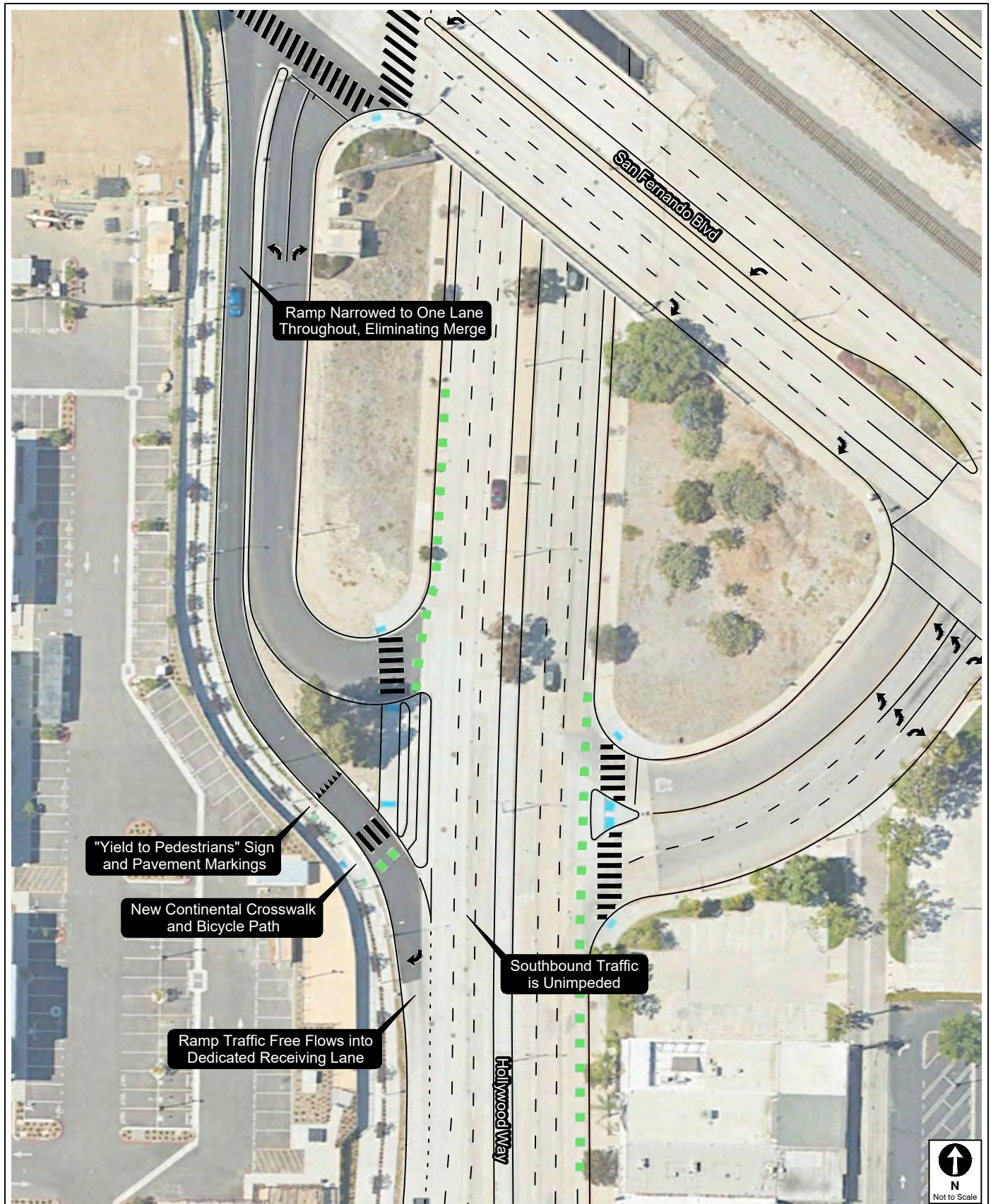
EXHIBIT D



ITEM 42 IMPROVEMENT



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.

