

Airports Development Group

Executive Management Program Status Report

August 31, 2015



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Purpose

This report is a tool to provide status of the Capital Projects for the Airports Development Group. The report is divided into Elements; and includes a status update for active projects followed by the schedule, budget and change order summary. The Program Wide tab includes the budget summary and SBE/DBE/MWBE performance report.

Airside Element

The Airside Element consists of multiple projects necessary for accommodating the movement of aircraft between the north and south airfields; reconfiguring traffic movement to accommodate the Tom Bradley International Terminal (TBIT) modernization program; and provide airfield improvements as required by Airfield Operations, the Federal Aviation Administration and other Federal and State regulatory agencies.



Utilities and Landside Element

These capital improvement projects implement critical utility and infrastructure that support the Terminal and Airport operations within the Central Terminal Area (CTA) and include the following:

- 
- The Central Utility Plant (CUP) Replacement project replaced the former CUP, constructed in 1961, and the co-generation facility, brought into service in 1985. These facilities were obsolete and inefficient relative to present-day technology.
 - Other utility and infrastructure projects designed to provide service to or from the CUP.
- Various landside projects designed to provide for the efficient and effective movement of people through the airport; and to provide convenient parking for individuals using the airport. Landside projects are typically related to parking lots, public transportation access, fueling facilities, warehouse and cargo areas, access roads and perimeter fencing.



Terminal Element

Most of LAX's terminals have been serving their purpose without major renovations or modernization efforts for years. As needs change, the terminal spaces and structures need repairs, upgrades, modernization, and standardization to satisfy these changing demands. From modernizing elevators and escalators with standardized devices to updating fire/life safety systems, the Terminals Element is focused on implementing these necessary improvements. The Project Status Section for the Terminal Element reports on three types of projects:

- Terminal-wide improvements that typically consist of similar types of work implemented across two or more terminals, such as the Elevator and Escalator Program, the IT/MPOE Room Project, and Americans with Disabilities Act (ADA) Enhancements.
- Terminal-specific improvements which typically address the enhancement and/or renovation of one or more parts of a specific terminal, such as the Terminal 2 Improvement Program, Terminal 3 Improvement Program, etc.
- The Bradley West improvements identified in the approved LAX Master Plan, specifically related to development of new aircraft gates at the Tom Bradley International Terminal. The new gates support the airport's ability to effectively and efficiently accommodate new large aircraft, such as the Airbus A380 and Boeing 747-8.

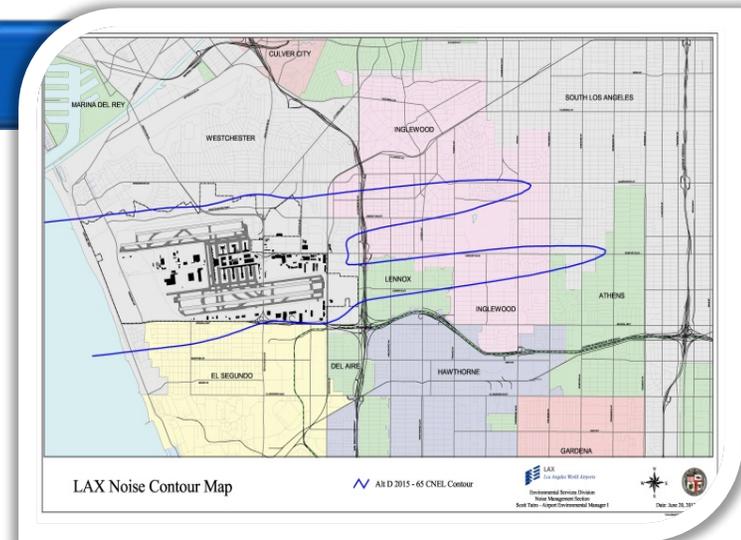


Tenant Improvements Element

Many terminal improvements are managed directly by the airlines and concession areas. LAWA adopts an oversight role for these improvements, ensuring that these renovations improve or enhance the customer experience and maintain strict safety and security mandates. The Tenant Improvements Element reports these efforts.

Residential / Soundproofing Element

LAWA's Residential Soundproofing Program (RSP) reduced the noise impacts by retrofitting doors and windows of dwellings near LAX and VNY with sound-rated products. There were approximately 9,400 noise-impacted dwelling units in the City of Los Angeles near LAX and approximately 1,050 units surrounding VNY that were eligible for this program. At this time, LAWA has soundproofed all of the dwellings for those who wanted to participate and the program is closed.



User's Guide – Project Status Section

The projects reported within each Element are categorized into one of the following two categories.

Projects in Delivery

Projects in this category have an awarded construction contract and are characterized by a blue-bar. Each project in this category presents the scope of work, a progress narrative, a Budget and Schedule graphic to depict progress and a narrative describing the current status or issues.

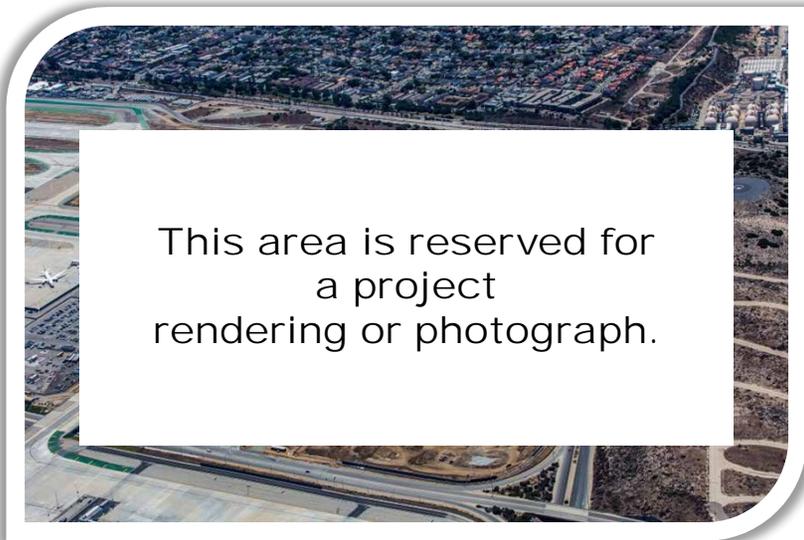
Projects in Development

Projects in this category are in the Design or Bid stage and do not yet have an awarded construction contract. These projects are characterized by a green-bar and each project presents the scope of work and a narrative describing current status or issues. Once a construction contract is awarded, these projects will be transferred from this category into the Projects in Delivery category.

Project Description

AIRPORT

The narrative provides a summary overview of the project scope.



Budget Status

This section discusses the project's budget performance.

Schedule Status

The section discusses the project's schedule performance.

Project Cost

Calculated as Incurred divided by Estimate at Complete (EAC), this pie chart depicts the percentage incurred for the expected cost.

Construction Cost

Calculated as Incurred divided by Construction Contract value, this pie chart depicts the percentage incurred for the construction contract.

Construction Duration

Calculated as Days Elapsed divided by construction contract duration, this pie chart depicts the percentage of contract time elapsed.

Contingency

This pie chart describes the percentage of contingency already allocated, the percentage that is pending allocation and the remaining amount.

As of: August 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
<p>This area presents the schedule information for key project milestones and provides a status indicator for whether it is ahead of schedule, behind schedule or on-time.</p>			
<p>● On-Time ● Behind Schedule ● Requires Mitigation</p>			

Project Description

LAX

The project entails the construction of an aircraft maintenance ramp area, new Remain Over Night (RON) apron and associated support facilities, and a taxiway connector. The project will be located at the southeast corner of Pershing Drive and World Way West. The project will include removal and disposal of large stock piles, mass excavation and grading, approximately 142,000 square yards (29.3 acres) of Portland Cement Concrete (PCC), airfield lighting, storm drain systems, utilities, vehicle service road, pavement of asphalt for apron shoulder, Ground Service Equipment (GSE) parking, and a landside parking lot. This project will provide airfield access to the new Qantas Maintenance Hangar and facilities as well as additional RON positions for other airlines.



Budget Status

The project is trending to budget.

Schedule Status

The Contractor conducted the final pressure test of the new fire water main line and identified many leaks. The Contractor is performing additional testing. This issue may impact the RON completion date.

Project Cost



Construction Cost



Construction Duration



Contingency



As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
West Aircraft Maintenance Area (WAMA) (Construction)			
WAMA - Phase 2B: East Taxiway B	●	15-Sep-15	0
WAMA - Phase 3A: Permanent VSR	●	30-Sep-15	0
WAMA - Phase 1: Main Apron and Twy B	●	2-Dec-15	0
WAMA - Phase 4: East Apron	●	1-Feb-16	0
WAMA - Construction Closeout Complete	●	1-Apr-16	0

● On-Time ● Behind Schedule ● Requires Mitigation

Project Description

LAX

This project will provide safety improvements to the west end of Runway 25L and temporary runway and taxiway pavement repairs. Additionally, there are improvements to Taxiway C1 which include a Remain-Over-Night (RON) Aircraft Parking Apron and selective grading at the west end of Runway 7L.



Budget Status

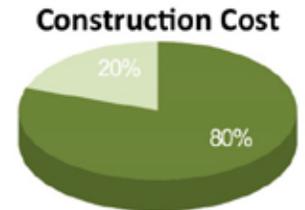
The project is trending to budget.

Schedule Status

The airfield construction work was completed on time. However, the procurement and installation of new lighting and electrical service equipment is impacting the overall completion date.



■ Cost To Date: \$13.22M
■ Cost Remaining: \$8.52M
Total Cost: \$21.74M

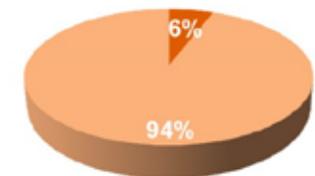


■ Incurred Cost: \$11.77M
■ Cost Remaining: \$2.91M
Const. Cost Total: \$14.67M

Construction Duration

Time extension being processed.

Contingency



■ Allocated Contingency: \$0.1M
■ Remaining: \$1.8M

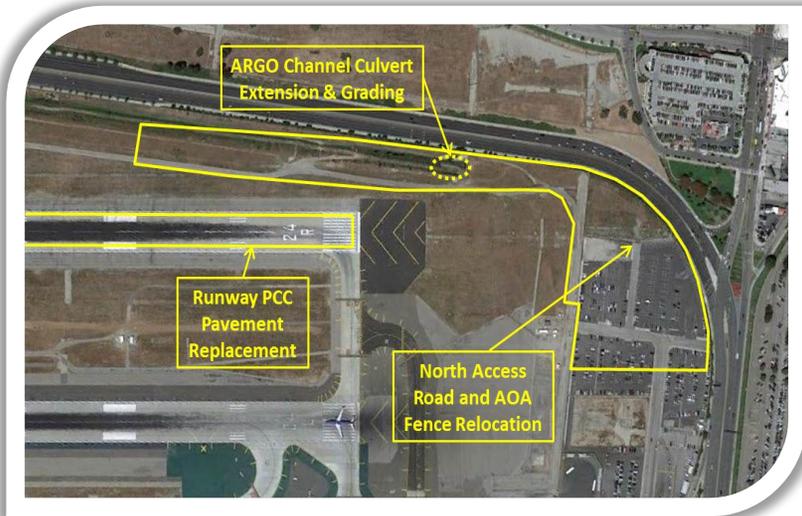
As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
Runway 25L RSA and Repair (Construction)			
Runway 25L RSA and Repair - Phase 0B: DWP 3000 Amp Service	●	30-Oct-15	-61
Runway 25L RSA and Repair - Phase 5A: Demobilization	●	30-Oct-15	-61
Runway 25L RSA and Repair - Construction Complete	●	30-Oct-15	-61

● Awaiting NTP ● On-Time ● Behind Schedule ● Requires Mitigation

Project Description

LAX

This project will provide safety improvements to the northeast area of Runway 6L-24R to meet FAA airport design standards for Runway Safety Areas. This includes grading and drainage improvements of the Argo Ditch and relocation of airport access roads outside of the RSA's of both the northern runways. During the runway closure, this project also replaces Portland Cement Concrete (PCC) panels of 6L-24R and Taxiway AA.

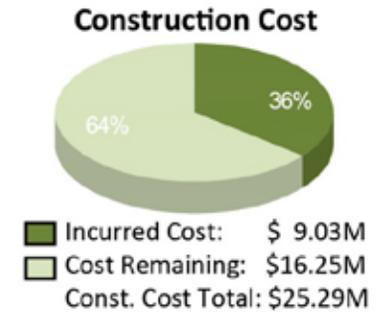


Budget Status

The project is trending to budget.

Schedule Status

The project is tracking to schedule.



