

# PLANNING & DEVELOPMENT GROUP

## Executive Management Program Status Report

May 31, 2018



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# COMMONLY USED ACRONYMS

<b>ADA</b>	<i>Americans with Disabilities Act</i>
<b>AOA</b>	<i>Airfield Operations Area</i>
<b>CBP</b>	<i>Customs &amp; Border Patrol</i>
<b>CGMP</b>	<i>Component Guaranteed Maximum Price</i>
<b>CTA</b>	<i>Central Terminal Area</i>
<b>EAC</b>	<i>Estimate at Completion</i>
<b>EIR</b>	<i>Environmental Impact Report</i>
<b>FAA</b>	<i>Federal Aviation Administration</i>
<b>FIS</b>	<i>Federal Inspection Services</i>
<b>FLSS</b>	<i>Fire &amp; Life Safety Systems</i>
<b>IT</b>	<i>Information Technology</i>
<b>LADBS</b>	<i>Los Angeles Department of Building and Safety</i>

<b>LADWP</b>	<i>Los Angeles Department of Water &amp; Power</i>
<b>LAWA</b>	<i>Los Angeles World Airports</i>
<b>MSC</b>	<i>Midfield Satellite Concourse</i>
<b>NTP</b>	<i>Notice to Proceed</i>
<b>PBB</b>	<i>Passenger Boarding Bridge</i>
<b>PDG</b>	<i>Planning &amp; Development Group</i>
<b>RON</b>	<i>Remain Over Night</i>
<b>RSA</b>	<i>Runway Safety Area</i>
<b>SSCP</b>	<i>Security Screening Checkpoints</i>
<b>TBIT</b>	<i>Tom Bradley International Terminal</i>
<b>TIA</b>	<i>Time Impact Analysis</i>



## Purpose

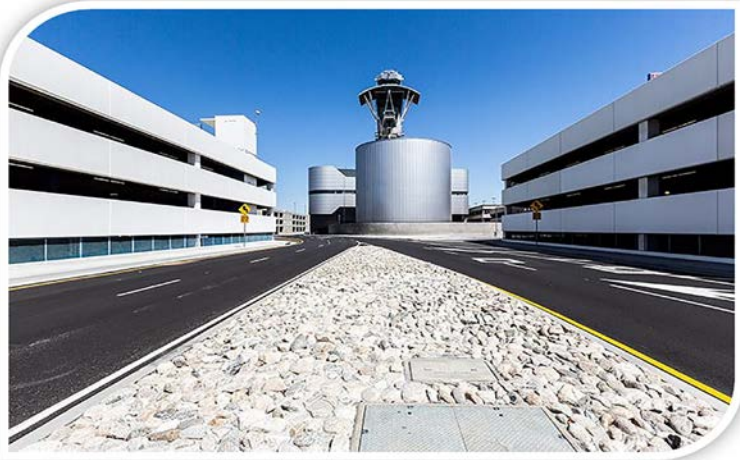
This report is a tool to provide status of the Capital Projects for the Planning & Development Group. The report is divided into Elements; and includes a status update for active projects followed by the schedule, budget and change order summary. The Program Wide tab includes the budget summary and contractor participation summary.



## 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 modernization programs; and provide airfield improvements as required by Airfield Operations, the FAA and other Federal and State regulatory agencies.





### Utilities and Landside Element

These capital improvement projects implement roadway, landside, utility and infrastructure enhancements that support the Terminal and Airport operations within the CTA and include: roadway enhancements focused on improving the passenger experience within the CTA; and landside improvements, typically related to public transportation access, warehouse and cargo areas, access roads and perimeter fencing.



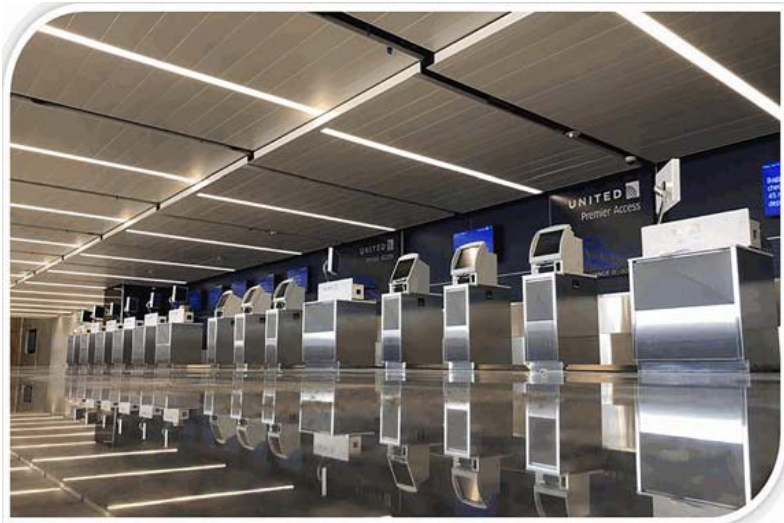
### Terminal Element

Most of LAX's terminals have served 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. The Terminals Element is focused on implementing these necessary improvements in specific terminals and/or across multiple terminals.



### MSC Element

The 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.



### Tenant Improvements Element

Many terminal improvements are managed directly by the airlines and concession stakeholders. LAWA adopts an oversight role for these improvements, ensuring that these renovations improve or enhance the customer experience, adhere to the Design and Construction Handbook and maintain strict safety and security mandates. The projects reported within this section may be in various stages, e.g. planning, design or construction.

## User's Guide – Project Status Section

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

### Projects in Planning

Projects in this category are in the Planning stage and are undergoing conceptual design. These projects are characterized by an orange-bar and each project identifies the scope of work and a narrative describing current status or issues. Once the conceptual design has sufficiently progressed, these projects will be transferred from this category into the Projects in Development or design category.

### Projects in Design

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 Construction category.

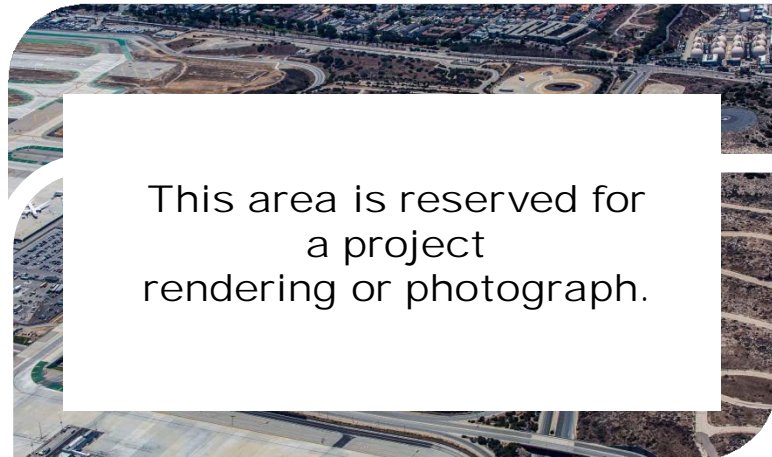
### Projects in Construction

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.

# PROJECT STATUS OVERVIEW

## Project Description

The narrative provides a summary overview of the project scope.



## Recent Project Achievements

This section highlights project achievements during the reporting period.

## Budget Status

This section discusses the project's budget performance.

## Schedule Status

The section discusses the project's schedule performance.

### Status Section

Calculated as Incurred divided by Estimate at Completion (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 and the remaining amount.  
Note: Funds not used are returned to the Program Unallocated Contingency account.

As of: November 1, 2015			
		Status	Variance to Baseline
		Completion Date	Finish (Days)
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.			

\*Costs are rounded off to the nearest dollar





## Maintenance Facility Relocation - Phase 1

This project involves the phased relocation and consolidation of five existing Facilities Maintenance and Utilities facilities and the Procurement Services Warehouse. Work includes site improvements, offices, shops, storage facilities, fleet and employee parking with electric vehicle chargers, airport operation area fencing and access post(s).

The project team is coordinating with the various stakeholders. During May 2018, new sites were presented to the Land Optimization Task Force for review and consideration.



## Taxiway C-14

The project consists of the construction of a new Taxiway C14, airside vehicle service road and the associated enabling projects that will provide unimpeded taxiway flow between the north and south airfields as well as a dual parallel taxiway capability for the North Runway complex. The project will include demolition and/or relocation of existing facilities such as Remain Over Night (RON) parking, water deluge tank, hangar facilities, electrical vault, and other infrastructures as enabling projects to facilitate the construction of Taxiway C14. Access along the existing landside roadway at Coast Guard Road and the tunnel roadway at World Way West may be affected by the construction of Taxiway C14.

During May 2018, the designer submitted the 100% design package and the project team commenced their review. The design is anticipated to complete and be ready for bidding in mid-2018.



## VNY Taxiway B Rehabilitation (Phase 1)

Taxiway A supports about 70% of the ground movement of jet aircraft at Van Nuys Airport. The existing Taxiway A and Taxiway B are deteriorating and it is no longer economical or practical to continue maintaining the pavement. This project rehabilitates the pavement, including grading, pavement markings, airfield lighting and airfield signage, where applicable.

During May 2018, the Board authorized the request to advertise for construction bids and staff commenced that process. It is anticipated that construction will begin in the third quarter of 2018.



## Runway 7R-25L Rehabilitation

This project involves the reconstruction of Runway 7R-25L, Taxiway H and associated exit taxiways deteriorated concrete pavement to extend the useful life and minimize airfield operational impacts.

During May 2018, the Board awarded the design contract for this project. Design is scheduled to complete by mid-2019.