## RECITALS

- 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. Licensors 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 Licensors, 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 Licensors 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.** Licensors 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:**  
City of Burbank

**Licensor:**  
Burbank-Glendale-Pasadena Airport  
Authority

By: \_\_\_\_\_

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

**EXHIBIT A**  
**Licensed Premises**

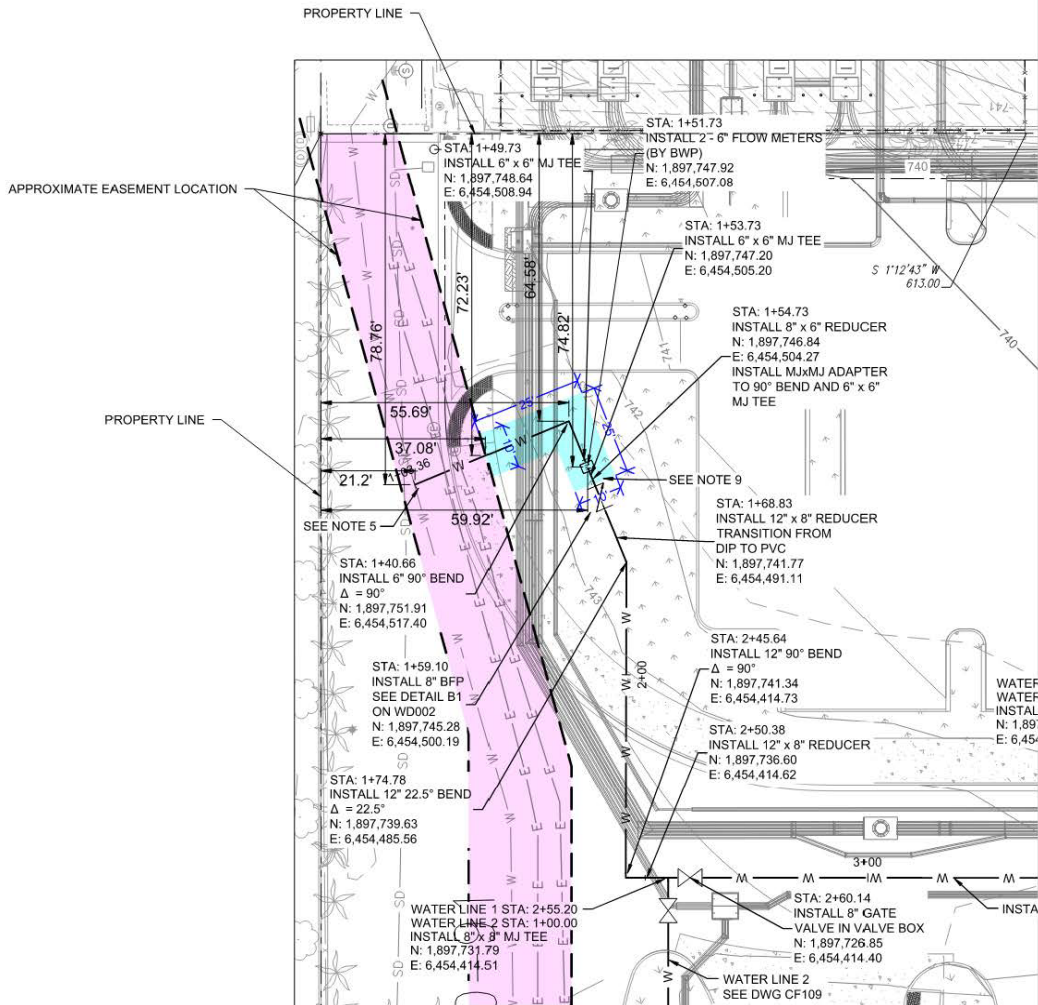
(Attached)



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. Construction/Use/Access to Real Property Acquired 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.



# Hollywood Burbank Airport Replacement Passenger Terminal





## 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