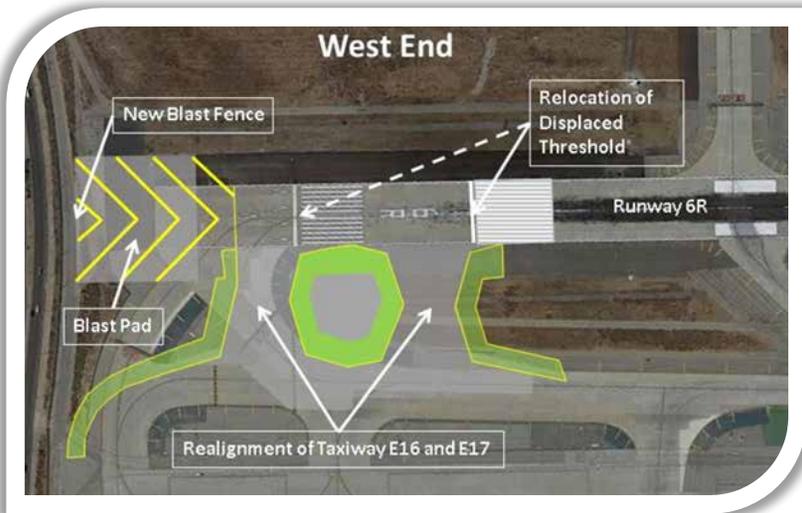
As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
Runway 6L-24R RSA (Construction)			
Runway 6L-24R RSA - Phase 4: Runway 24R RSA and PCC Rehabilitation	●	16-Oct-15	0
Runway 6L-24R RSA - Construction Complete	●	18-Dec-15	0

● On-Time ● Behind Schedule ● Requires Mitigation

Project Description

LAX

To comply with the Congressional mandate, portions of both the east and west ends of Runway 6R-24L Runway Safety Area (RSA) must be extended and improved. To maintain current departure length and to meet FAA airport design standards, eastern segments of the airport perimeter fence and service road will be relocated, new taxiway connections will be constructed, and the runway pavement area on the east end will be shifted. The project includes relocation of navigational aids for Runway 6R and work includes extensive phasing requirements to mitigate airfield operational impacts. The west end will include the relocation of the west runway end and the relocation of the displaced threshold. This will require re-striping of those areas along with the realignment of Taxiways E16 and E17.



Budget Status

The project is trending to budget.

Schedule Status

The project is tracking to schedule.

Project Cost



Construction Cost



Construction Duration



Contingency



As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
Runway 6R-24L RSA (Construction)			
Runway 6R-24L RSA - Phase 0 - Mobilization	●	15-Nov-15	0
Runway 6R-24L RSA - Construction Complete	●	10-Nov-16	0

● On-Time ● Behind Schedule ● Requires Mitigation



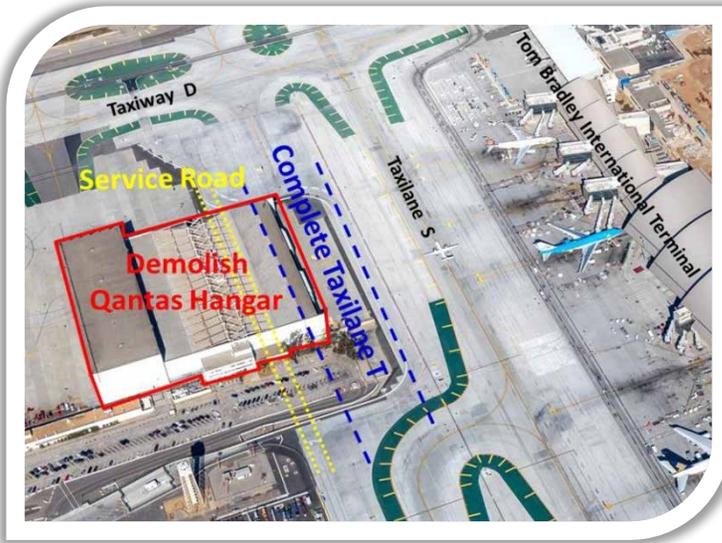
Runway 25R RSA and Rehabilitation Work LAX

This project will provide safety improvements to the Runway Safety Area (RSA) at the west end of Runway 25R-7L to meet the latest FAA design standards. The west end of the runway will provide the full 1,000 feet clearance for the RSA. The project will also replace deteriorated concrete pavement at the east end of Runway 25R-7L.

Taxiway S&W Intersection Evaluation and Repair ONT

The goal of this project is to repair the deteriorating pavement at the intersection of Taxiway S and W to reduce signs of spalling and potential debris on the airfield. The scope of work includes complete removal and replacement of existing PCC pavement including PCC panels, underlying base course and subgrade, and the centerline taxiway lights.





Taxilane T-Phase 2

LAX

The Taxilane T-Phase 2 work includes demolition of the existing Qantas-occupied maintenance hangar, completion of the remaining northern Taxilane portion, and utility work to achieve continuous alignment of the new Taxilane. The budget for this work is already approved and included within the Taxilane T program.

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
Capital Budget 1							
Close-out	Taxilane 'S'	174,980	163,495	156,923	156,893	162,530	964
Close-out	Taxilane 'T'	96,500	136,329	73,165	71,971	131,531	4,799
Closed	Construction Support Facilities	14,790	0	0	0	0	0
Closed	Associated Projects	1,340	2,330	2,330	2,330	2,330	0
Closed	Crossfield Taxiway Project	177,760	137,931	137,931	137,931	137,931	0
Closed	LAX Aircraft Rescue and Fire Fighting Facility	14,190	14,155	14,155	14,155	14,155	0
Closed	American Airlines Settlement	27,250	21,428	21,428	21,428	21,428	0
	Subtotal: Capital Budget 1	506,810	475,668	405,932	404,708	469,905	5,763
Capital Budget 2							
Close-out	ONT Runway 8L/26R RSA Improvement	4,467	4,770	4,084	4,007	4,084	686
Close-out	VNY Runway 16R Rehabilitation	20,483	19,483	18,255	17,691	18,272	1,211
Closed	Taxilane D-10 Reconstruction	9,062	7,456	7,456	7,456	7,456	0
Closed	AOA Perimeter Fence - Phase 4	6,506	4,722	4,722	4,722	4,722	0
Close-out	Pavement Management Program - VNY Taxilane A2 Rehabilitation and RSA Improvements	7,970	5,065	5,065	5,065	5,457	(391)
Closed	Pavement Management Program - VNY Taxilane A2 Rehabilitation - Phase 2	2,933	2,521	2,521	2,521	2,521	0
	Subtotal: Capital Budget 2	51,421	44,017	42,103	41,462	42,512	1,506

Notes: 1. The Baseline Budget and Current Budget will change as scope is approved by the Board of Airport Commissioners and moves from Development to Delivery.
2. This report is for project management purposes only. Amounts shown above as "Incurred to Date" for projects may reflect aggregate amounts for multiple project components tracked in LAWA's financial system. These amounts may differ from those reflected in LAWA's accounting systems, due to the timing of expense recognition or other accounting practices, and should not be relied upon for investment purposes.

(dollars in thousands)							
Project #	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
Capital Budget 3							
Active	West Aircraft Maintenance Area	100,654	100,654	84,194	44,021	93,948	6,706
Active	Runway 25L Safety Area Improvements and Temporary Repairs	23,745	23,745	16,793	13,219	21,739	2,006
Active	Runway 6L-24R RSA Improvements and Rehabilitation	40,371	40,371	32,257	12,561	37,959	2,412
Active	Runway 6R-24L Safety Area Improvements	72,324	72,324	54,049	5,145	67,015	5,309
Subtotal: Capital Budget 3		237,094	237,094	187,293	74,946	220,661	16,433
Airside Element: Total		795,325	756,779	635,328	521,116	733,078	23,702

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(dollars in thousands)							
Status	Description	Estimate	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	Projects in Development						
	Runway 25R RSA and Rehabilitation Project	116,443	TBD	11,084	10,232	TBD	TBD
	ONT Taxiway S & W Intersection Evaluation and Repair	6,200	TBD	4	4	TBD	TBD
	Airside Element: Projects in Development						
		122,643	TBD	11,088	10,236	TBD	TBD

- Notes: 1. The Estimate Column provides an overall order-of-magnitude forecast of the total project cost. It is for planning purposes only and will vary as the scope is refined and the design is progressed. A project will move into the Element and a budget will be established when the Board of Airport Commissioners (BOAC) approves the scope.
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Projects		Change	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
Contract	Order No					
Airside Element						
DA-4925 - WEST AIRCRAFT MAINTENANCE AREA PROJECT (DA-4925)						
8/26/2015	DA-4925	0007	\$0			Administrative Change -Transfer Allowances

Project Description

LAX

This project provides for the repair and replacement of aging structural expansion joints on the Second-Level Roadway (SLR) in the Central Terminal Area (CTA). An expansion joint is an assembly designed to safely absorb the heat-induced expansion and contraction of adjoining concrete slabs. Specifically, this project will replace and repair joints and deck frames as recommended in the Caltrans bridge inspection report. This contractor is concurrently performing the New Face of the CTA – Phase 2 project.



Budget Status

The project is trending to budget.

Schedule Status

The roadway repair and replacement work is tracking to schedule. The upper-level concrete overlay work is scheduled to commence in September 2015.

Project Cost



Construction Cost



Construction Duration



Contingency



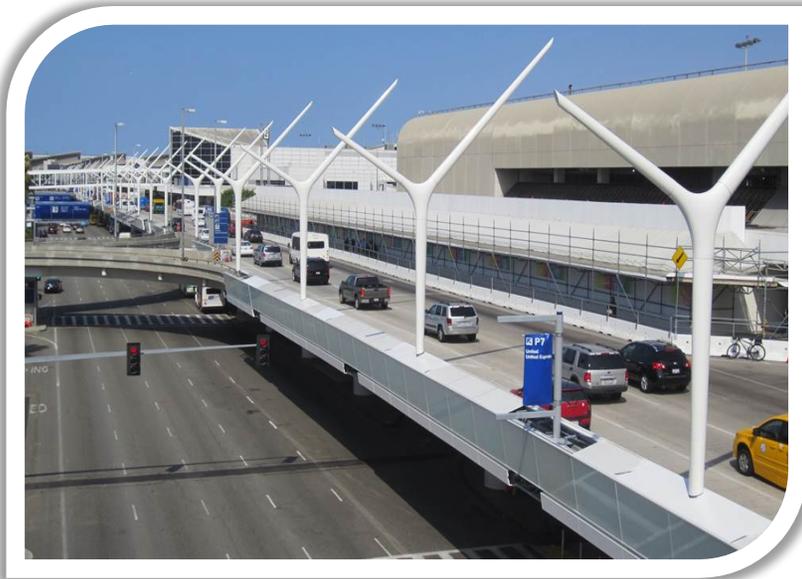
As of: September 1, 2015	Status	Completion Date	Variance to Baseline Finish (Days)
2nd Level Roadway (Construction)			
2nd Level Roadway - Joint & Deck Repair - Substantial Completion	●	17-Feb-16	0

● On-Time ● Behind Schedule ● Requires Mitigation

Project Description

LAX

This project implements various improvements that will dramatically enhance the passenger experience. The improvements are focused upon the upper level roadway within the Central Terminal Area (CTA) and include custom designed light poles and light bands along the outer edge of the upper level roadway and canopy extension from TBIT to T3 and T4. This contractor is concurrently performing the Second Level Roadway Expansion Joint and Deck repairs project.



Budget Status

The project is trending to budget.

Schedule Status

The canopy construction work is trending behind schedule and following a series of coordination meetings with the contractor and airline stakeholders, it is unlikely the delay can be mitigated. The stakeholders expressed a desire to maintain the departure level drop-off space and have acknowledged the resultant schedule delay of that decision.

Project Cost



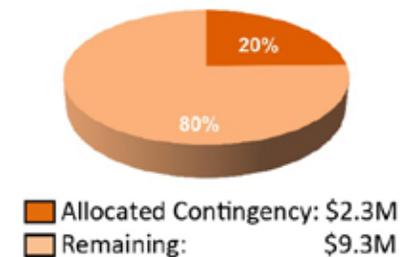
Construction Cost



Construction Duration



Contingency



As of: September 1, 2015			
	Status	Completion Date	Variance to BaseLine Finish (Days)
New Face CTA (Construction)			
SLR / NFCTA Phase II - Substantial Completion	●	25-Mar-16	-37

● On-Time
 ● Behind Schedule
 ● Requires Mitigation

Project Description

LAX/VNY

This project helps to fulfill a requirement of the Settlement Agreement for the LAX Master Plan. The project provides the site improvements needed to establish a new FlyAway site near the Woodley Avenue/Victory Boulevard transit stop along the Orange Line Bus Bay. This new FlyAway site provides a connection to transit patrons along the Orange Line in the San Fernando Valley who would no longer need to drive to the Van Nuys FlyAway terminal to reach a bus connection to LAX. The existing FlyAway buses serving the Van Nuys terminal will be used to serve this new FlyAway site.