## AIRSIDE ELEMENT PROJECTS IN DELIVERY

### Taxiway T - Phase 2

## Project Description

The Phase 2 of the Taxiway T project consists of the completion of the remaining pavement Northern Taxiway portion and utility work to achieve continuous alignment of Taxiway T between Taxiway C to the south and Taxiway D to the north.



## Recent Project Achievements

The contractor completed the work and substantial completion was declared on May 31, 2018.

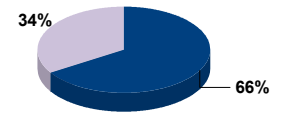
## Budget Status

The project is trending on budget.

## Schedule Status

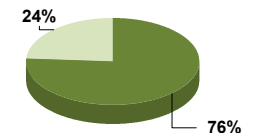
Phase 1B turnover was completed March 28, 2018 which has established a completion date of June 5, 2018. The project team successfully completed this scope of work on May 31, 2018, five (5) days early.

### Project EAC Cost



■ Cost To Date:\$9.90M  
■ Cost Remaining:\$5.10M  
Total Cost: \$15.00M

### Construction Cost

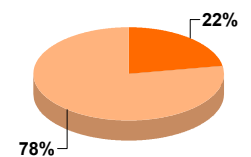


■ Incurred Cost: \$8.56M  
■ Cost Remaining: \$2.68M  
Const. Cost Total:\$11.24M

### Construction Duration

The project declared Substantial Completion on May 31, 2018.

### Contingency



■ Allocated Contingency: \$0.26M  
■ Remaining: \$0.90M  
Total Contingency: \$1.16M

As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
Taxiway T - Phase 2 (Construction)					
Taxiway T - Phase 2 - Construction NTP		Started	6-Jan-18		
Taxiway T - Phase 2 - Substantial Completion		Complete		31-May-18	5
<b>Status</b> ● Awaiting NTP ○ Target Milestone ● On-Time ● Behind Schedule ● Requires Mitigation					



# AIRSIDE ELEMENT PROJECTS IN DELIVERY

## Runway 25R Reconstruction

### Project Description

This project is a result of LAWA's decision to descope components from the Runway 7L-25R Safety Improvement and Pavement Rehabilitation Project on January 31, 2017. The repackaged scope comprises the following:

- Reconstructing a 100-foot wide keel section of Runway 25R extending from Taxiway F to Taxiway G;
- Reconstructing the 50-foot wide main wheel gear section of Runway 25R from Taxiway G to Taxiway N;
- Reconstructing the Runway 25R/Sepulveda Tunnel cap structure;
- Constructing the Taxiway B17 connection to Taxiway C; and
- Installing new airfield lighting and other miscellaneous items.



### Recent Project Achievements

The contractor completed and opened Runway 25R on May 24, 2018, prior to the Memorial Day Weekend.

Also during May 2018, the contractor progressed the Taxiway B-17 that is forecast to complete in late June 2018.

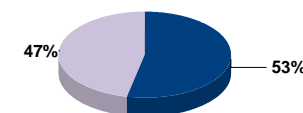
### Budget Status

The project is trending on budget.

### Schedule Status

The project is currently 19 days behind schedule, due to the delay in the Test Section construction which also impacted the runway closure start date. The project team and contractor are working to mitigate any additional delay.

#### Project EAC Cost



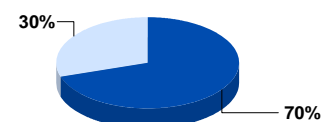
■ Cost To Date: \$28.94M  
■ Cost Remaining: \$25.28M  
Total Cost: \$54.22M

#### Construction Cost



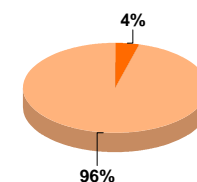
■ Incurred Cost: \$26.57M  
■ Cost Remaining: \$14.62M  
Const. Cost Total: \$41.19M

#### Construction Duration



■ Days Elapsed: 248  
■ Days Remaining: 106  
Days Total: 354

#### Contingency



■ Allocated Contingency: \$0.17M  
■ Remaining: \$3.93M  
Total Contingency: \$4.10M

As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
Runway 25R Reconstruction (Construction)					
Runway 25R Reconstruction - Construction NTP		Started	25-Sep-17		
Runway 25R Reconstruction - Substantial Completion		●		3-Jul-18	-19
<b>Status</b> ● Awaiting NTP ○ Target Milestone ● On-Time ● Behind Schedule ● Requires Mitigation					

# AIRSIDE ELEMENT PROJECTS IN DELIVERY

## Airport Surface Management System

### Project Description

The Airport Surface Management System (ASMS) will provide the essential airfield situational awareness and business intelligence needed to effectively predict, detect and respond to critical operational issues and to realize opportunities for operational improvement, such as increased taxiing efficiencies and optimized gate utilization.



As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
Airport Surface Management System (Construction)					
Airport Surface Management System - Construction NTP		Started	10-Aug-17		
Airport Surface Management System - Substantial Completion		<div></div>		30-Sep-18	-50
<div><div><div></div><div>Awaiting NTP</div></div><div><div></div><div>Target Milestone</div></div><div><div></div><div>On-Time</div></div><div><div></div><div>Behind Schedule</div></div><div><div></div><div>Requires Mitigation</div></div></div>					

### Recent Project Achievements

During May 2018, the project team completed their review of the construction drawings and submitted comments to the contractor. A pre-construction update meeting is being scheduled for June 2018. The contractor also completed the mobile application beta testing; and the project team commenced testing the initial version.

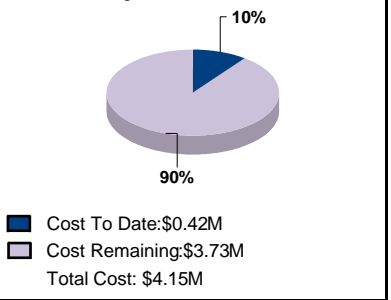
### Budget Status

The project is trending on budget. The contractor will submit pay requests as phases are completed.

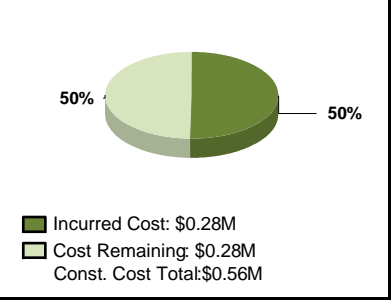
### Schedule Status

The project is currently tracking 50-days behind schedule, due to the project review and permitting process requiring more time than anticipated. The electrical permitting process is progressing and the project team and contractor are working to mitigate any additional delay.

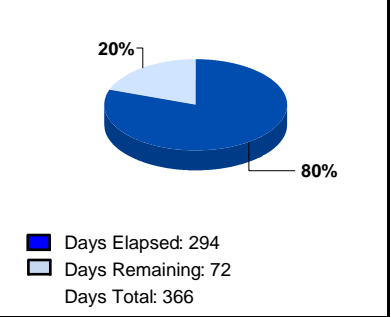
Project EAC Cost



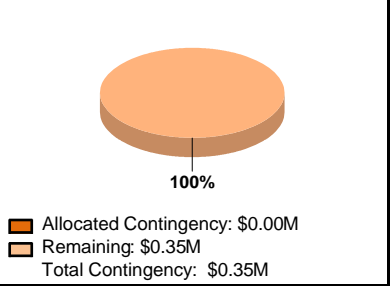
Construction Cost



Construction Duration



Contingency



# AIRSIDE ELEMENT PROJECTS IN DELIVERY BUDGET OVERVIEW AS OF: 5/31/2018

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	<b>Capital Budget 1</b>						
Closed	Taxilane 'S'	174,980	162,053	162,053	162,053	162,053	0
Closed	Taxilane 'T' - Enabling	23,564	21,726	21,726	21,726	21,726	0
Closed	Taxilane 'T' - Phase 1	56,479	50,240	50,240	50,240	50,240	0
Active	Taxilane 'T' - Phase 2	15,413	15,409	12,860	9,899	14,998	412
Closed	Qantas Hangar Demolition	27,758	18,805	18,805	18,805	18,805	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	Construction Support Facilities	14,790	0	0			0
Closed	American Airlines Settlement	27,250	21,428	21,428	21,428	21,428	0
	<b>Subtotal: Capital Budget 1</b>	<b>533,524</b>	<b>444,077</b>	<b>441,528</b>	<b>438,567</b>	<b>443,666</b>	<b>412</b>
	<b>Capital Budget 2</b>						
Closed	ONT Runway 8L/26R RSA Improvement	4,467	4,112	4,112	4,112	4,112	0
Closed	Pavement Management Program - VNY Taxilane A2 Rehabilitation and RSA Improvements	7,970	5,065	5,065	5,065	5,065	0
Closed	Pavement Management Program - VNY Taxilane A2 Rehabilitation - Phase 2	2,933	2,521	2,521	2,521	2,521	0
Closed	VNY Runway 16R Rehabilitation	20,483	17,765	17,765	17,765	17,765	0
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
	<b>Subtotal: Capital Budget 2</b>	<b>51,421</b>	<b>41,641</b>	<b>41,641</b>	<b>41,641</b>	<b>41,641</b>	<b>0</b>

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.