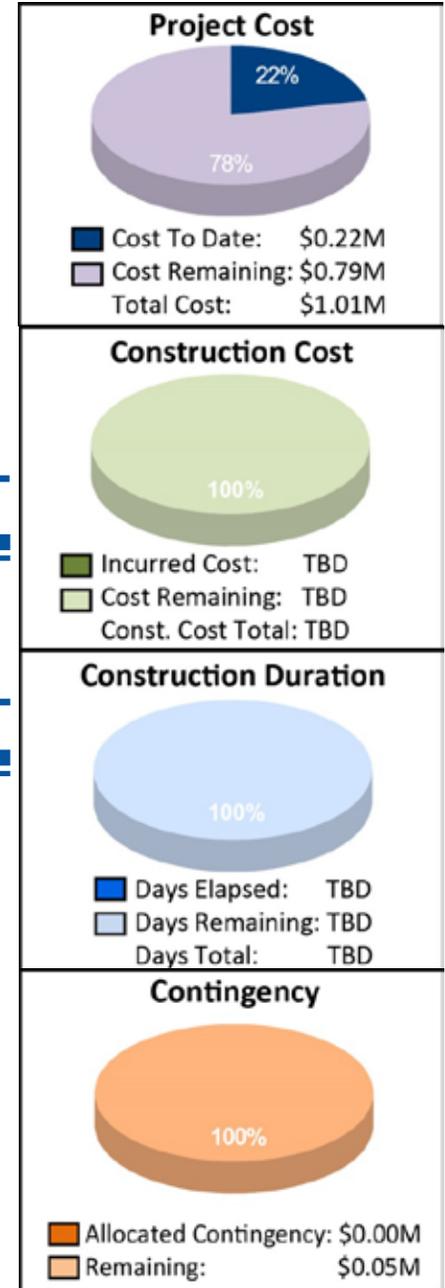
Budget Status

The project is trending to budget. The construction cost will be determined when the pricing proposal is accepted.

Schedule Status

The right-of-way negotiations were successfully concluded with the U.S. Army Corp. of Engineers, and the Board approved the right-of-way agreement on August 20, 2015. Construction is anticipated to start in October 2015.

The construction schedule will be reported following Notice to Proceed (NTP).



Project Description

LAX

This project will construct a new 2x6, 34.5 kV duct bank from the vicinity of the Theme Building, where the new duct bank will tie into the 2x5 power duct bank constructed by the new Central Utility Plant (CUP) Project, to Sepulveda Boulevard to provide the necessary infrastructure to allow LADWP to install a new 5th Feeder to the airport for increased capacity and a more reliable redundant electrical power source available for airport use. In addition, this project will install other improvements including: two short extensions of a LAWA power duct bank and a communications duct bank for future use; a reclaimed water line to Sepulveda; the extension of a 24-inch fire water line to Sepulveda; and the extension of a 16-inch domestic water line to Sepulveda.



Budget Status

The project is trending on budget.

Schedule Status

The contractor submitted a time extension request and the project team is reviewing it. There are additional scope items that are being reviewed and will likely be implemented as part of this project. As those decisions are made, the schedule adjustments will be processed.

Project Cost



Construction Cost



Construction Duration

Time extension being processed.

Contingency



As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
Fifth Feeder (Construction)			
Fifth Feeder - Milestone 2 Ready to provide 24" Fire Water Crossing at W Way	●	16-Sep-15	-30
Fifth Feeder - Milestone 3 Project Substantial Completion	●	16-Sep-15	-30

● On-Time
 ● Behind Schedule
 ● Requires Mitigation



CTA Departure Level Security Bollards

LAX

The purpose of this project is to provide additional passenger safety and security on the upper level of the Central Terminal Area (CTA) by installing security bollards at various locations in front of the passenger terminals. In addition, this project will evaluate several bollard design options to determine which design option will offer the maximum amount of safety and security while providing an option that is cost effective and less hindering on pedestrian circulation.

Imperial Cargo Complex Water Main Replacement

LAX

This project provides a 12-inch, high pressure C900 polymerized vinyl chloride (PVC) pipe to replace 5,400-linear feet of existing water line system at the Imperial Cargo Complex. The existing valves and lateral connections will also be replaced. This work will occur along the perimeter of the cargo complex apron area and along a stretch of length on Douglas Street. Pavement replacement is recommended on the south side of the cargo complex.





ADA Accessibility Improvements Phase 2

LAX

The project will correct 263 of the 563 American with Disabilities Act (ADA) deficiencies in the Central Terminal Area (CTA) as identified by the 2010 Accessibility Study. The remaining ADA deficiencies were either included in the ADA Accessibility Improvements - Phase 1" project or are being resolved as part of another LAWA project. The majority of Phase 2 work will involve repairing/replacing curb ramps, striping, signage and sidewalk.

Construction Access Gates Post 21, 23 and 236

LAX

This project provides improved and expanded queueing space to accommodate increasing construction traffic at three Air Operations Area (AOA) Construction Posts.





West RON Electrification Project

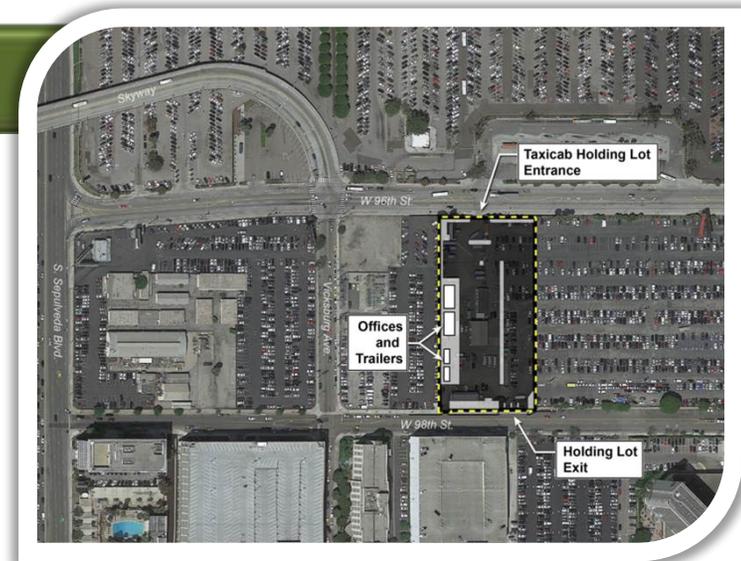
LAX

This project provides infrastructure sufficient to electrify Remain Over Night (RON) West aircraft parking positions by installing 400 HZ Ground Power Units (GPU) and future installation of electrical battery charging stations which would result in substantial emissions reductions. This phase provides the electrical infrastructure and equipment to support implementation of nine 400 HZ fixed GPUs and infrastructure to support seven future electric battery charging stations.

Taxi Holding Lot Relocation

LAX

This project will relocate the existing Taxicab Holding Lot out of the Runway 6R/24L Runway Safety Area and Object Free Area to a LAWA-owned lot two blocks east of Sepulveda Blvd and one block north of Century Boulevard.





Drainage & Expansion Joint Seal Improvements for Parking Structures 1, 3, 4 & 6

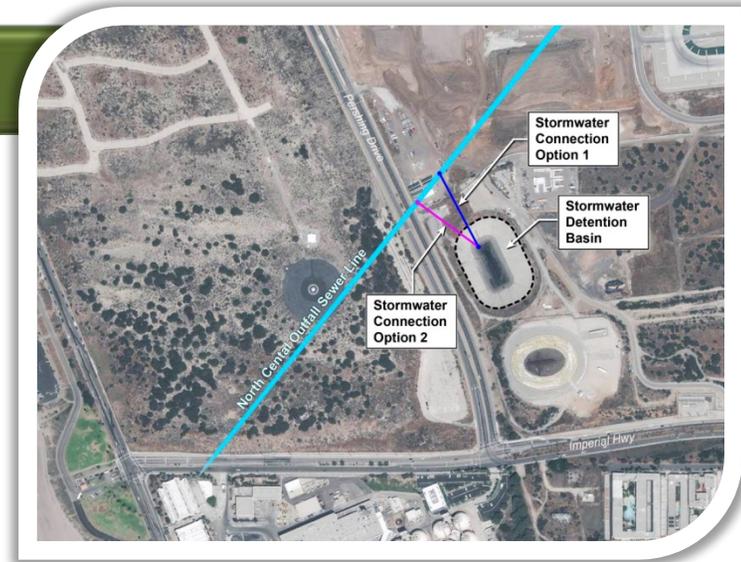
LAX

This project will repair and/or replace the expansion joint seals and drainage systems within Parking Structures 1, 3, 4 and 6 at LAX to prevent future leaking through the deck slabs and ponding of water on the surfaces. The scope of work includes replacing expansion joint seals and covers, replacing drainage piping, making improvements to the garage decks to correct surface drainage, and sealing the upper decks of the parking structures.

Storm Water Connection to North Central Outfall Sewer (NCOS)

LAX

This project will capture the storm water flow in LAX's central/southwest area known as the Imperial Watershed and meet the requirements set forth in the Memorandum of Understanding between Los Angeles World Airports (LAWA) and the Los Angeles Bureau of Sanitation (LA SAN). The scope of work includes a new connection from the LAX Pershing/Imperial Detention Basin to the NCOS Interceptor.



(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
Capital Budget 1							
Central Utility Plant Program							
Close-out	Central Utility Plant	423,835	406,121	394,544	382,566	401,552	4,569
Subtotal: Central Utility Plant Program		423,835	406,121	394,544	382,566	401,552	4,569
Infrastructure Program							
Closed	Airport Response Coordination Center (ARCC)	8,175	13,723	13,723	13,723	13,723	0
Subtotal: Infrastructure Program		8,175	13,723	13,723	13,723	13,723	0
Subtotal: Capital Budget 1		432,010	419,844	408,267	396,289	415,275	4,569
Capital Budget 2							
Landside Program							
Active	Second Level Roadway Expansion Joint and Deck Repairs	18,900	35,442	30,269	21,135	33,322	2,120
Active	New Face of CTA – Phase 2	70,528	78,651	67,094	47,454	70,371	8,280
Closed	Coastal Dunes Improvement Project	3,000	2,140	2,140	2,140	2,140	0
Close-out	Manchester Square / Belford Demolition Program	1,981	1,185	1,250	1,250	1,250	(66)

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(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
Close-out	Jenny Lot Site Modifications	7,233	6,951	6,751	6,708	6,751	200
	Subtotal: Landside Program	101,642	124,369	107,504	78,687	113,834	10,534
	Subtotal: Capital Budget 2	101,642	124,369	107,504	78,687	113,834	10,534
	Capital Budget 3						
Close-out	Manchester Square / Belford Demolition Program - Phase 2	1,941	1,941	989	731	1,000	941
Active	Orange Line Busway (FlyAway Site)	1,059	1,059	278	218	1,012	47
Active	Electrical, Communications and Water Utility Ext. - 5th Feeder Project	23,033	26,822	20,992	14,994	25,329	1,494
	Subtotal: Capital Budget 3	26,033	29,822	22,259	15,943	27,341	2,482
	Utilities & Landside Element: Total	559,685	574,035	538,030	490,919	556,450	17,585

Notes: 1. The Baseline Budget and Current Budget will change as scope is approved by the Board of Airport Commissioners and moves from Development to Delivery.
2. This report is for project management purposes only. Amounts shown above as "Incurred to Date" for projects may reflect aggregate amounts for multiple project components tracked in LAWA's financial system. These amounts may differ from those reflected in LAWA's accounting systems, due to the timing of expense recognition or other accounting practices, and should not be relied upon for investment purposes.

(dollars in thousands)							
Status	Description	Estimate	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	Projects in Development						
	CTA Departure Level Security Bollards	5,100	TBD	52	52	TBD	TBD
	Imperial Cargo Complex Water Main Replacement	8,430	TBD	281	50	TBD	TBD
	ADA Accessibility Improvements – Phase 2	7,344	TBD	2,960	1,978	TBD	TBD
	Construction Access Gates 21, 23 and 236	6,600	TBD	0	0	TBD	TBD
	West RON Electrification Project	4,500	TBD	70	70	TBD	TBD
	Taxi Holding Lot Relocation	8,200	TBD	5,862	12	TBD	TBD
	Drainage & Expansion Joint Seal Improvements for Parking Structures 1, 3, 4 & 6	5,600	TBD	0	0	TBD	TBD
	Storm Water Connection to North Central Outfall Sewer (NCOS)	3,000	TBD	0	0	TBD	TBD
	Utilities & Landside Element: Projects in Development	48,774	TBD	9,225	2,162	TBD	TBD

- Notes: 1. The Estimate Column provides an overall order-of-magnitude forecast of the total project cost. It is for planning purposes only and will vary as the scope is refined and the design is progressed. A project will move into the Element and a budget will be established when the Board of Airport Commissioners (BOAC) approves the scope.
2. This report is for project management purposes only. Amounts shown above as "Incurred to Date" for projects may reflect aggregate amounts for multiple project components tracked in LAWA's financial system. These amounts may differ from those reflected in LAWA's accounting systems, due to the timing of expense recognition or other accounting practices, and should not be relied upon for investment purposes.