# AIRSIDE ELEMENT PROJECTS IN DELIVERY BUDGET OVERVIEW AS OF: 5/31/2018

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	<b>Capital Budget 3</b>						
Active	Runway 25R Reconstruction	56,207	56,207	46,643	28,937	54,219	1,988
Close-out	Runway 7L-25R Safety Area Improvements and Pavement Rehabilitation	163,151	163,151	144,133	115,892	143,497	19,653
Close-out	West Aircraft Maintenance Area	100,654	100,654	89,449	88,444	97,874	2,780
Closed	Runway 25L Safety Area Improvements and Temporary Repairs	23,745	17,244	17,244	17,244	17,244	0
Close-out	Runway 6L-24R RSA Improvements and Rehabilitation	40,371	40,371	32,552	32,082	32,552	7,819
Close-out	Runway 6R-24L Safety Area Improvements	72,324	72,324	61,900	61,531	61,900	10,424
Active	Airport Surface Management System	4,500	4,500	964	425	4,150	350
	<b>Subtotal: Capital Budget 3</b>	<b>460,952</b>	<b>454,451</b>	<b>392,885</b>	<b>344,555</b>	<b>411,436</b>	<b>43,014</b>
	<b>Airside Element: Total</b>	<b>1,045,897</b>	<b>940,169</b>	<b>876,054</b>	<b>824,763</b>	<b>896,743</b>	<b>43,426</b>

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# AIRSIDE ELEMENT PROJECTS IN DEVELOPMENT

## BUDGET OVERVIEW AS OF: 5/31/2018

(dollars in thousands)							
Status	Description	Estimate	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	<b>Projects in Development</b>						
	Taxiway C14	95,600	TBD	4,878	3,277	TBD	TBD
	VNY Taxiway A & B - Phase 1	27,020	TBD	2,055	1,883	TBD	TBD
	Runway 7R-25L Rehabilitation	62,000	TBD	0	0	TBD	TBD
	<b>Airside Element: Projects in Development</b>	<b>184,620</b>	<b>TBD</b>	<b>6,933</b>	<b>5,160</b>	<b>TBD</b>	<b>TBD</b>

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# AIRSIDE ELEMENT CHANGE ORDERS

## MONTH OF: 5/31/2018

Project Contract		Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Description
AIRSIDE ELEMENT						
DA-5227 - RUNWAY 25R RECONSTRUCTION						
5/23/2018	DA-5227	0005	\$28,887			Taxiway G RGL Installation; Base Can Joint Conflict at Taxiway G Holdbar; Additional Taxiway Night Closures; Revised Location of Taxiway Centerline Light and (No Cost Change) Sika Joint Seal in Phase 2B



## Receiving Station (RS-X) Project

This initiative will provide for a new power distribution facility and associated power distribution duct banks and infrastructure to meet the future power demands as noted in the LAX Utilities Infrastructure Plan. Additionally, this facility will significantly mitigate the power anomalies and interruptions in the LADWP power distribution system that result in power interruptions to our terminals and buildings west of Sepulveda Blvd (primarily the CTA and West side).

Staff finalized the Memorandum of Understanding between LAWA and LADWP and the Board approved it on May 3, 2018. The project team is progressing the environmental entitlement process and anticipates it will complete by the fourth quarter of 2018.



## Recycled Water Extension

This project will complete the Recycled Water (RW) piping and building connection infrastructure on the LAX campus to receive and distribute advanced treated recycled water to be produced at the Hyperion Water Reclamation Plant. Included will be the placement of 8800 feet of 12" RW piping and 1600 feet of 6" RW piping, along with the appropriate valves, meters, and system appurtenances necessary to convey advanced treated water across the LAX campus. Points of connection include, but are not limited to the Midfield Satellite Concourse, Bradley West, Central Utility Plant, Terminal 1.5, and Concourse 0.

During May 2018, the Memorandum of Agreement between LAWA, LADWP and LASAN for access to the Recycled Water Facility was approved by the Board.



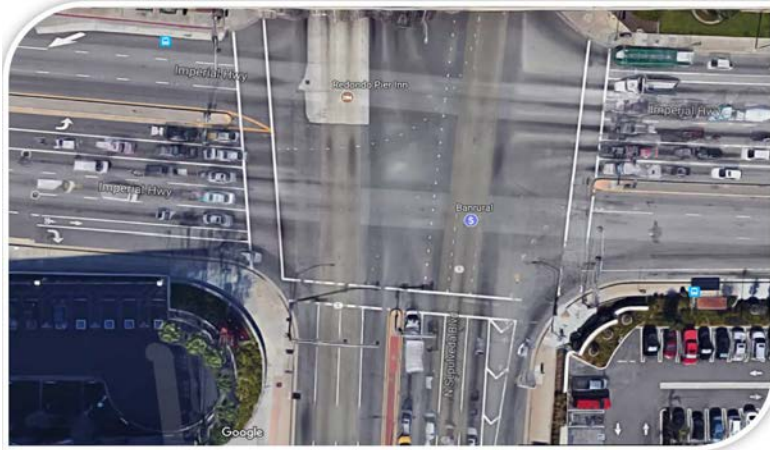
## Secured Area Access Post - Westside

This project will construct a new Secured Area Access Post (SAAP) on World Way West as a permanent replacement to Post 21 and to provide AOA access for the west side of LAX. This new SAAP will serve as a prototype for future SAAPs.

Through May 2018, the project team reviewed the 60% design package. The design activities are anticipated to complete late in the fourth quarter of 2018.



# UTILITIES & LANDSIDE ELEMENT: Projects in Design



## Bradley West Traffic Mitigation - Sepulveda Boulevard and Imperial Highway

This project will add a second northbound right turn lane on Sepulveda Boulevard at eastbound Imperial Highway in order to comply with the EIR for the Bradley West Project.

Traffic studies, preliminary design and coordination activities are underway with CalTrans to finalize the project scope and mitigate potential environmental issues. Construction is anticipated to commence by mid-2019.



## Fire Drill Facility Recommissioning

This project will return the LAX Fire Drill Training Facility to full operation for live jet fuel fire training exercises in order to comply with FAA regulations. The scope of work includes removal of the remaining two underground storage tanks, all underground fuel piping, the original wastewater pretreatment system and remaining motor control and electrical panels. New infrastructure will include above ground storage tanks for jet fuel, waste fuel, water storage and a wastewater pretreatment system. New electrical panels and a new controls system will also be installed.

Through May 2018, the project team finalized the administrative process to issue the Request for Construction Bids. It is anticipated the request for bids will be released in the third quarter of 2018.

# UTILITIES & LANDSIDE ELEMENT: Projects in Design



## CTA Exterior Pedestrian Wayfinding and Signage Project

This project seeks to enhance passenger experience throughout LAX by developing exterior wayfinding signage alternatives to create a uniform, effective signing system for pedestrians in the CTA.

The project team is finalizing the scope validation and construction phasing of the static signs and installation is scheduled to begin in the second quarter of 2018.



## Continental G.O. Building Demolition

This project involves the demolition of the former Continental Airlines General Office (G.O. Building). The scope of work includes hazardous material abatement, rectifying utilities serving adjacent facilities that are interconnected with utilities within the G.O. Building, and constructing new exterior wall skin in locations where removal of the G.O. Building will result in exposing walls of adjacent and connected buildings.

Through May 2018, the project team advanced the administrative process to issue the Request for Construction Bids. It is anticipated that construction will commence in the third quarter of 2018.

# UTILITIES & LANDSIDE ELEMENT: Projects in Design



## CTA Domestic Water Pipe Replacement

This project will implement necessary improvements to increase reliability and redundancy within the domestic water system and mitigate the existing fire flow deficiencies at Terminals 1 through 8.

The project team is validating the scope, construction delivery method assessment and coordinating with other construction efforts in and around the CTA.



## CTA Chilled Water & Heating Hot Water Distribution Rehab. - Phase 1

This project is the first phase of a larger project to remove all of the remaining asbestos-cement (AC or Transite) piping within the CTA. Phase 1 will remove the AC supply and return chilled water and heating hot water piping between the CUP and Terminal 1, and relocate them to the service access road south of the Theme Building and north on lower East Way to the same terminus. The piping will be changed to carbon steel and upsized for increased line capacity.

The project team is validating the scope, construction delivery method assessment and coordinating with other construction efforts in and around the CTA.



Project Description

This project will remodel the restroom facilities of the Lot C Bus Depot Building to meet current ADA requirements and reconstruct the access ramp between the parking lot and the building entrance to ADA standards. Related project work also includes updating the plumbing, electrical connection and fixtures in the Bus Depot.

The Bus Shelter scope is to remove and replace nine existing parking lot shelters. In addition, new shelters with solar lighting will be installed at six bus stop locations that do not currently have shelters. The project also includes procurement and installation of a separate shelter between Terminals 1 and 2 on the Departures level of the CTA. One salvaged shelter from Lot C will also be installed adjacent to the existing shelter at the employee stop.



Recent Project Achievements

The ADA construction effort at the Bus Depot is complete. The Landside Access Modernization Program team is revising the Lot C site configuration, which is reducing the number of bus shelters and changing their location.

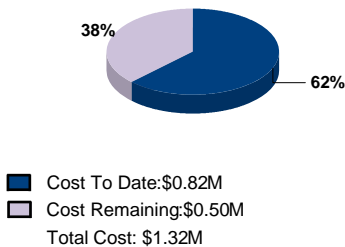
Budget Status

The project is currently over budget, due to unforeseen conditions at the Bus Depot building and additional LAWA Maintenance construction resources. This negative variance may be partially off-set by a reduction in the number of shelters that may result from the LAMP team reconfiguration of the site.