Projects	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
Utilities & Landside Element						
DA-4554 - CUP REPLACEMENT						
8/18/2015	DA-4554	0403	\$70,000			Historic Display Design Enhancements
7/9/2015	DA-4554	0406	\$4,163			Vehicle Gate Knox Box Fire Alarm Monitoring
7/8/2015	DA-4554	0407	\$7,500			Painting of PS5 and PS6
7/8/2015	DA-4554	0408	\$17,561			SU - Area D3.3 Unforeseen Conduit In 2x6 Trench line
7/8/2015	DA-4554	0409	\$3,483			5th Feeder Design - Vault 3 and Other Changes
7/8/2015	DA-4554	0410	\$40,000			Additional Demo and Replacement of Existing Asphalt and Base on Center Way Sout
7/8/2015	DA-4554	0411	\$149,895			Repair and Restoration of Existing Electrical Structures
7/8/2015	DA-4554	0412	\$14,656			IS-2299 Parapet Guard Rail
DA-4923 - PARKING GARAGE ELEVATOR UPGRADES						
7/10/2015	DA-4923	0004	\$779			Additional Conduit/Wire/Circuit Work at PS401 - RFI0036
7/10/2015	DA-4923	0005	\$1,853			Added Access Panel and Galvanized Screen at New Elevator Tower at PS401
7/28/2015	DA-4923	0006	\$2,362			Stainless Steel Head and Jam Conflict with Existing Concrete Conditions
7/28/2015	DA-4923	0008	\$14,203			PS 401A; Trim SS Base to Match Contours of the Floor
DA-4926 - 5TH FEEDER						
8/19/2015	DA-4926	0010	\$2,444			GPR Survey of Potential FW Line Installation Route
DA-4879 - NF2, SLR, WWS PROJECT						
8/10/2015	DA-4879/0000	0018	\$3,799			SLR - Hinge 90 Traffic Signal Loops

Project Description

LAX

This project enables the operation and use of the east gates at Bradley West, improves customer service and convenience within the existing Tom Bradley International Terminal (TBIT) core building and improves the terminal's infrastructure to better meet current and future demand. This project represents the last phase of construction associated with the new Bradley West facility. The overall project scope of work includes:

Existing TBIT core renovation, which includes temporary and permanent passenger security screening checkpoints (SSCP); apron and concourse demolition and the construction of apron paving; and Bradley West Connection between the existing TBIT Core to the new Bradley West Core.



Budget Status

This project is currently trending over budget, primarily resulting from change requests due to unforeseen conditions in the existing building. These requests are being closely monitored by the Project Team and a mitigation strategy is being developed.

Schedule Status

Milestones related to work inside the building are forecast behind schedule. The work scope was prioritized and key components were opened and made operational on or slightly behind schedule. It is the non-critical work scope that is delayed and the contractor has submitted time impacts for that work. The project team is working with the contractor to develop and implement mitigation strategies.

As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
BW Core Renovation & Concourse Demo Project (Construction)			
BW Core Renovation & Concourse Demo Project - MS#3D T4-TBIT Arrival Tunnel; South Loading Dock; T4 Connector	●	2-Oct-15	-185
BW Core Renovation & Concourse Demo Project - MS#3C South End SSCP (Lvls 3 & 4); SE Egress; CBIS Space Lvl 3	●	4-Sep-15	-216
BW Core Renovation & Concourse Demo Project - MS#5 SSCP Operational (North); North Bridge Complete	●	24-Nov-15	-176
BW Core Renovation & Concourse Demo Project - MS#6 TBIT Lvls 2, 3, 4 & 5; Lvl 1 (Except 2 Bag Units)	●	15-Dec-15	-157
BW Core Renovation & Concourse Demo Project - MS#6 Gates 131 & 133	●	15-Sep-15	-66
BW Core Renovation & Concourse Demo Project - MS#6A North Loading Dock; Remainder of Work	●	8-Apr-16	-145

● On-Time
 ● Behind Schedule
 ● Requires Mitigation



Project Description

LAX

This project will allow for mitigation measures related to the Bradley West Project Environment Impact Report (EIR) to be implemented at this intersection, specifically widening World Way South at the approach at Center Way to provide an additional right turn lane. In addition, this project will address additional opportunities for improvements to the intersection, including adjustments to curb radii to allow for better and safer turning of vehicles, upgrades to the American with Disabilities Act (ADA) access ramps to bring them to current standards and other miscellaneous and related improvements.



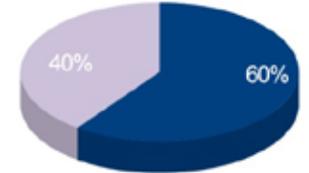
Budget Status

The project is trending under budget.

Schedule Status

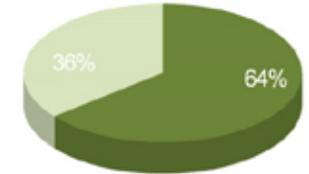
The project is tracking ahead of schedule.

Project Cost



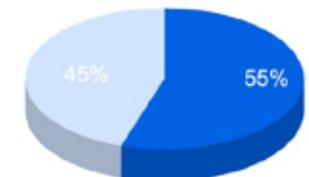
Cost To Date: \$1.26M
Cost Remaining: \$0.83M
Total Cost: \$2.09M

Construction Cost



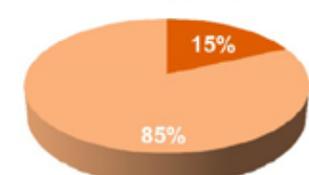
Incurred Cost: \$0.90M
Cost Remaining: \$0.51M
Const. Cost Total: \$1.41M

Construction Duration



Days Elapsed: 210
Days Remaining: 171
Days Total: 381

Contingency



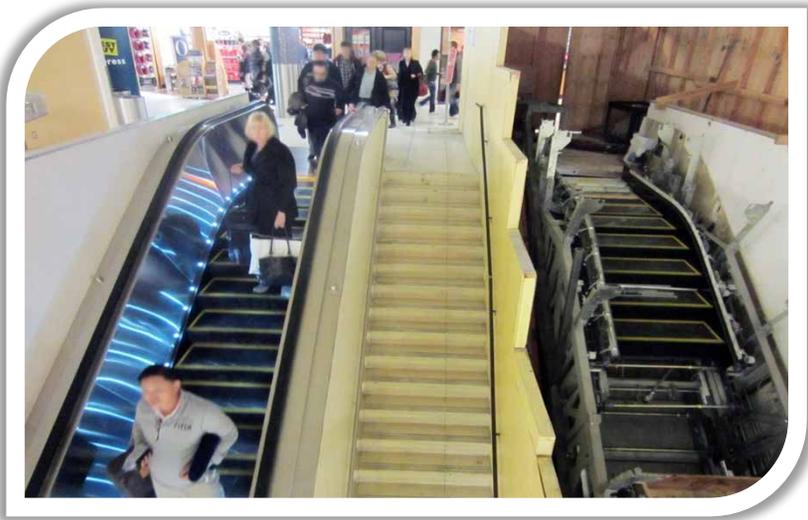
Allocated Contingency: \$0.02M
Remaining: \$0.11M

As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
BW Traffic Mitigation (Construction)			
BW Traffic Mitigation - Substantial Completion	●	8-Sep-15	162
● On-Time ● Behind Schedule ● Requires Mitigation			

Project Description

LAX

This project will upgrade / replace all aging elevators, escalators and moving walkways at LAX, which have exceeded their useful life expectancy. These units will be upgraded/replaced in staggered Priority Groups.



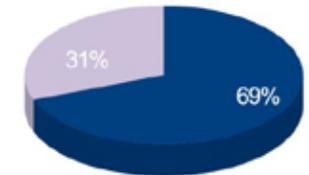
Budget Status

The project is trending to budget.

Schedule Status

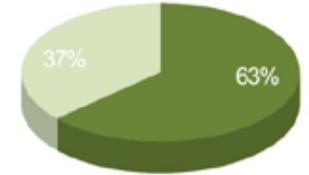
Some units were re-prioritized within the program and vary from their original installation date, but there is no impact to the overall completion date.

Project Cost



Cost To Date: \$168.77M
Cost Remaining: \$ 74.78M
Total Cost: \$243.55M

Construction Cost



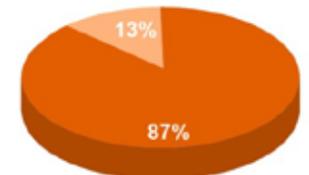
Incurred Cost: \$128.83M
Cost Remaining: \$ 74.90M
Const. Cost Total: \$203.72M

Construction Duration



Days Elapsed: 2,258
Days Remaining: 482
Days Total: 2,740

Contingency



Allocated Contingency: \$56.3M
Remaining: \$ 8.6M

As of: September 1, 2015

	Status	Completion Date	Variance to BaseLine Finish (Days)
Phase 2/3 - Elevators and Escalators (Construction)			
TBIT Unit 02 ELEV	●	18-Sep-15	-5
Terminal 2 Unit T2-12 ESC	●	9-Apr-15	
Terminal 2 Unit T2-06 ELEV	●	29-May-15	
Terminal 2 Unit T2-02 ELEV	●	4-Sep-15	-59
Terminal 4 Unit T4-11 ELEV	●	2-Oct-15	-54
Terminal 4 Unit T4-13 ELEV	●	4-Dec-15	-3
Terminal 4 Unit T4-10 ELEV	●	17-Sep-15	52
Terminal 5 Unit S5-01 ELEV	●	7-Dec-15	0
Terminal 7 Unit S7-03 - ELEV	●	9-Oct-15	-109
Terminal 8 Unit T8-03 - ELEV	●	13-Nov-15	-11
Theme Bldg. Unit 03	●	30-Sep-15	-188
Phase 2/3 - Elevators and Escalators - Substantial Completion	●	31-May-16	4

● On-Time ● Behind Schedule ● Requires Mitigation

Project Description

LAX

The Bradley West project provides an opportunity for LAWA to salvage fifteen Passenger Boarding Bridges (PBBs) and associated equipment manufactured between 2006 and 2009 and relocate them to select locations at Terminals 2, 3, and 6, where the existing equipment is in poor condition. The Terminal 3 and 6 components of this project were cancelled in November 2014. As a result all ten gates at Terminal 2 will receive refurbished PBBs from TBIT, instead of seven gates as in the original scope. These 10 gates will get new or refurbished preconditioned air units and potable water cabinets, and all new 400 Hz ground power units.



Budget Status

This project is tracking to budget.

Schedule Status

Some gates are delayed due to the discovery of underground obstructions at the foundation locations. The project team is revising the PBB and fixed walkway foundations to accommodate the soil variances.

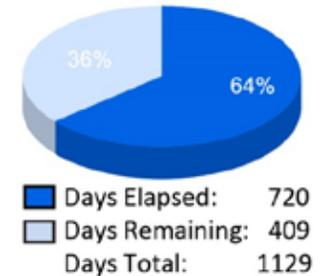
Project Cost



Construction Cost



Construction Duration



Contingency

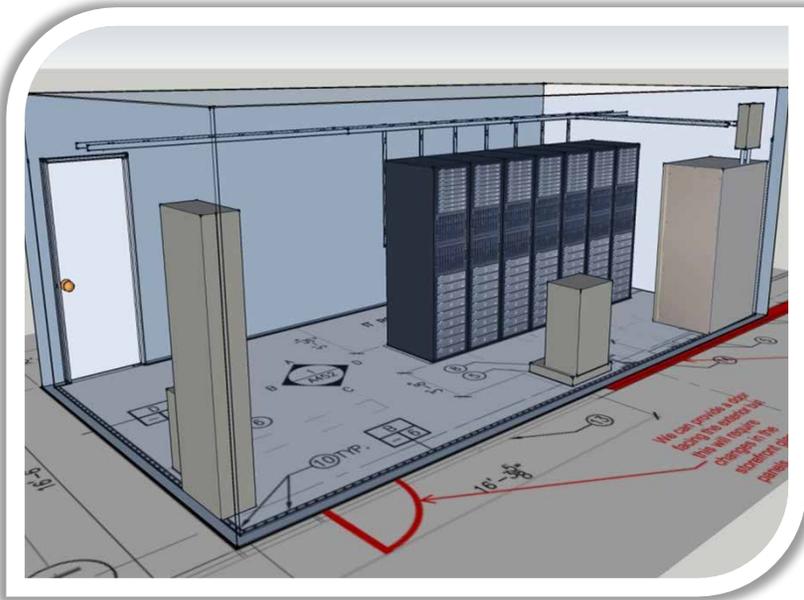


As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
PBB Relocation (Construction)			
PBB Relocation - Phase 1&2 - T2 Substantial Completion	●	27-Feb-16	-156
PBB3 Replacement - (Gates 24, 25, 27) - Substantial Completion	●	12-Oct-16	0
● On-Time ● Behind Schedule ● Requires Mitigation			

Project Description

LAX

This project remodels and constructs new Minimum Point of Entry (MPOE) and IT Rooms within the existing terminals. When completed, the IT rooms will provide an industry-standard, clean and secure, permanent space for the next generation of network switching, application servers, and other IT support equipment.