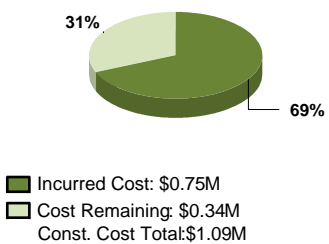
Schedule Status

The project is on hold, due to the required reconfiguration of Lot C and the coordination with the Landside Access Modernization Program team and their contractor.

Project EAC Cost



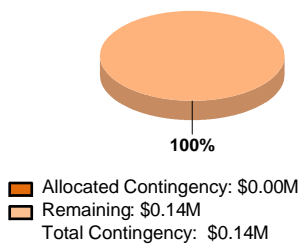
Construction Cost



Construction Duration

This project is on hold pending the reconfiguration of Lot C.

Contingency



As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
Lot C Improvements (Construction)					
Lot C Improvements - ADA Improvements - Construction NTP		Started	1-Nov-15		
Lot C Improvements - ADA Improvements - Substantial Completion		Complete		26-Feb-16	
Lot C Improvements - Bus Shelter - Construction NTP		Started	1-May-17		
Lot C Improvements - Bus Shelter - Substantial Completion		○		On Hold	
Status					
● Awaiting NTP					
○ Target Milestone					
● On-Time					
● Behind Schedule					
● Requires Mitigation					



# UTILITIES & LANDSIDE ELEMENT PROJECTS IN DELIVERY

## North Central Outfall Sewer (NCOS) Connection

### Project Description

This project will capture the storm water flow in LAX's central/southwest area know as the Imperial Watershed and meet the requirements set forth in MOU between LAWA and the Los Angeles Bureau of Sanitation (LA SAN). Scope of work includes a new connection from LAX Pershing/Imperial Detention Basin to the North Central Outfall Sewer (NCOS) Interceptor.



### Recent Project Achievements

Through May 2018, the contractor has completed 50% of the new pump station and 70% of the discharge piping system.

### Budget Status

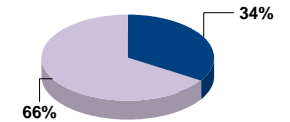
The project is trending on budget. The contractor will submit pay requests as phases are completed and the Construction Cost pie chart will be updated to reflect those payments.

### Schedule Status

The project is currently tracking to schedule, however the contractor has identified a potential delay due to contractor not having obtained a required permit to start the new junction structure work within the city easement.

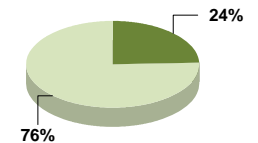
As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
North Central Outfall Sewer (NCOS) Connection (Construction)					
North Central Outfall Sewer (NCOS) Connection - Construction NTP		Started	2-Oct-17		
North Central Outfall Sewer (NCOS) Connection - Substantial Completion		●		24-Sep-18	0
<b>Status</b> ● Awaiting NTP ○ Target Milestone ● On-Time ● Behind Schedule ● Requires Mitigation					

### Project EAC Cost



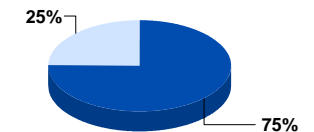
■ Cost To Date: \$3.25M  
 ■ Cost Remaining: \$6.33M  
 Total Cost: \$9.58M

### Construction Cost



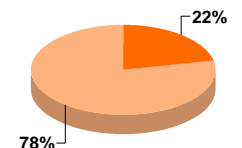
■ Incurred Cost: \$1.69M  
 ■ Cost Remaining: \$5.21M  
 Const. Cost Total: \$6.90M

### Construction Duration



■ Days Elapsed: 241  
 ■ Days Remaining: 79  
 Days Total: 320

### Contingency



■ Allocated Contingency: \$0.15M  
 ■ Remaining: \$0.53M  
 Total Contingency: \$0.68M

# UTILITIES & LANDSIDE ELEMENT PROJECTS IN DELIVERY

## CTA Departure & Arrival Levels Security Bollards Phase 2

### Project Description

The purpose of this project is to provide additional passenger security by installing approximately 1,800 K-rated (crash-rated) bollards on the Departures (779 bollards) and Arrivals (967 bollards) levels in the Central Terminal Area (CTA) and Commercial Median Islands.



### Recent Project Achievements

Through May 2018, the contractor has installed 233 bollards on the Departures level and 215 bollards on the Arrivals level.

### Budget Status

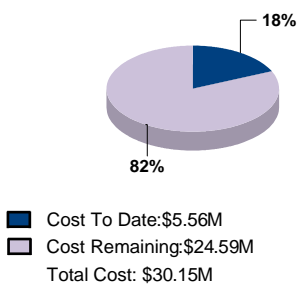
The project is trending on budget. The contractor will submit pay requests as phases are completed and the Construction Cost pie chart will be updated to reflect those payments.

### Schedule Status

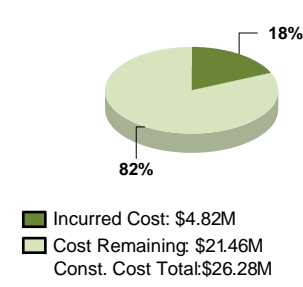
The project is tracking to schedule.

As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
CTA Departure & Arrival Levels Security Bollards Phase 2 (Construction)					
CTA Departure & Arrival Levels Security Bollards Phase 2- Construction NTP		Started	14-Feb-18		
CTA Departure & Arrival Levels Security Bollards Phase 2 - Substantial Completion		●		10-Dec-18	0
<div> <div>●</div> Awaiting NTP <div>○</div> Target Milestone <div>●</div> On-Time </div> <div> <div>●</div> Behind Schedule <div>●</div> Requires Mitigation </div>					

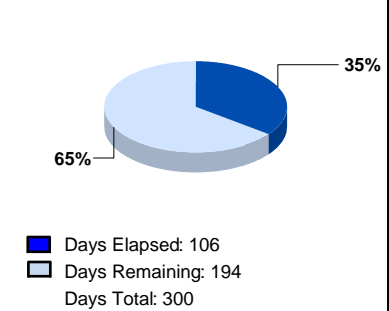
#### Project EAC Cost



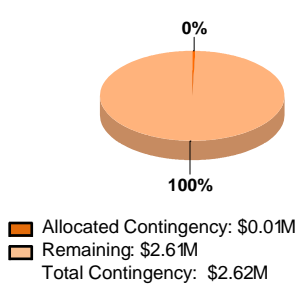
#### Construction Cost



#### Construction Duration



#### Contingency



## UTILITIES & LANDSIDE ELEMENT PROJECTS IN DELIVERY

### Drainage & Expansion Joint Seal Improvements for Parking Structures 1 & 3 - Phase 2

## Project Description

This project will repair and/or replace the expansion joint seals and drainage systems within Parking Structures 1 and 3 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.



## Recent Project Achievements

Staff completed the administrative process to establish the budget and is preparing to issue NTP on June 11, 2018.

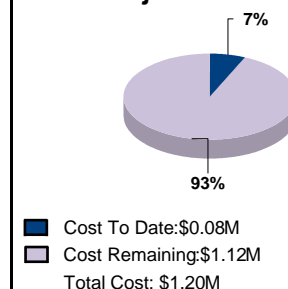
## Budget Status

The project is trending on budget.

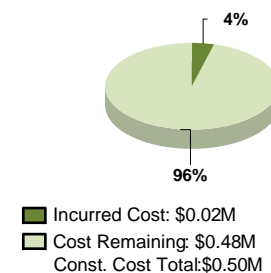
## Schedule Status

The project is tracking to schedule. The project team anticipates issuing NTP on June 11, 2018.

### Project EAC Cost



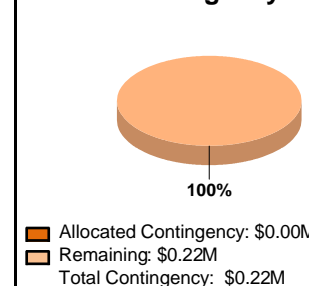
### Construction Cost



### Construction Duration

The Construction Duration pie chart will be activated once NTP is issued.

### Contingency



As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
Drainage and Expansion Joint Seal Improvements for Parking Structures 1,3 & 6 - Phase 2 (Expansion Joints) (Construction)					
Drainage and Exp. Joint Seal Imp. for Parking Structures 1,3 & 6 - Phase 2 (Expansion Joints) - Construction NTP		●	11-Jun-18		
Drainage and Expansion Joint Seal Imp. for Parking Structures 1,3 & 6 - Phase 2 (Expansion Joints) - Substantial Completion		●		10-Sep-18	
Drainage and Exp. Joint Seal Imp. for Parking Structures 1,3 & 6 - Phase 2 (Drain Cleaning) - Construction NTP		●	11-Jun-18		
Drainage and Expansion Joint Seal Imp. for Parking Structures 1,3 & 6 - Phase 2 (Drain Cleaning) - Substantial Completion		●		23-Oct-18	
<b>Status</b> ● Awaiting NTP ○ Target Milestone ● On-Time ● Behind Schedule ● Requires Mitigation					

# UTILITIES & LANDSIDE ELEMENT PROJECTS IN DELIVERY

## BUDGET OVERVIEW AS OF: 5/31/2018

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	<b>Capital Budget 1</b>						
	<b>Central Utility Plant Program</b>						
Closed	Central Utility Plant	423,835	393,730	393,730	393,730	393,730	0
	<b>Subtotal: Central Utility Plant Program</b>	<b>423,835</b>	<b>393,730</b>	<b>393,730</b>	<b>393,730</b>	<b>393,730</b>	<b>0</b>
	<b>Infrastructure Program</b>						
Closed	Airport Response Coordination Center (ARCC)	8,175	13,723	13,723	13,723	13,723	0
	<b>Subtotal: Infrastructure Program</b>	<b>8,175</b>	<b>13,723</b>	<b>13,723</b>	<b>13,723</b>	<b>13,723</b>	<b>0</b>
	<b>Subtotal: Capital Budget 1</b>	<b>432,010</b>	<b>407,453</b>	<b>407,453</b>	<b>407,453</b>	<b>407,453</b>	<b>0</b>
	<b>Capital Budget 2</b>						
	<b>Landside Program</b>						
Close-out	New Face of CTA – Phase 2	70,528	75,651	73,048	73,048	73,048	2,603
Close-out	Second Level Roadway Expansion Joint and Deck Repairs	18,900	35,442	34,923	34,923	34,923	519
Closed	Coastal Dunes Improvement Project	3,000	2,140	2,140	2,140	2,140	0
Closed	Manchester Square / Belford Demolition Program	1,981	1,249	1,249	1,249	1,249	0
Closed	Jenny Lot Site Modifications	7,233	6,725	6,725	6,725	6,725	0
	<b>Subtotal: Landside Program</b>	<b>101,642</b>	<b>121,207</b>	<b>118,085</b>	<b>118,085</b>	<b>118,085</b>	<b>3,122</b>
	<b>Subtotal: Capital Budget 2</b>	<b>101,642</b>	<b>121,207</b>	<b>118,085</b>	<b>118,085</b>	<b>118,085</b>	<b>3,122</b>

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.



# UTILITIES & LANDSIDE ELEMENT PROJECTS IN DELIVERY

## BUDGET OVERVIEW AS OF: 5/31/2018

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
<b>Capital Budget 3</b>							
Closed	Manchester Square / Belford Demolition Program - Phase 2	1,941	865	865	865	865	0
Closed	Orange Line Busway (FlyAway Site)	1,059	416	416	416	416	0
Closed	Electrical, Communications and Water Utility Ext. - 5th Feeder Project	23,033	22,354	22,354	22,354	22,354	0
Closed	Taxi Holding Lot Relocation	8,213	9,415	9,415	9,415	9,415	0
Closed	CTA - Landside Accessibility Improvements - Phase 2	7,344	5,823	5,823	5,823	5,823	0
Closed	Airport Police Dispatch Remodel	1,113	880	880	880	880	0
Closed	Building Roof Replacement - Phase 2 <sup>(3)</sup>	2,787	2,238	2,238	2,238	2,238	0
Active	Lot C Improvements	946	946	1,183	825	1,323	(377)
Closed	Construction Access Gates 21, 23 and 236	4,911	3,314	3,314	3,314	3,314	0
Closed	VNY Land Improvements - Building Demo	154	109	109	109	109	0
Close-out	CTA Departure Level Security Bollards	5,657	5,657	3,521	3,500	3,534	2,123
Close-out	Imperial Cargo Complex Water Main Replacement	9,545	9,545	7,778	5,743	6,091	3,455
Closed	FLSS Replacement - Child Care Center & Telecommunication Building	1,393	874	874	874	874	0
Closed	Roofing Replacement - Support Facilities Phase 3	832	727	727	727	727	0
Close-out	RON West Electrification Project	9,732	9,732	8,936	7,271	9,632	99
Closed	VNY Jet Center Underground Storage Tank (UST) Removal	637	371	371	371	371	0
Close-out	Drainage and Expansion Joint Seal Improvements for Parking Structures 1,3 & 6 - Phase 1	4,935	4,935	3,043	3,043	3,043	1,892
Active	Drainage and Expansion Joint Seal Improvements for Parking Structures 1 & 3 - Phase 2	1,419	1,419	555	80	1,200	219
Active	Manchester Square / Belford Demolition Program - Phase 3	9,671	9,671	7,766	6,944	8,437	1,234
Close-out	ADA Improvements - Phase 3	1,836	1,836	1,573	1,526	1,836	0
Active	North Central Outfall Sewer (NCOS) Connection	10,075	10,075	9,223	3,246	9,576	499
Active	CTA Departure & Arrival Levels Security Bollards Phase 2	32,519	32,519	27,261	5,556	30,147	2,372
<b>Subtotal: Capital Budget 3</b>		<b>139,752</b>	<b>133,721</b>	<b>118,225</b>	<b>85,120</b>	<b>122,205</b>	<b>11,516</b>
<b>Utilities &amp; Landside Element: Total</b>		<b>673,404</b>	<b>662,381</b>	<b>643,763</b>	<b>610,658</b>	<b>647,743</b>	<b>14,638</b>

- 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.  
3. This budget is for Phase II work, and does not include the Phase I cost.



## UTILITIES & LANDSIDE ELEMENT PROJECTS IN DELIVERY BUDGET OVERVIEW AS OF: 5/31/2018

(dollars in thousands)							
Status	Description	Estimate	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	<b>Projects in Development</b>						
	Recycled Water Extension	4,228	TBD	56	56	TBD	TBD
	Secured Area Access Post (SAAP) at World Way West	14,337	TBD	1,122	414	TBD	TBD
	Bradley West Traffic Mitigation - Sepulveda Boulevard and Imperial Highway	1,070	TBD	197	169	TBD	TBD
	Fire Drill Training Facility Recommissioning	6,865	TBD	1,521	813	TBD	TBD
	CTA Exterior Pedestrian Wayfinding and Signage Project	Procurement In Progress	TBD	508	171	TBD	TBD
	Continental G.O. Building Demolition	23,155	TBD	883	512	TBD	TBD
	CTA Domestic Water & Fire Water Replacement	24,054	TBD	0	0	TBD	TBD
	CTA Chilled Water & Heating Hot Water Distribution Rehab. - Phase 1	8,968	TBD	0	0	TBD	TBD
	<b>Utilities &amp; Landside Element: Projects in Development</b>	<b>82,677</b>	<b>TBD</b>	<b>4,287</b>	<b>2,135</b>	<b>TBD</b>	<b>TBD</b>

- 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.

# UTILITIES & LANDSIDE ELEMENT CHANGE ORDERS

## MONTH OF: 5/31/2018

Project Contract		Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Description
<b>UTILITIES &amp; LANDSIDE ELEMENT</b>						
<b>DA-5215 - NORTH CENTRAL OUTFALL SEWER (NCOS) CONNECTION</b>						
5/1/2018	DA-5215	0001	\$0			Time Extension to Phase 2 - 30" DIP Submittal Delays TIA #1 (CPCN 5002)
5/29/2018	DA-5215	0002	\$146,050			Access Concrete Pad per CD 0001 & TIA #02 (CCR 5000R2)
<b>DA-5074 - IMPERIAL CARGO COMPLEX WATER MAIN REPLACEMENT</b>						
5/31/2018	DA-5074	0008	(\$98,400)			Final Bid Item Quantity Adjustments (CD-0026)
5/31/2018	DA-5074	0009			(\$1,714,835)	Administrative Change Order - Unused Allowances

# TERMINAL ELEMENT PROJECTS IN DELIVERY TBIT Miscellaneous Build-out – Phase I

## Project Description

This project will provide a total of 12 additional ticket counters to the ticketing level, Aisles A & C, of Tom Bradley International Terminal along with a conveyor belt extension to accommodate the new ticket counters. There will also be additional office spaces to house future airline tenants. The installation of the extended conveyor belt & ticket counter back wall monitors/LED signs will be performed by other vendors who are not under GSD's contract.



## Recent Project Achievements

Through May 2018, the contractor completed the ticket counters and scales work and commenced the backwall monitor installation.

## Budget Status

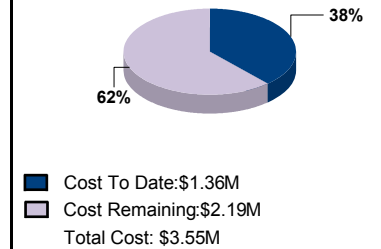
The project is trending on budget.

## Schedule Status

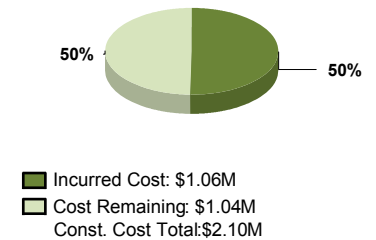
The project is tracking to schedule.

As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
TBIT Miscellaneous Build-out - Phase 1 (Construction)					
TBIT Miscellaneous Build-out - Phase 1 - Construction NTP		Started	27-Nov-17		
TBIT Miscellaneous Build-out - Phase 1 - Substantial Completion		○		30-Dec-18	
<b>Status</b> <div> <div>●</div> Awaiting NTP <div>○</div> Target Milestone <div>●</div> On-Time </div> <div> <div>●</div> Behind Schedule <div>●</div> Requires Mitigation </div>					

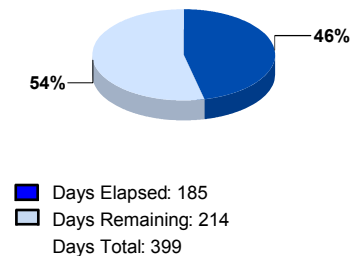
### Project EAC Cost



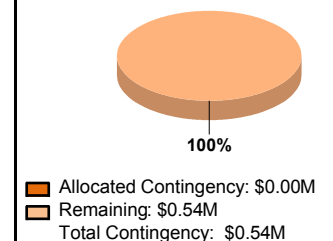
### Construction Cost



### Construction Duration



### Contingency



# TERMINAL ELEMENT PROJECTS IN DELIVERY

## Terminal Cores and APM Interfaces

## Project Description

This project will provide vertical circulation elements located on the eastern side of TBIT and the western end of the Terminal 6 headhouse and provide enhanced vertical circulation at T7 to accommodate and improve guest experience and circulation. It also provides connection to the Automated People Mover (APM) Stations and adjacent parking garages. Work includes limited Terminal demolition and renovation work to accommodate the new construction and temporary relocation of various Terminal functional operations and tenants. Other elements include structural accommodation for future baggage drops, additional office space, restrooms, and additional tenant/concession space. Additionally, the program may include possible direct access to the TSA security checkpoints in some locations.