Budget Status

This project is trending over budget. There were additional design and coordination costs incurred as room locations were identified and the layouts were finalized. The transactions to increase the budget are being processed.

Schedule Status

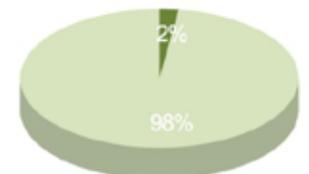
The project is tracking on schedule.

Project Cost



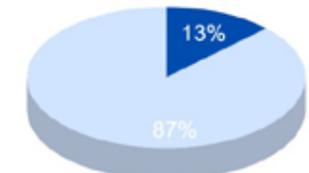
■ Cost To Date: \$ 3.46M
■ Cost Remaining: \$23.55M
Total Cost: \$27.01M

Construction Cost



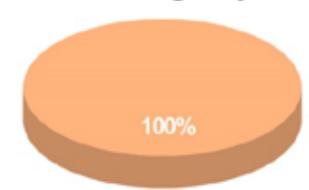
■ Incurred Cost: \$ 0.41M
■ Cost Remaining: \$18.53M
Const. Cost Total: \$18.94M

Construction Duration



■ Days Elapsed: 94
■ Days Remaining: 637
Days Total: 731

Contingency



■ Allocated Contingency: \$0.00M
■ Remaining: \$1.87M

As of: September 1, 2015	Status	Completion Date	Variance to Baseline Finish (Days)
Terminal IT MPOE Rooms (Construction)			
Terminal 4 - 8 IT MPOE - Substantial Completion	●	28-May-17	0

● On-Time ● Behind Schedule ● Requires Mitigation

Project Description

LAX

This project undertakes smaller-scale improvements occurring in a variety of different terminals throughout the Central Terminal Area (CTA). These improvements include minor fire and life safety upgrades, and the addition of pet relief areas and nursing rooms.



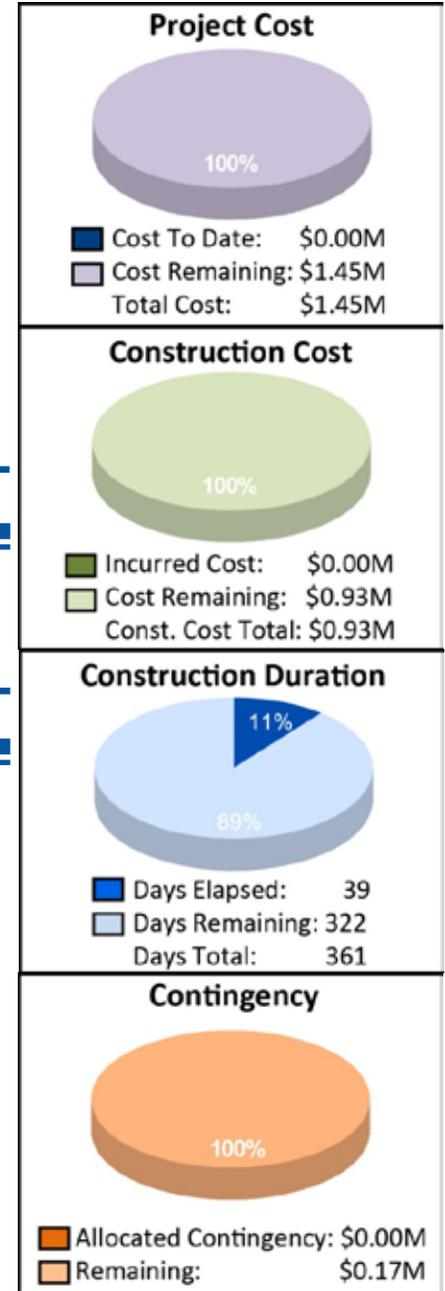
Budget Status

The project is trending to budget.

Schedule Status

The baseline schedule and interim project milestones are being reviewed by the project team.

The baseline schedule and interim project milestones are being reviewed by the Project Team.



Project Description

LAX

Terminal 2 is the second largest international terminal at LAX. In 2014, Terminal 2 served approximately 4.6 million international passengers. The terminal is approximately 30-years old and in need of improvements. LAWA initiated a Terminal 2 Improvement Program designed to significantly improve the terminal's level of service. This improvement program will provide major upgrades to the ticket lobby, baggage screening, baggage claim, and concourse areas, as well as construction of all new concessions and upgrades of all systems (electrical, mechanical, telecom, etc.) that serve the terminal.



Budget Status

The project is trending to budget.

Schedule Status

The overall project is tracking to schedule though individual milestones are slipping. The project team and contractor are working to mitigate the delays.

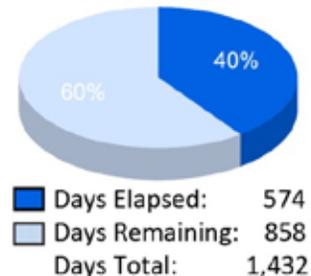
Project Cost



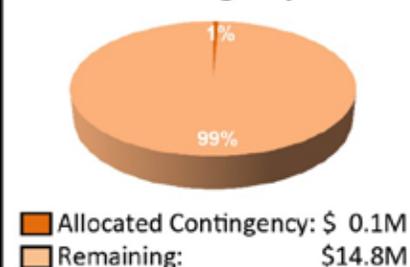
Construction Cost



Construction Duration



Contingency



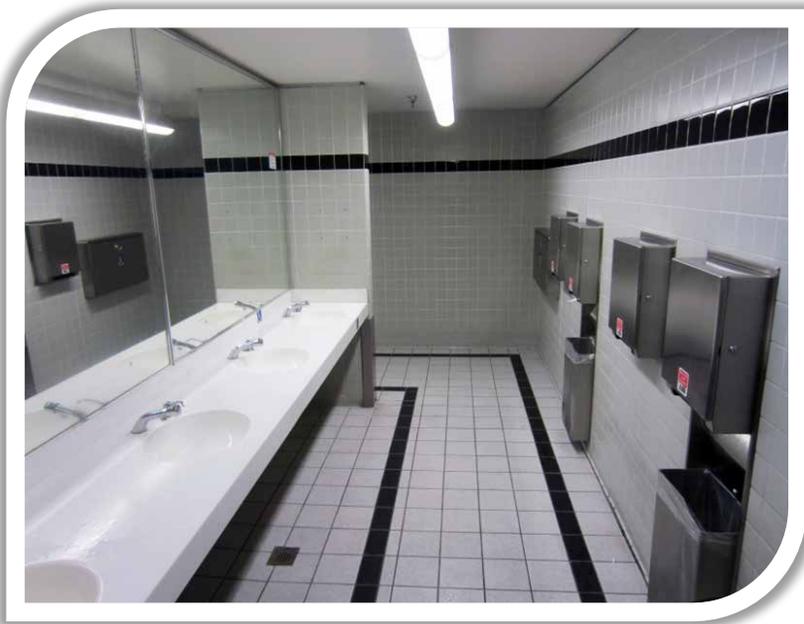
As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
Terminal 2 Improvements (Construction)			
T2 Finishes - Milestone 3 - Arrivals Restrooms Complete	●	25-Feb-16	-301
T2 Finishes - Milestone 4 - Domestic Baggage and Ticketing Fit and Finish Complete	●	23-Dec-16	-33
T2 AHU Replacement - Milestone 1 Rm 1584	●	26-Jan-16	-48
T2 AHU Replacement - Milestone 2 Rm 4503 and 4521	●	7-Nov-16	2
T2 FIS - Milestone 2 - Phase 1 Construction Complete	●	1-Sep-16	0
T2 SSCP - Substantial Completion	●	14-Jul-16	0
T2 Systems - Milestone 4 - T2 IT MPOE Rooms Complete & Accepted by LAWA	●	22-Sep-15	-74
T2 Systems - Milestone 5 - Centralized 400 Hz System Complete	●	30-Sep-15	-249
T2 Systems - Milestone 6 - T2 Standby Power Complete	●	12-Apr-16	0
T2 Systems - Milestone 7 - Electrical Upgrade Complete	●	12-Jul-17	5
T2 Systems - Milestone 8 - Overall Construction Complete	●	2-Jan-18	2

● On-Time ● Behind Schedule ● Requires Mitigation

Project Description

LAX

This improvement program consists of fire/life safety and egress improvements focused primarily in the satellite and in the pedestrian tunnel, upgrades to public restrooms, the addition of a public mother's room, upgrades to the courtyard to accommodate a pet relief area, installation of Flight Information Display Systems (FIDS) and a visual paging system.



Budget Status

The project is trending on budget.

Schedule Status

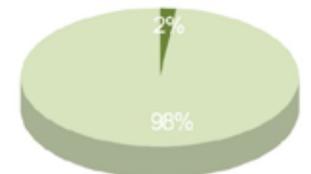
The project is tracking to schedule.

Project Cost



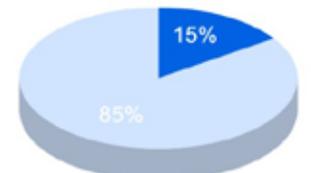
■ Cost To Date: \$0.56M
■ Cost Remaining: \$5.15M
Total Cost: \$5.72M

Construction Cost



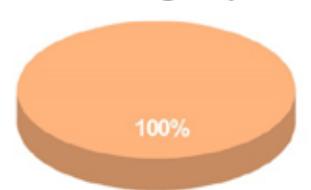
■ Incurred Cost: \$0.09M
■ Cost Remaining: \$4.03M
Const. Cost Total: \$4.11M

Construction Duration



■ Days Elapsed: 83
■ Days Remaining: 455
Days Total: 538

Contingency



■ Allocated Contingency: \$0.0M
■ Remaining: \$0.4M

As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
Terminal T3 Improvements (Construction)			
Terminal 3 Improvements - Substantial Completion	●	27-Nov-16	0

● On-Time ● Behind Schedule ● Requires Mitigation

Project Description

LAX

This project consists of the design and construction of a CALGreen certified, multi-use, multi-level facility including a Checked Baggage Inspection System (CBIS), South Matrix Interline Baggage Transfer facility, five lane Passenger Security Screening Check Point (SSCP), South Terminals Passenger Busport, Upper Level World Way Public Plaza, and a Secure Passenger connection between Tom Bradley International Terminal (TBIT) and Terminal 4. This project will also include the installation of a new fire water line in the proximity of the Terminal 4 Connector Building.



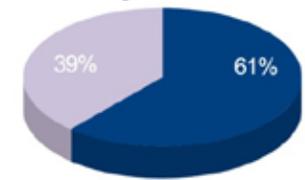
Budget Status

The project is trending to budget.

Schedule Status

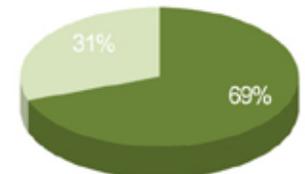
The project schedule was impacted by the discovery of unknown utilities which necessitated re-designing the foundation in the landside area. The project team has re-prioritized the project scope so that key components related to the passenger walkway will be completed in December 2015, close to original schedule target date. The project team continues to work with the contractor to mitigate any further delay with the remaining work.

Project Cost



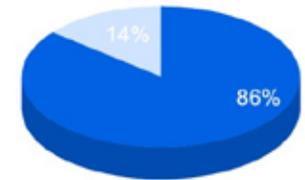
Cost To Date: \$ 68.68M
Cost Remaining: \$ 43.20M
Total Cost: \$111.88M

Construction Cost



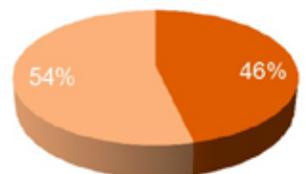
Incurred Cost: \$61.22M
Cost Remaining: \$26.90M
Const. Cost Total: \$88.12M

Construction Duration



Days Elapsed: 808
Days Remaining: 134
Days Total: 942

Contingency



Allocated Contingency: \$5.8M
Remaining: \$6.6M

As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
T4 Connector (Construction)			
T4 Connector - Milestone #3: Dry-In Complete at Connector Walkway	●	8-Sep-15	-243
T4 Connector - Milestone #5: Completion of Connector Walkway	●	25-Feb-16	-135
T4 Connector - Milestone #6: Substantial Completion	●	25-May-16	-135
● On-Time ● Behind Schedule ● Requires Mitigation			

Project Description

LAX

The electrical upgrades in Terminal 6 are a key component of the Central Terminal Area (CTA) Improvements project. The old equipment will be replaced with modern equipment that meets current code requirements, provides long-term systems reliability, and accommodates future demands. Overall, approximately 130-electrical distribution panels will be replaced.