## Recent Project Achievements

Through May 2018, two major workshops were conducted. The first workshop was a full staff review of each scope element and discipline of each project location. The second workshop was to present and advance the development of the draft Alternatives Analysis for the design of the T5.5 and TBIT Cores.

## Budget Status

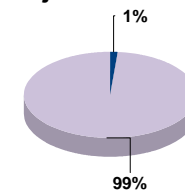
The project is trending on budget.

## Schedule Status

The project is tracking to schedule.

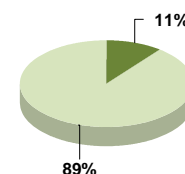
As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
Terminal Cores & APM Interface (Construction)					
Terminal Cores & APM Interface - Construction NTP		Started	26-Mar-18		
TBIT Cores & APM Interface - Substantial Completion		●		31-Mar-22	0
Terminal 5.5 Cores & APM Interface - Substantial Completion		●		31-Mar-22	0
Terminal 7 Vertical Circulation Improvements - Substantial Completion		●		31-Mar-22	0
<b>Status</b> ● Awaiting NTP    ● Target Milestone ● On-Time    ● Behind Schedule ● Requires Mitigation					

### Project EAC Cost



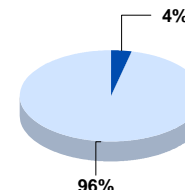
Cost To Date: \$5.19M  
Cost Remaining: \$400.33M  
Total Cost: \$405.52M

### Construction Cost



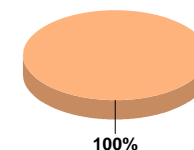
Incurred Cost: \$2.60M  
Cost Remaining: \$22.16M  
Const. Cost Total: \$24.76M

### Construction Duration



Days Elapsed: 66  
Days Remaining: 1,760  
Days Total: 1826

### Contingency



Allocated Contingency: \$0.00M  
Remaining: \$50.48M  
Total Contingency: \$50.48M

# TERMINAL ELEMENT PROJECTS IN DELIVERY

## Airport Police Station & Facilities Program

### Project Description

This Project includes the redevelopment of approximately 12 Acres at the northeast corner of Westchester Parkway and Loyola Blvd for a new Airport Police Facility (APF). The redevelopment will include a new building, a new parking structure, and a series of new indoor & outdoor functional spaces for LAWA's Airport Police Division (APD).

### Recent Project Achievements

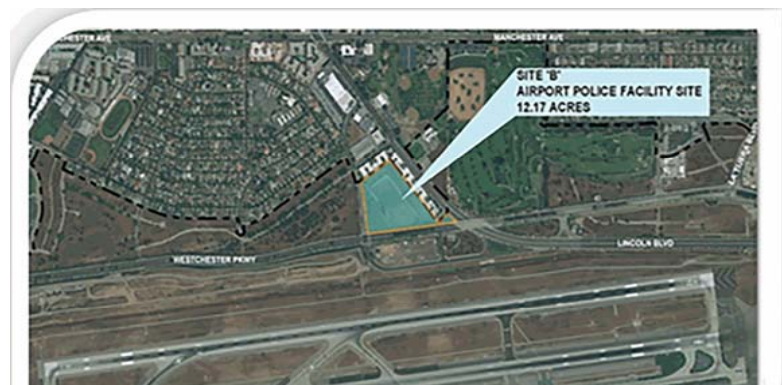
On May 3, 2018, the Board awarded the design/build construction contract and the City Council approved it on May 23, 2018.

### Budget Status

The Construction Cost pie chart will be activated once NTP is issued.

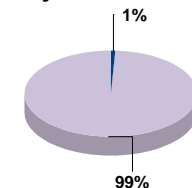
### Schedule Status

The Construction Duration pie chart will be activated once NTP is issued.



As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
Airport Police Station & Facilities Program (Construction)					
Airport Police Station & Facilities Program - Construction NTP		●	15-Jun-18		
Airport Police Station & Facilities Program - Substantial Completion		●		31-May-21	
<b>Status</b> ● Awaiting NTP ○ Target Milestone ● On-Time ● Behind Schedule ● Requires Mitigation					

#### Project EAC Cost



■ Cost To Date:\$1.55M  
 ■ Cost Remaining:\$172.98M  
 Total Cost: \$174.53M

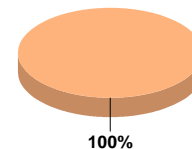
#### Construction Cost

The Construction Cost pie chart will be activated once NTP is issued.

#### Construction Duration

The Construction Duration pie chart will be activated once NTP is issued.

#### Contingency



■ Allocated Contingency: \$0.00M  
 ■ Remaining: \$24.87M  
 Total Contingency: \$24.87M



# TERMINAL ELEMENT PROJECTS IN DELIVERY

## BUDGET OVERVIEW AS OF: 5/31/2018

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	<b>Capital Budget 1</b>						
	<b>Bradley West Program</b>						
Closed	Bradley West Core Renovation/East Ramp and Concourse Demo Project	273,170	375,736	375,718	375,718	375,736	0
Close-out	Bradley West Traffic Mitigations -World Way South/Center Way	735	2,166	2,069	2,069	2,069	98
Closed	Bradley West Gates	906,474	869,332	869,332	869,332	869,332	0
Closed	Bradley West Core Improvements	808,364	818,004	818,004	818,004	818,004	0
Closed	Art In Public Places	5,360	5,360	5,360	5,360	5,360	0
Closed	New Face of CTA - Phase 1	43,270	50,783	50,783	50,783	50,783	0
Closed	Construction Traffic Mitigations	3,542	2,061	2,061	2,061	2,061	0
	<b>Subtotal: Bradley West Program</b>	<b>2,040,915</b>	<b>2,123,442</b>	<b>2,123,327</b>	<b>2,123,327</b>	<b>2,123,345</b>	<b>98</b>
	<b>Elevator &amp; Escalator Program</b>						
Close-out	Elevators and Escalators Replacement	270,000	226,026	222,558	222,120	223,730	2,296
	<b>Subtotal: Elevator &amp; Escalator Program</b>	<b>270,000</b>	<b>226,026</b>	<b>222,558</b>	<b>222,120</b>	<b>223,730</b>	<b>2,296</b>
	<b>Subtotal: Capital Budget 1</b>	<b>2,310,915</b>	<b>2,349,468</b>	<b>2,345,885</b>	<b>2,345,447</b>	<b>2,347,075</b>	<b>2,394</b>

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# **TERMINAL ELEMENT PROJECTS IN DELIVERY** **BUDGET OVERVIEW AS OF: 5/31/2018**

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	<b>Capital Budget 2</b>						
	<b>Terminal-wide Improvements</b>						
Closed	ADA Accessibility Improvements – Phase 1	2,000	4,212	4,212	4,212	4,212	0
Closed	Concessions Enabling Project	3,445	1,548	1,548	1,548	1,548	0
Close-out	Passenger Boarding Bridge Relocation	21,667	23,147	21,094	21,094	21,094	2,054
Close-out	Terminal MPOE and IT Room Expansion	25,943	27,303	26,130	25,899	26,649	654
Closed	Fire Life Safety System Upgrades T1 & T2	5,300	3,210	3,210	3,210	3,210	0
	<b>Subtotal: Terminal-wide Improvements</b>	<b>58,355</b>	<b>59,420</b>	<b>56,194</b>	<b>55,963</b>	<b>56,713</b>	<b>2,708</b>
	<b>Terminal 2</b>						
Close-out	Terminal 2 Improvements <ul style="list-style-type: none"> <li>• Electric meter reading</li> <li>• Electrical Systems / AHU Replacement</li> <li>• Ticket / Bag Claim / FIS renovation</li> <li>• IT Infrastructure / Paging</li> <li>• SSCP Improvements</li> </ul>	204,914	189,914	177,488	162,324	182,670	7,244
	<b>Subtotal: Terminal 2</b>	<b>204,914</b>	<b>189,914</b>	<b>177,488</b>	<b>162,324</b>	<b>182,670</b>	<b>7,244</b>
	<b>Terminal 3</b>						
Closed	Terminal 3 Improvements <ul style="list-style-type: none"> <li>• FLSS/ADA/Nursing Room/Other</li> </ul>	6,130	2,722	2,722	2,722	2,722	0
Closed	• Terminal 3 Backfill Project	5,846	6,569	6,569	6,569	6,569	0
	<b>Subtotal: Terminal 3</b>	<b>11,976</b>	<b>9,291</b>	<b>9,291</b>	<b>9,291</b>	<b>9,291</b>	<b>0</b>
	<b>Terminal 4</b>						
Close-out	Terminal 4 Connector Building	114,318	114,496	113,178	112,522	113,388	1,109
	<b>Subtotal: Terminal 4</b>	<b>114,318</b>	<b>114,496</b>	<b>113,178</b>	<b>112,522</b>	<b>113,388</b>	<b>1,109</b>