Budget Status

The project is trending to budget.

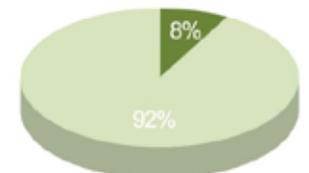
Schedule Status

The contractor has reported a schedule delay and is working with the project team to mitigate it.



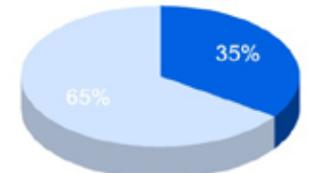
Cost To Date: \$ 4.12M
Cost Remaining: \$26.62M
Total Cost: \$30.73M

Construction Cost



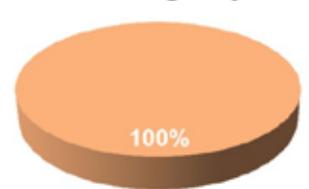
Incurred Cost: \$ 1.90M
Cost Remaining: \$21.75M
Const. Cost Total: \$23.65M

Construction Duration



Days Elapsed: 265
Days Remaining: 496
Days Total: 761

Contingency



Allocated Contingency: \$0.0M
Remaining: \$2.3M

As of: September 1, 2015	Status	Completion Date	Variance to Baseline Finish (Days)
Terminal 6 Electrical Upgrade (Construction)			
T6 Electrical Upgrade - Substantial Completion	●	21-Feb-17	-45

● On-Time ● Behind Schedule ● Requires Mitigation

Terminal Fire/Life Safety Systems Improvements

LAX



This project will update the level of compliance to fire and life safety-related code requirements commensurate with current codes, without a complete retroactive compliance to the latest code for the entire building. This project will also make modifications to the terminals to meet the requirements set forth in the Master Exiting Exhibits for Terminals 2, 4, 5, 6, 7 and 8 and the Los Angeles Fire Department requirements. The scope of work includes tunnel sprinklers, horizontal exits and standpipes.

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
Capital Budget 1							
Bradley West Program							
Active	Bradley West Core Renovation/East Ramp and Concourse Demo Project	273,170	356,116	341,256	262,999	368,200	(12,084)
Close-out	Art In Public Places	5,360	5,360	5,360	3,111	5,360	0
Active	Bradley West Traffic Mitigations -World Way South/Center Way	735	2,166	1,812	1,256	2,091	75
Close-out	Bradley West Gates	906,474	875,336	876,172	874,486	875,336	0
Close-out	Bradley West Core Improvements	808,364	825,144	825,984	824,244	825,144	0
Close-out	New Face of CTA - Phase 1	43,270	51,261	51,022	51,022	51,207	54
Closed	Construction Traffic Mitigations	3,542	2,061	2,061	2,061	2,061	0
Subtotal: Bradley West Program		2,040,915	2,117,444	2,103,667	2,019,179	2,129,399	(11,955)
Elevator & Escalator Program							
Active	Elevators and Escalators Replacement	270,000	242,580	228,970	167,741	225,667	16,914
Subtotal: Elevator & Escalator Program		270,000	242,580	228,970	167,741	225,667	16,914
Subtotal: Capital Budget 1		2,310,915	2,360,024	2,332,637	2,186,920	2,355,066	4,959

Notes: 1. The Baseline Budget and Current Budget will change as scope is approved by the Board of Airport Commissioners and moves from Development to Delivery.
2. This report is for project management purposes only. Amounts shown above as "Incurred to Date" for projects may reflect aggregate amounts for multiple project components tracked in LAWA's financial system. These amounts may differ from those reflected in LAWA's accounting systems, due to the timing of expense recognition or other accounting practices, and should not be relied upon for investment purposes.

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
Capital Budget 2							
Terminal-wide Improvements							
Close-out	ADA Accessibility Improvements – Phase 1	2,000	4,540	3,509	3,509	3,509	1,031
Close-out	Concessions Enabling Project	3,445	2,705	1,689	1,650	2,105	600
Active	Passenger Boarding Bridge Relocation	21,851	27,414	19,813	8,178	26,047	1,367
Active	Terminal MPOE and IT Room Expansion	25,943	25,943	22,533	3,461	27,012	(1,069)
Closed	Fire Life Safety System Upgrades T1 & T2	5,300	3,210	3,210	3,210	3,210	0
Subtotal: Infrastructure Program		58,539	63,812	50,754	20,008	61,883	1,929
Terminal 2							
Active	Terminal 2 Improvements <ul style="list-style-type: none"> • Electric meter reading • Electrical Systems / AHU Replacement • Ticket / Bag Claim / FIS renovation • IT Infrastructure / Paging • SSCP Improvements 	204,914	204,914	171,758	52,577	193,735	11,178
Subtotal: Terminal 2		204,914	204,914	171,758	52,577	193,735	11,178
Terminal 3							
Active	Terminal 3 Improvements <ul style="list-style-type: none"> • FLSS/ADA/Nursing Room/Other 	6,130	6,130	4,663	565	5,719	411
Closed	• Terminal 3 Backfill Project	5,846	6,569	6,569	6,569	6,569	0
Subtotal: Terminal 3		11,976	12,699	11,232	7,134	12,288	411
Terminal 4							
Active	Terminal 4 Connector Building	114,318	114,496	97,108	68,676	111,879	2,617
Subtotal: Terminal 4		114,318	114,496	97,108	68,676	111,879	2,617

Notes: 1. The Baseline Budget and Current Budget will change as scope is approved by the Board of Airport Commissioners and moves from Development to Delivery.
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(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	Tom Bradley International Terminal						
Closed	TBIT EDS OS1 and OS2	3,187	2,904	2,904	2,904	2,904	0
	Subtotal: Tom Bradley International Terminal	3,187	2,904	2,904	2,904	2,904	0
	Terminal 6						
Active	Terminal 6 Improvements • Terminal 6 Electrical Upgrades Project	32,627	32,627	26,259	4,116	30,735	1,893
	Subtotal: Terminal 6	32,627	32,627	26,259	4,116	30,735	1,893
	Terminal 7 /8						
Closed	Terminal 7 Restroom Enhancements	6,159	599	599	599	599	0
	Subtotal: Terminal 7 /8	6,159	599	599	599	599	0
	Subtotal: Capital Budget 2	431,720	432,051	360,614	156,014	414,023	18,028
	Capital Budget 3						
Active	Elevators and Escalators Replacement	0	18,574	17,260	1,032	17,881	693
Active	Bradley West Core Renovation/East Ramp and Concourse Demo Project	0	1,978	0	0	1,978	0
Active	Terminal-wide Improvements	1,620	1,620	1,114	0	1,450	170
	Subtotal: Capital Budget 3	1,620	22,172	18,374	1,032	21,309	863
	Terminal Element: Total	2,744,255	2,814,247	2,711,625	2,343,966	2,790,398	23,850

Notes: 1. The Baseline Budget and Current Budget will change as scope is approved by the Board of Airport Commissioners and moves from Development to Delivery.
 2. This report is for project management purposes only. Amounts shown above as "Incurred to Date" for projects may reflect aggregate amounts for multiple project components tracked in LAWA's financial system. These amounts may differ from those reflected in LAWA's accounting systems, due to the timing of expense recognition or other accounting practices, and should not be relied upon for investment purposes.

(dollars in thousands)							
Status	Description	Estimate	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	Projects in Development						
	Terminal Fire/Life Safety Systems Improvements Project	20,000	TBD	0	0	TBD	TBD
	Terminal Element: Projects in Development	20,000	TBD	0	0	TBD	TBD

- Notes: 1. The Estimate Column provides an overall order-of-magnitude forecast of the total project cost. It is for planning purposes only and will vary as the scope is refined and the design is progressed. A project will move into the Element and a budget will be established when the Board of Airport Commissioners (BOAC) approves the scope.
2. This report is for project management purposes only. Amounts shown above as "Incurred to Date" for projects may reflect aggregate amounts for multiple project components tracked in LAWA's financial system. These amounts may differ from those reflected in LAWA's accounting systems, due to the timing of expense recognition or other accounting practices, and should not be relied upon for investment purposes.

Projects	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
Terminal Element						
DA-4849 - TBIT RENOVATION, APRONS, AND CONCOURSE DEMOLITION PROJECT (DA-4849)						
8/3/2015	DA-4849/0000	0521	\$6,500			TBIT RENO - Precast Detail and Support at Level 5 Bridge Connection
8/4/2015	DA-4849/0000	0522	\$12,639			TBIT RENO - Level 3 Additional Demolition Not Shown on Contract Docum
8/4/2015	DA-4849/0000	0523	\$5,523			TBIT APRON - Gate 151 Existing Catch Basin and AVAC
8/4/2015	DA-4849/0000	0524	\$76,958			TBIT RENO - Temporarily Support of Existing utilities at gridline Y5-Y7C.2-
8/4/2015	DA-4849/0000	0525	\$18,526			TBIT RENO - Level 1 Existing Utility Conflicts at Stair 1C9ST05 Footing
8/4/2015	DA-4849/0000	0526	\$6,114			TBIT RENO - West Wall of Women's Toilet Room 3C9-05
8/4/2015	DA-4849/0000	0527	\$17,976			TBIT APRON Grading Revisions T4 Connector
8/5/2015	DA-4849/0000	0528	\$2,567			TBIT APRON - North Apron- LADWP 34.5 KV Power Duct Bank Profile - Li
8/5/2015	DA-4849/0000	0529	\$49,288			TBIT RENO - Volume 1 Elevation Variance Between Level 2 Slab on Grad
8/5/2015	DA-4849/0000	0530	(\$36,021)			Cancellation For CO-478 TBIT RENO - Door Hardware Changes from D
8/5/2015	DA-4849/0000	0531	\$36,021			TBIT RENO - Door Hardware Changes from Door Hardware Coordinatio
8/6/2015	DA-4849/0000	0533	\$85,416			TBIT APRON - North Loading Dock - Schedule Recovery Resulting from CD-1099 Imp
8/6/2015	DA-4849/0000	0534	\$102,588			TBIT RENO - Framing Around Level 5 Bridges
8/7/2015	DA-4849/0000	0535	\$13,868			TBIT APRON - Visual Docking Guidance System Controller Equipment
8/7/2015	DA-4849/0000	0536	\$3,227			TBIT APRON - North Apron LAWA Manholes 11-1 and 11-2 Coring
8/10/2015	DA-4849/0000	0537	\$41,305			TBIT RENO - Revisions to Footing LF-10 in the South Loading Dock
8/10/2015	DA-4849/0000	0538	\$3,305			TBIT APRON - Issues due to Bulletin 21 Changes
8/11/2015	DA-4849/0000	0539		\$154,000		TBIT RENO - Escorting for Plumbing Crew - POC's for Levels 3 and 5
8/11/2015	DA-4849/0000	0540	(\$3,263)			TBIT APRON - Internal Manhole Drop at Gate 151
8/12/2015	DA-4849/0000	0541	\$1,425			TBIT RENO - Order and Install New Medco Housings and Keyways for Level 1 Proces
8/12/2015	DA-4849/0000	0542	\$8,986			TBIT APRON - 36" Reinforced Concrete Pipe (RCP) Tie In at Gate 131
8/12/2015	DA-4849/0000	0543	\$17,099			TBIT APRON - Re-route Fire Water Piping around Storm Drain
8/12/2015	DA-4849/0000	0544	\$1,715			TBIT APRON - Elevation Modification to Existing Catch Basin
8/12/2015	DA-4849/0000	0545	\$3,807			TBIT RENO - W21x132 Beam in Conflict with Conduits Customs Gridline