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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# **TERMINAL ELEMENT PROJECTS IN DELIVERY** **BUDGET OVERVIEW AS OF: 5/31/2018**

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	<b><i>Tom Bradley International Terminal</i></b>						
Closed	TBIT EDS OS1 and OS2	3,187	2,904	2,904	2,904	2,904	0
	<b><i>Subtotal: Tom Bradley International Terminal</i></b>	<b>3,187</b>	<b>2,904</b>	<b>2,904</b>	<b>2,904</b>	<b>2,904</b>	<b>0</b>
	<b><i>Terminal 6</i></b>						
Close-out	Terminal 6 Improvements • Terminal 6 Electrical Upgrades Project	32,627	29,627	28,134	24,868	26,704	2,923
	<b><i>Subtotal: Terminal 6</i></b>	<b>32,627</b>	<b>29,627</b>	<b>28,134</b>	<b>24,868</b>	<b>26,704</b>	<b>2,923</b>
	<b><i>Terminal 7 / 8</i></b>						
Closed	Terminal 7 Restroom Enhancements	6,159	599	599	599	599	0
	<b><i>Subtotal: Terminal 7 / 8</i></b>	<b>6,159</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>599</b>	<b>0</b>
	<b><i>Subtotal: Capital Budget 2</i></b>	<b>431,536</b>	<b>406,251</b>	<b>387,788</b>	<b>368,471</b>	<b>392,269</b>	<b>13,984</b>
	<b><i>Capital Budget 3</i></b>						
Close-out	Elevators and Escalators Replacement	0	18,574	18,495	18,495	18,495	79
Closed	Bradley West Core Renovation/East Ramp and Concourse Demo Project	0	8,665	8,665	8,665	8,665	0
Active	TBIT Miscellaneous Buildout - Phase 1	3,982	3,982	2,986	1,361	3,549	432
	<b><i>Terminal-wide Improvements</i></b>						
Closed	Nursing Rooms & Pet Relief Areas	1,620	1,679	1,679	1,679	1,679	0
Close-out	Terminal Fire Life Safety (FLS) System Improvements	15,133	15,133	12,994	10,892	14,248	885
Close-out	CTX UPS Power Reliability for Sensitive Equipment	987	987	814	683	907	80
Close-out	Theme Building Tenant Enabling Project	5,000	5,000	4,177	4,177	4,562	438
Active	Terminal Cores & APM Interface	456,000	456,000	28,077	5,187	405,520	50,480
Active	Airport Police Station & Facilities Program	197,302	197,302	2,143	1,552	174,532	22,770
	<b><i>Subtotal: Terminal-wide Improvements</i></b>	<b>676,042</b>	<b>676,101</b>	<b>49,884</b>	<b>24,170</b>	<b>601,448</b>	<b>74,653</b>
	<b><i>Subtotal: Capital Budget 3</i></b>	<b>680,024</b>	<b>707,322</b>	<b>80,030</b>	<b>52,691</b>	<b>632,157</b>	<b>75,164</b>
	<b><i>Terminal Element: Total</i></b>	<b>3,422,475</b>	<b>3,463,041</b>	<b>2,813,703</b>	<b>2,766,609</b>	<b>3,371,501</b>	<b>91,542</b>

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# **TERMINAL ELEMENT PROJECTS IN DELIVERY** **BUDGET OVERVIEW AS OF: 5/312018**

(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						
	None at present						
	Terminal Element: Projects in Development	0	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.

TERMINAL ELEMENT CHANGE  
 ORDERS MONTH OF: 5/31/2018

Project Contract	Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Description
TERMINAL ELEMENT					
None this reporting period.					



# MSC ELEMENT PROJECTS IN DELIVERY

## Midfield Satellite Concourse (North Gates)

## Project Description

The 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. Part A, the North Concourse, includes 9 wide body gates. Part B, the North Extension, includes 2 wide body gates and Part C, the South Concourse, includes 8 wide body gates. The scope of the MSC project includes the construction of Part A, Part B, and 1 gate of Part C for a total of 12 gates. A Passenger Tunnel and Gateway Building will connect the MSC to the TBIT. A separate Baggage/Utility Tunnel will also be constructed between the MSC and TBIT. New aprons will be constructed on both sides of the MSC and Taxiway C12 will be constructed west of the MSC.



## Recent Project Achievements

Through May 2018, the contractor has completed 30% of the roofing, 40% of the curtain wall and commenced steel erection in the concourse core area.

## Budget Status

The project is trending on budget. Negotiation efforts are underway for the DWP Substation and Future Gate Compatibility change orders. It is anticipated that these change orders will be presented to the Board in July 2018. The team is also working on a no-cost allowance reallocation change order, addressing potential HazMat remediation in the passenger tunnel footprint.

## Schedule Status

The project is 46 calendar days delayed, which is an improvement of 13 days from last month. The critical path has now shifted from the MSC core foundations and steel to the Taxiway T third party construction. The project team and contractor are reviewing approaches to recover portions of that delay and to mitigate any additional delay.

As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
Midfield Satellite Concourse - North Gates (Construction)					
MSC North Gates - NTP Phase 1		Started	1-Apr-15		
MSC North Gates - Substantial Completion		●		29-Feb-20	-46
MSC North Gates - Final Acceptance		●		5-Sep-20	-46
<b>Status</b> ● Awaiting NTP    ● Target Milestone ● On-Time        ● Behind Schedule ● Requires Mitigation					

### Project EAC Cost



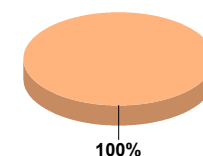
### Design/Constr. Cost



### Design/Constr. Duration



### Contingency



# MSC ELEMENT PROJECTS IN DELIVERY

## MSC/BW Baggage Optimization Project

### Project Description

The Baggage Optimization Project (BOP) is aimed at providing a simple comprehensive baggage solution for both the MSC and TBIT, with additional makeup capacity, enhanced operations and redundancy, and an integrated distribution system. This project constructs the infrastructure elements for BOP; the baggage handling system will be designed and installed under a tenant lease agreement.



### Recent Project Achievements

In May 2018, all metal decking work was completed at the North BHS Structure site and slab on metal deck was placed for half of the Apron Level. In addition, all MEP trades as well as the Baggage Handling contractor began installation of hangars for overhead utilities on the Apron Level. At the Far East Tunnel, slab and wall work continued in the western half of the tunnel in the Gate 131 area.

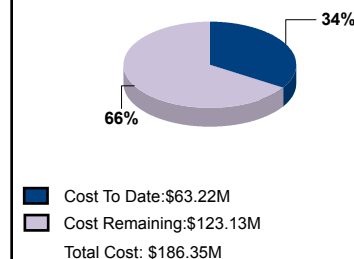
### Budget Status

The project is trending on budget.

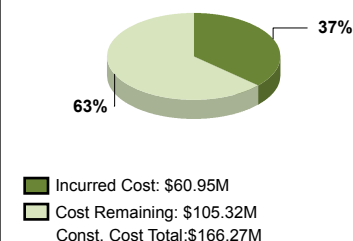
### Schedule Status

The project is 47 calendar days delayed, due to continued impacts of unforeseen conditions. The project team and contractor are reviewing approaches to recover portions of that delay and to mitigate any additional delays.

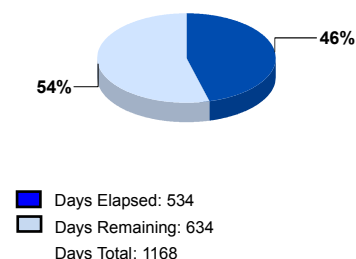
#### Project EAC Cost



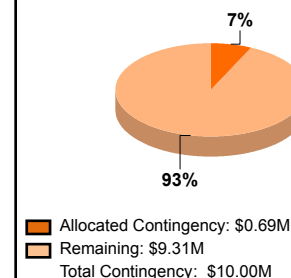
#### Construction Cost



#### Construction Duration



#### Contingency



As of: May 31		Status	Construction Start	Construction Finish	Variance to BL Finish
MSC/BW - Baggage Optimization Program (Construction)					
MSC/BW - Baggage Optimization Program - Construction NTP		Started	13-Dec-16		
MSC/BW - Baggage Optimization Program - Far East, Mixing Box, North BHS Structure, and BW Interface		●		14-Jan-20	0
MSC/BW - Baggage Optimization Program - North BHS Tunnel - Substantial Completion		●		10-Apr-20	-47
<b>Status</b> ● Awaiting NTP    ● Target Milestone    ● Behind Schedule ● On-Time    ● Requires Mitigation					

## MSC ELEMENT PROJECTS IN DELIVERY BUDGET OVERVIEW AS OF: 5/31/2018

(dollars in thousands)							
Status	Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	<b>Capital Budget 3</b>						
Closed	MSC Enabling Project	75,982	59,127	59,127	59,127	59,127	0
Active	MSC North Gates	1,248,650	1,427,727	1,265,019	545,657	1,363,736	63,991
Active	MSC/BW Baggage Optimization Project	195,088	195,088	169,622	63,224	186,355	8,733
	<b>Subtotal: Capital Budget 3</b>	<b>1,519,720</b>	<b>1,681,942</b>	<b>1,493,768</b>	<b>668,008</b>	<b>1,609,218</b>	<b>72,724</b>
	<b>MSC Element: Total</b>	<b>1,519,720</b>	<b>1,681,942</b>	<b>1,493,768</b>	<b>668,008</b>	<b>1,609,218</b>	<b>72,724</b>

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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# MSC ELEMENT CHANGE ORDERS