Projects	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
Terminal Element						
DA-4849 - TBIT RENOVATION, APRONS, AND CONCOURSE DEMOLITION PROJECT (DA-4849)						
8/6/2015	DA-4849/0000	0532	\$5,840			TBIT APRON - North Apron Temporary Mechanical Yard Domestic Water
8/12/2015	DA-4849/0000	0546	(\$25,368)			TBIT RENO - TELECOMMUNICATION - Network Connections for UPS Units at
8/13/2015	DA-4849/0000	0547	(\$1,002)			TBIT RENO - Level 3 - 3C9-08 Type R Fixture
8/13/2015	DA-4849/0000	0548	\$4,967			TBIT APRON - Unforeseen Duct Line Pipe at Gate 123
8/17/2015	DA-4849/0000	0549	\$25,307			TBIT APRON - Procurement and Installation of Approximately 240LF of ½" Thick by 6'
8/18/2015	DA-4849/0000	0550	(\$11,089)			TBIT APRON - North Apron Existing SD Vault Frame and Cover Procurem
8/19/2015	DA-4849/0000	0551	\$9,410			TBIT RENO - Increased Depth of New Pad footings at N.9 Line Wall to Mat
8/20/2015	DA-4849/0000	0552	\$1,890			TBIT RENO - BHS Claim 4 Access Platform
8/20/2015	DA-4849/0000	0553	\$571			TBIT RENO - Structural RTI for Construction Set (09-09-2014)
8/20/2015	DA-4849/0000	0554	\$1,471			TBIT RENO - Fireproofing between Edge of Slab and Precast Panels on L
8/20/2015	DA-4849/0000	0555	\$2,236			TBIT APRON - Unforeseen Abandoned Duct Bank Removal at Gate 119
8/21/2015	DA-4849/0000	0556	\$0			TBIT APRON - Administrative Change Order to Transfer Money from Allow#10 to Allo
8/21/2015	DA-4849/0000	0557	(\$1,076)			TBIT RENO - Level 4 Deletion of Magnetic Door Holders at Door Pair 4C9-
8/21/2015	DA-4849/0000	0558	\$14,625			TBIT RENO - Phase 3C Logistics
8/24/2015	DA-4849/0000	0559	\$7,203			TBIT APRON - NLD Demolition/Pour Back of Existing Sidewalk to AI
8/24/2015	DA-4849/0000	0560	\$1,108			TBIT RENO - Carpet Flooring and Base for China Eastern Space
8/25/2015	DA-4849/0000	0561	(\$1,058)			TBIT RENO - Do Not Install Door 5C12-02
8/25/2015	DA-4849/0000	0562	(\$17,105)			CANCELLATION FOR CO-465
8/26/2015	DA-4849/0000	0563	\$9,739			TBIT RENO - Level 1 Relocation of Existing Fire Department Hose Connec
8/26/2015	DA-4849/0000	0564	\$44,485			TBIT RENO - Level 5 Bridge Floor Expansion Joints in Conflict with Tube S
8/26/2015	DA-4849/0000	0565	\$2,884			TBIT APRON - US Demolition Premium Time Costs for Work Performed on Saturday

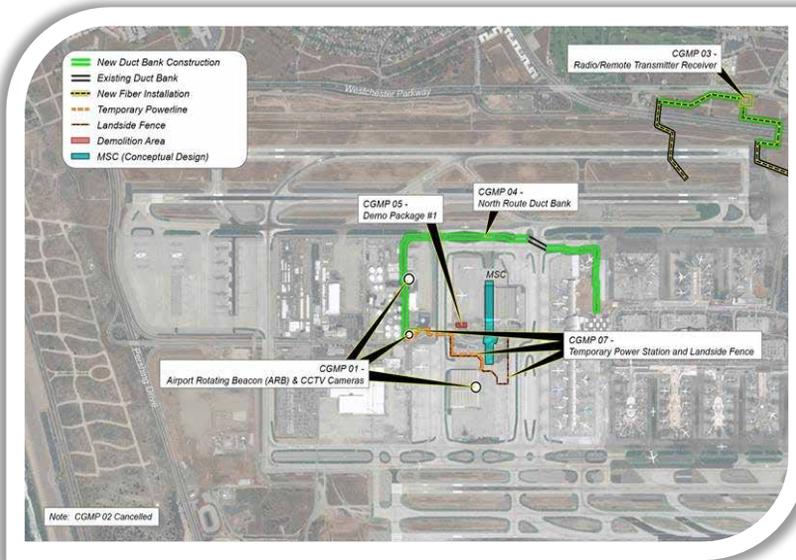
Projects	Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Notes
Terminal Element						
DA-4779- MSC PROJECT MANAGEMENT OFFICE						
8/19/2015	DA-4779/C09	0002	\$10,287			Additional Pervious Paving Depth
8/19/2015	DA-4779/C09	0003	\$3,976			Added Post Valve Indicator for Fire Department Connection
8/20/2015	DA-4779/C09	0004	\$5,704			Power Source for AOA Lights
DA-4779 - PASSENGER BOARDING BRIDGES RELOCATION						
8/12/2015	DA-4779/C04	0015	(\$660,001)			Delete CGMP 4.01 Work at Terminals 3 and 6
DA-4779- TERMINAL 2 RENOVATION						
8/21/2015	DA-4779/C03	0014	(\$213,618)			Delete Tier 4 System for Emergency and Stand-by Generators
8/21/2015	DA-4779/C03	0015	\$32,643			Design Notice 04 - EDS Room 2509 Modifications
8/24/2015	DA-4779/C03	0016	\$13,840			Room T2/3 108 FCU Relocation
8/31/2015	DA-4779/C03	0017	\$2,932			Added Column Wraps at 1018A
8/4/2015	DA-4779/C03	0007	(\$1,625)			Departures Area D1 Millwork Deletion and Carpet Extension
8/4/2015	DA-4779/C03	0008	(\$671)			Wall Demolition Removal at Phone Booths Arrivals Phase 1
8/17/2015	DA-4779/C03	0009	\$16,895			White Fritztile Patching for Arrivals Phase W1
8/20/2015	DA-4779/C03	0010	\$829			Room 2041 Custom Urinal Screens
8/28/2015	DA-4779/C03	0011	\$16,412			Staircase Seismic Separation Assemblies
8/31/2015	DA-4779/C03	0012	\$0			Ticket Counter Key Requirements
8/31/2015	DA-4779/C03	0013	\$14,567			Modify Ticket Counter Doors to be Reversible
8/31/2015	DA-4779/C03	0005	\$7,570			Column Cover Expansion Joints
8/31/2015	DA-4779/C03	0006	\$3,853			Crash Rail at FIS Exit Corridor Entry
DA-4798 - T-4 CONNECTOR - TURNER						
8/3/2015	DA-4798	0069	\$130,374			Post 21 and 23 Vehicle Inspection - November and December 2014
8/3/2015	DA-4798	0070	\$15,110			Airside Pile Impact from Existing Fire Water Lateral

Project Description

LAX

The new Midfield Satellite Concourse, west of the Tom Bradley International Terminal (TBIT) will provide new aircraft gates for Group V and VI aircraft, such as the Airbus A380 and the Boeing 747-8. The project may also include taxiway/taxilane improvements, utility improvements, and other work as described in the Notice of Preparation of an Environmental Impact Report (released February 8, 2013).

An early enabling contract was awarded to prepare the site for the MSC North Gates construction; and consists of relocating the Beacon tower, Closed Circuit Television (CCTV) cameras, Radio Transmitter Receiver (RTR) and other similar efforts.



Budget Status

The project is trending to budget.

Schedule Status

The Airport Rotating Beacon (ARB) installation is scheduled for October 2015. The activation, testing and final cut-over is scheduled for November 2015. The CCTV cameras and associated infrastructure is scheduled for cut-over in December 2015. The Radio Transmitter Receiver (RTR) project is showing a delay and the project team is working with the Federal Aviation Administration (FAA) to mitigate that delay.

Project Cost



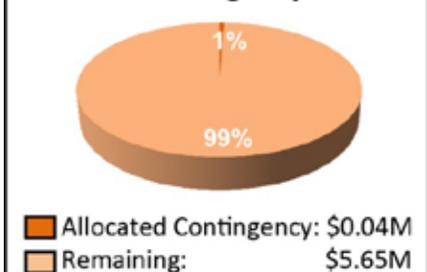
Construction Cost



Construction Duration



Contingency

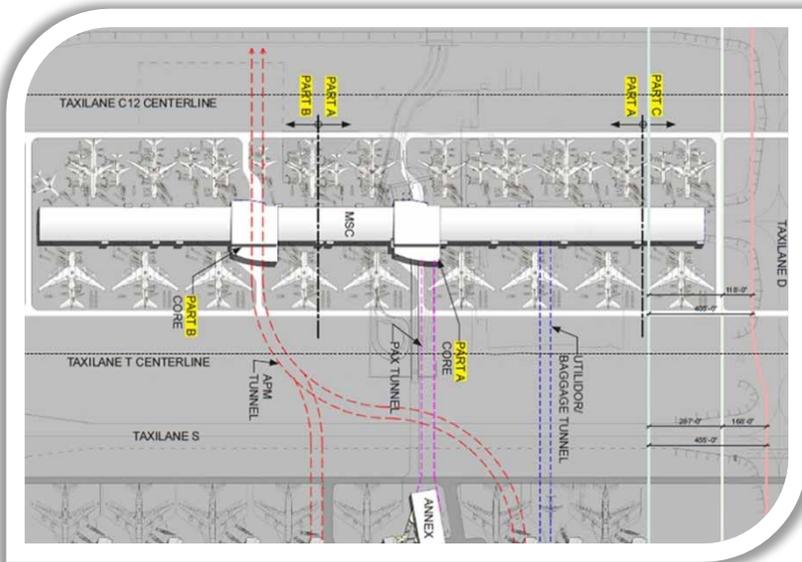


As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
Midfield Satellite Concourse - Enabling Project (Various)			
Airport Beacon - Construction Complete	●	25-Jan-16	-87
Radio Transmitter Receiver - Construction Complete	●	31-Dec-15	-20
PMO Trailers - Move In Ready	●	9-Oct-15	6
	● On-Time ● Behind Schedule ● Requires Mitigation		

Project Description

LAX

The Midfield Satellite Concourse (MSC) will function primarily as an international departure and arrival concourse. The MSC will have a flexible flight line allowing it to accommodate both wide and narrow body aircraft. The first phase is for the northern portion of the facility and includes new gates and apron. Construction also includes full build-out of Taxilane T on the east side and the construction of Taxilane C12 on the west side of the facility.



Budget Status

The project is in the design phase and trending to budget. There are pending trends being processed which will increase the contingency.

Schedule Status

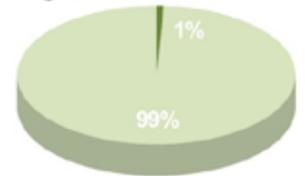
The project is in the design phase and tracking to schedule.

Project Cost



Cost To Date: \$ 28.54M
Cost Remaining: \$1,111.99M
Total Cost: \$1,140.53M

Design/Construction Cost



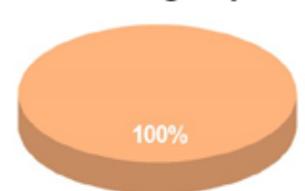
Incurred Cost: \$ 11.12M
Cost Remaining: \$950.15M
Const. Cost Total: \$961.27M

Design/Construction Duration



Days Elapsed: 152
Days Remaining: 1,671
Days Total: 1,823

Contingency



Allocated Contingency: \$ 0.0M
Remaining: \$96.1M

As of: September 1, 2015	Status	Completion Date	Variance to BaseLine Finish (Days)
Midfield Satellite Concourse - North (Phase 1)			
MSC North - GMP (60%) - City Council Approval	●	5-Aug-16	0
MSC North - Substantial Completion	●	28-Nov-19	0
<p>● On-Time ● Behind Schedule ● Requires Mitigation</p>			

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	Capital Budget 3						
Active	MSC Enabling Project	74,990	75,982	47,319	12,090	72,024	3,958
Active	MSC North Gates	1,248,650	1,248,650	991,200	28,537	1,140,525	108,125
	Subtotal: Capital Budget 3	1,323,640	1,324,632	1,038,519	40,627	1,212,549	112,083
	MSC Element: Total	1,323,640	1,324,632	1,038,519	40,627	1,212,549	112,083

Notes: 1. The Baseline Budget and Current Budget will change as scope is approved by the Board of Airport Commissioners and moves from Development to Delivery.
2. This report is for project management purposes only. Amounts shown above as "Incurred to Date" for projects may reflect aggregate amounts for multiple project components tracked in LAWA's financial system. These amounts may differ from those reflected in LAWA's accounting systems, due to the timing of expense recognition or other accounting practices, and should not be relied upon for investment purposes.

Projects	Contract	Change Order No	\$0 - \$150K	\$150K - \$1Mil	> \$1Mil	Notes
MSC Element						
DA-4924 - MSC NORTH ENABLING PROJECT						
8/14/2015	DA-4924/CGM	0002	\$28,497			CGMP 03 Revision 002 - Construction Bulletin 2
8/17/2015	DA-4924/CGM	0003	\$10,911			03.003 - CGMP 03 Revision 003 - Footing Penetrations at RTR



Project Description

LAX

The Terminal Commercial Management (TCM) agreements provide for the development, leasing and management of convenience retail, specialty retail, food and beverage and certain other passenger services in Terminals 1, 2, 3, 6, Tom Bradley International Terminal and the Theme Building. In support of the development activities required in the TCM agreements, the TCM and its concession tenants anticipate at least \$160.5 million in initial premise improvements and up to another \$74.5 million in non-premise (public seating, restrooms, common area enhancements, etc.) improvements to the terminal facilities and Theme Building. The details of the investment program, by facility or area, are developed in the form of a Definitive Improvement Plan (DIP) which requires LAWA review and approval. Each DIP identifies the premises to be incorporated into the respective TCM agreement and the

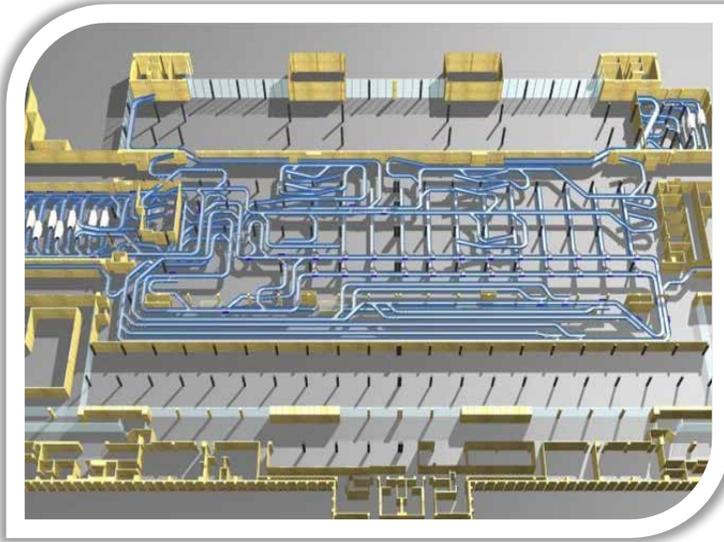
the respective TCM agreement and the cost of any related non-premises improvements. In accordance with the TCM agreements, the development and investment in non-premises improvements in the terminal facilities and Theme Building are capital assets to be acquired by LAWA subject to Board approval of each DIP.



Project Description

LAX

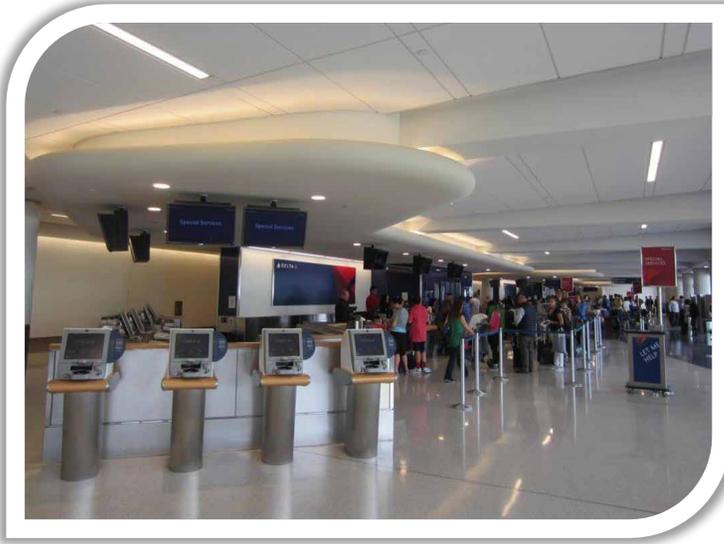
Southwest Airlines is undergoing a major renovation program for Terminal 1. These renovations include: improvements to the passenger security screening checkpoint; the design and implementation of a new inline Checked Baggage Inspection System (CBIS) and baggage sorting system; upgraded holdrooms and associated building infrastructure; refurbished arrival/baggage claim area; replacement of the passenger boarding bridges; renovations to airline support office space; and the replacement of aircraft paving sections and associated fuel hydrant pit locations.



Project Description

LAX

This project enhances and modifies the existing TBIT In-line Baggage Handling System (BHS) to provide better processing and increased throughput of baggage to accommodate future predicted growth. This will be accomplished primarily by revamping the existing layout to provide more BHS Checked Baggage Inspection room.



Project Description

LAX

Delta Air Lines is renovating Terminal 5 through a series of projects including: upgrade to the Terminal 5 Customs and Border Protection and Federal Inspection Station (CBP/FIS) processing area, construction of an in-line baggage screening facility, upgrade of the Terminal 5 Security Screening Check Point (SSCP) by reworking the queuing area, adding escalators and adding additional lanes for passenger screening, upgrade of the ticket lobby and baggage claim, upgrade the signage and wayfinding, and improvements in the gate and departure levels in Terminal 5. In addition to Delta's renovation, a phased implementation of a new concessions program in the terminal began in the fall of 2011. Overall, work in Terminal 5 includes the scope, both airline and LAWA-related, being done by Delta Air Lines, Elevator and Escalator Replacement and Concessions.



Project Description

LAX

Alaska Airlines completed an upgrade of Terminal 6 in March 2012. These upgrades include: construction of an in-line baggage screening facility project; ticket lobby renovations; construction of additional lanes for the Security Screening Check Point (SSCP); reconstruction of the Federal Inspection Services (FIS) corridor in the satellite extension; replacement of the escalators and elevators in the terminal and upgrading the departure area finishes. Major renovations to the terminals concessions areas are ongoing as part of the Tenant Concessions Management (TCM) Program.



Project Description

LAX

United Airlines is preparing a major renovation program for Terminal 7/8. These renovations include: improvements to the passenger Security Screening Check Point (SSCP); the design and implementation of a new inline Checked Baggage Inspection System (CBIS) and baggage sorting system for Terminals 7 and 8; upgraded holdrooms and associated building infrastructure; refurbished arrival/baggage claim area; replacement of the passenger boarding bridges; renovations to airline support office space; and constructing a new premium passenger lounge and support office space.

User's Guide - Budget Reports

The information provided herein is designed to furnish users of the Airport Development Group (ADG) Budget Reports with greater knowledge and a better understanding of the composition of the various components of the budget report.

Baseline Budget – For projects in Capital Budget 1, it is the estimated cost of the project as it was reported in the November 2009 report with the exception of the Crossfield Taxiway project, which is from the February 2009 Operating Statement (OS) budget report. For projects in Capital Budget 2 and 3, it is determined when the contract is awarded by the Board.

Current Budget - Is the estimated cost of the project as it was planned plus or minus any processed revisions.

Committed to Date - Is the total contractual obligation to date for the project, e.g. awarded design contracts, awarded construction contracts, authorized task orders, etc.

Incurred to Date - Is the total of invoices received to date for the project.

Estimate at Completion (EAC) - Is the latest estimate of the total cost of the project.

Variance - Is the difference between Budget minus Estimate at Completion (EAC).

(dollars in thousands)						
Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
Capital Budget 1						
Airside Element	506,810	475,668	405,932	404,708	469,905	5,763
Terminal Element:						
Bradley West Program	2,040,915	2,117,444	2,103,667	2,019,179	2,129,399	(11,955)
Elevator & Escalator Program	270,000	242,580	228,970	167,741	225,667	16,913
Utilities & Landside Element:						
Central Utility Plant Program	423,835	406,121	394,544	382,566	401,552	4,569
Infrastructure Program	8,175	13,723	13,723	13,723	13,723	0
Residential/Soundproofing Element	180,000	153,187	152,437	152,437	153,187	0
CB1-Unallocated Contingency	N/A	24,122	N/A	N/A	0	24,122
Subtotal: Capital Budget 1		3,432,845	3,299,273	3,140,354	3,393,433	39,412
Capital Budget 2						
Airside Element	51,421	44,017	42,103	41,462	42,512	1,505
Terminal Element	431,720	432,051	360,614	156,014	414,023	18,028
Utilities & Landside Element	101,642	124,369	107,504	78,687	113,834	10,535
Residential/Soundproofing Element	1,317	1,124	1,124	1,124	1,124	0
CB2-Unallocated Contingency	N/A	28,705	N/A	N/A	0	28,705
Subtotal: Capital Budget 2		630,266	511,345	277,287	571,493	58,773
Capital Budget 3						
Airside Element	237,094	237,094	187,293	74,946	220,661	16,433
Terminal Element	1,620	22,172	18,374	1,032	21,309	863
Utilities & Landside Element	26,033	29,822	22,259	15,943	27,341	2,481
Midfield Satellite Concourse Element	1,323,640	1,324,632	1,038,519	40,627	1,212,549	112,083
CB3-Unallocated Contingency	N/A	0	N/A	N/A	0	0
Subtotal: Capital Budget 3		1,613,720	1,266,445	132,548	1,481,860	131,860
Projects in Development	N/A	N/A	20,313	12,398	N/A	N/A
Report Total		5,676,831	5,097,376	3,562,587	5,446,786	N/A

Notes: 1. The Baseline Budget and Current Budget will change as scope is approved by the Board of Airport Commissioners and moves from Development to Delivery.
2. This report is for project management purposes only. Amounts shown above as "Incurred to Date" for projects may reflect aggregate amounts for multiple project components tracked in LAWA's financial system. These amounts may differ from those reflected in LAWA's accounting systems, due to the timing of expense recognition or other accounting practices, and should not be relied upon for investment purposes.

SUBCONTRACTOR UTILIZATION SUMMARY REPORT			Achieved Participation to Date*			Remarks
Firm	Contract No.	Proposed Level of Participation	SBE	DBE	M/WBE	
<u>SBE PROCURED CONTRACTS</u>						
AVB Management Partners Joint Venture	DA-4834	20.00%	32.97%	N/A	13.59%	
Griffith	DA-4948	20.00%	26.21%	N/A	N/A	
Griffith/Coffman Joint Venture	DA-4925	17.00%	1.38%	N/A	N/A	
Hill/APSI Joint Venture	DA-4828	20.00%	22.16%	N/A	N/A	
Integrated Project Control Team (IPCT) Joint Venture	DA-4829	20.00%	6.03%	N/A	N/A	
Myers & Sons/Banicki Joint Venture	DA-4879	15.00%	17.79%	N/A	N/A	
Parsons Transportation Group	DA-4835	20.00%	28.51%	N/A	N/A	
Skanska W.E. O'Neil Joint Venture	DA-4924	25.00%	13.41%	N/A	N/A	
Steve Bubalo Construction Co	DA-4926	10.00%	1.16%	N/A	N/A	
Turner/PCL Joint Venture	DA-4971	15.00%	33.28%	N/A	N/A	
W.E. O'Neil Construction	DA-4923	11.60%	21.02%	N/A	N/A	
Paslay Management Group	DA-4976	15.00%	0.00%	N/A	22.18%	
URS Corporation, Inc.	DA-4810	15.00%	10.96%	N/A	N/A	
<u>DBE PROCURED CONTRACTS</u>						
AECOM Technical Services, Inc.	DA-4260	12.00%	N/A	19.98%	N/A	
Atkins	DA-4515	24.00%	N/A	24.08%	N/A	
Clark McCarthy Joint Venture	DA-4849	18.05%	6.31%	N/A	N/A	
Fentress Architects	DA-4274	13.75%	N/A	5.96%	12.23%	
Griffith/Coffman Joint Venture	DA-4974	9.50%		0.00%		Pending First Billing
Kimley-Horn and Associates	DA-4555	5.13%	N/A	8.14%	6.11%	
Turner Construction Company	DA-4798	15.00%	0.49%	0.96%	N/A	

SUBCONTRACTOR UTILIZATION SUMMARY REPORT		Achieved Participation to Date*				Remarks
Firm	Contract No.	Proposed Level of Participation	SBE	DBE	M/WBE	
<u>M/WBE PROCURED CONTRACTS</u>						
Atkins	DA-4679	11.50%	N/A	8.92%	2.97%	
Base Architecture	DA-4713	20.00%	N/A	0.00%	26.26%	
Clark/McCarthy Joint Venture - Construction	DA-4554	16.00%	N/A	N/A	14.21%	
Clark/McCarthy Joint Venture - Design	DA-4554	20.10%	N/A	N/A	19.16%	
Gin Wong	DA-4750	20.00%	N/A	N/A	41.24%	
Gruen Associates	DA-4761	25.00%	N/A	N/A	49.95%	
HNTB Corporation	DA-4748	20.00%	N/A	2.34%	11.05%	
Parsons Transportation Group, Inc.	DA-4415	23.00%	N/A	N/A	48.11%	
Rivers & Christian	DA-4762	26.00%	N/A	N/A	27.50%	
Skidmore Owings & Merrill	DA-4822	23.00%	N/A	N/A	15.94%	
Turner Construction Company	DA-4779	15.00%	N/A	N/A	9.94%	
URS Corporation, Inc.	DA-4763	20.00%	N/A	N/A	22.15%	
W.E. O'Neil Construction Co. of California	DA-4712	9.60%	N/A	N/A	5.74%	

*Achieved Participation to Date includes progress in the pledged program and progress outside of the pledge.