## MONTH OF: 5/31/2018

Project Contract		Change Order No	< \$150K	\$150K - \$1Mil	> \$1Mil	Description
<b>MSC ELEMENT</b>						
<b>DA-4971 - MIDFIELD SATELLITE CONCOURSE NORTH (MSC) (DA-4971)</b>						
5/1/2018	DA-4971	0053		\$361,637		Tie-In to LADWP MH 9500-R for MSC Temp Power
5/1/2018	DA-4971	0058		\$212,003		MSC Communication Duct Bank Changes
5/1/2018	DA-4971	0070	\$37,573			BOP-FET- Move Pile #140 1ft. To The North
5/11/2018	DA-4971	0072	\$23,168			Fireproofing Inefficiencies
5/24/2018	DA-4971	0073	\$16,300			Water Blast the Side Existing Concrete Pavement Panels within Taxiway T Phase 1A
5/16/2018	DA-4971	0074	\$16,564			BOP FET - Removal of Concrete Obstructions
5/18/2018	DA-4971	0075	(\$7,075)			Modifications to Emergency Visual Paging Monitors
5/22/2018	DA-4971	0076	\$24,374			BOP - Unforeseen 2in Copper Line at Far East
5/22/2018	DA-4971	0077	\$13,518			BOP FET - Unknown 48in Storm Drain Line
5/23/2018	DA-4971	0078	\$6,026			Remove Unforeseen Concrete Backfill Around Storm Drain Lateral
5/23/2018	DA-4971	0079	\$3,089			BOP FET - 24in Storm Drain at Pile 137
5/29/2018	DA-4971	0080	\$2,944			Survey Costs for Group III Aircraft Study
5/29/2018	DA-4971	0081	\$22,709			Field Verification of Existing Domestic Water & Fire Water Utilities on Coast Guard Road
5/23/2018	DA-4971	0082	\$17,261			MSC BHS Doghouse East Wall Relocation
5/23/2018	DA-4971	0083	\$5,584			BOP FET - Remove Sump Pit and Sump In Area 2
5/24/2018	DA-4971	0085	\$19,558			BOP FET - Striping Around VSR Reconfiguration
5/23/2018	DA-4971	0086	\$74,729			MSC Additional Power Allocation for BHS



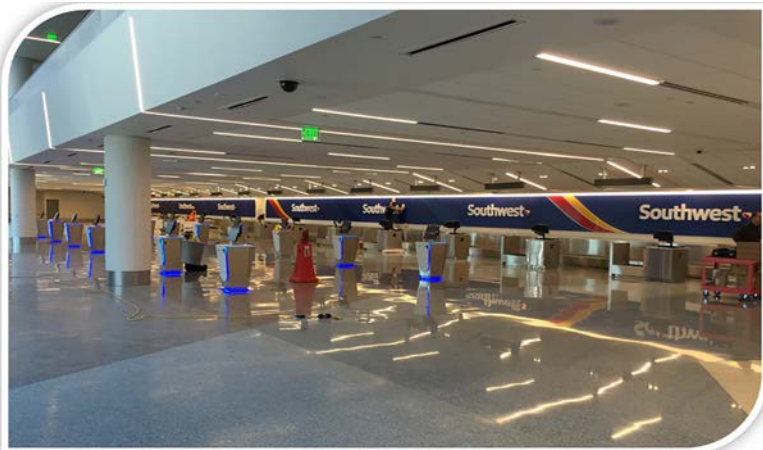
# TENANT IMPROVEMENT: Projects in Delivery



## Terminal Commercial Management (TCM)

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, TBIT and the Theme Building. 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.

The Terminal 1 Concessions project is ongoing through the third quarter of 2018.



## Terminal 1

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 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.

During May 2018, the contractor completed work at the arrivals level VIP Information Booth and it was opened for service. Work at the Central Ticketing escalator is nearing completion and commissioning activities are expected to commence in 2018. Substantial completion for this project has been impacted by four months due to apron pavement changes required to implement the Terminal 1.5 program. The overall project is anticipated to be complete in the fourth quarter of 2018.

# TENANT IMPROVEMENT: Projects in Delivery



## Terminal 1.5 Program

This project provides a vertical core terminal between Terminal 1 and Terminal 2, also a facility to process passengers; including new ticketing areas, and passenger / baggage screening capabilities. Work includes a baggage claim facility, secure and non-secure connections between Terminals 1 and 2, along with a bus port to provide airside connection to other terminals and additional office space.

Through May 2018, the contractor commenced the Terminal 1 East demolition activities.



## Terminal 2 and 3 Renovation

This program includes minimum improvements to T2, T3, T5, T6, and TBIT in order to relocate the airlines currently located in T2 and T3 to T5, T6 and TBIT; and relocate Delta from T5 and T6 to T2 and T3. Scope includes improvements to public spaces, bus gates, ticketing space, IT, support and office space, airline club, gating reconfigurations and new PBB at TBIT and relocation of airlines.

During May 2018, the contractor continues addressing deviations and the testing and commissioning activities. The project schedule has been impacted by contractor productivity issues and the move program completion date is revised to the second quarter of 2018.

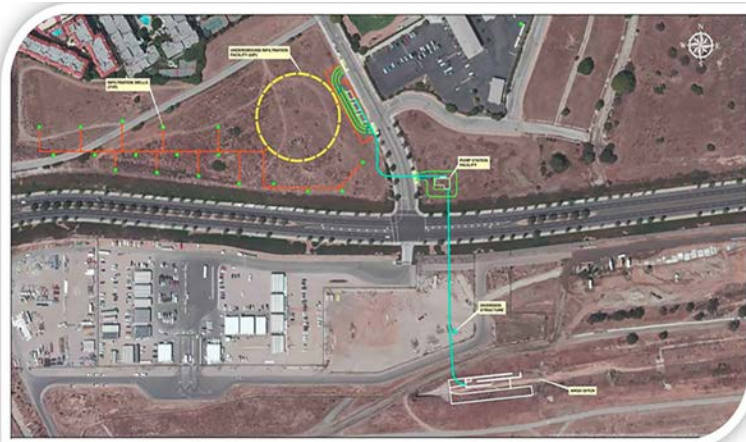
# TENANT IMPROVEMENT: Projects in Delivery



## Terminal 7 and 8

United Airlines is preparing a major renovation program for Terminal 7 and 8. These renovations include: improvements to the passenger SSCP; the design and implementation of a new inline 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 lounge and support office space.

Through May 2018, all holdrooms in Terminals 7 and 8 are open. Also, the art gallery above the United Airlines East Ticketing areas was opened. Additional scope was added to the overall redevelopment program, which has impacted the schedule. The anticipated completion is revised to the third quarter of 2018.



## Proposition O - Argo Drain Sub-basin Facility

This project will assist the City in complying with the Santa Monica Bay Beaches Wet Weather Bacteria Total Maximum Daily Load regulations, and LAWA's compliance with Industrial General Permit, MS4 Permit and Low Impact Development requirements. Stormwater flows will be diverted and captured from two existing stormdrain systems. The diverted runoff will be treated through the implementation of different elements including a clarifier and Underground Infiltration Gallery. The treated flows will eventually infiltrate into the soil.

This project is managed by the Los Angeles Bureau of Engineering and is in the contract procurement phase. The funding increase discussion is anticipated to complete in the second quarter of 2018 and NTP is anticipated to be executed immediately after.



## TENANT IMPROVEMENT PROJECTS IN DELIVERY BUDGET OVERVIEW AS OF: 5/31/2018

(dollars in thousands)							
Status	Description	Estimate	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
	<b>Tenant Improvement</b>						
	Terminal 1 (Southwest)	521,163	TBD	521,163	334,513	TBD	TBD
	Terminal 1.5 Program	492,173	TBD	492,173	1,399	TBD	TBD
	Terminal 2 and 3 Renovation	1,442,678	TBD	1,442,678	4,678	TBD	TBD
	Terminal 7 and 8	565,678	TBD	565,678	414,444	TBD	TBD
	Proposition O - Argo Drain Sub-basin Facility	7,600	TBD	TBD	TBD	TBD	TBD
	<b>Terminal Element: Projects in Development</b>	3,029,292	TBD	3,021,692	755,034	TBD	TBD

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## **User's Guide - Budget Reports**

The information provided herein is designed to furnish users of the Planning and Development Group (PDG) 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, and Taxilane T Phase 2, which is based on the Board award value. 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 Current Budget minus Estimate at Completion (EAC).



# PROGRAM COST SUMMARY BUDGET OVERVIEW

## AS OF: 5/31/2018

(dollars in thousands)						
Description	Baseline Budget	Current Budget	Committed to Date	Incurred to Date	Estimate at Completion (EAC)	Variance (Current Budget-EAC)
<b>Capital Budget 1</b>						
Airside Element	533,524	444,077	441,528	438,567	443,666	411
Terminal Element:						
Bradley West Program	2,040,915	2,123,442	2,123,327	2,123,327	2,123,345	97
Elevator & Escalator Program	270,000	226,026	222,558	222,120	223,730	2,296
Utilities & Landside Element:						
Central Utility Plant Program	423,835	393,730	393,730	393,730	393,730	0
Infrastructure Program	8,175	13,723	13,723	13,723	13,723	0
Residential/Soundproofing Element	180,000	153,377	153,377	153,377	153,377	0
CB1-Unallocated Contingency	N/A	78,466	N/A	N/A	0	78,466
<b>Subtotal: Capital Budget 1</b>		<b>3,432,842</b>	<b>3,348,243</b>	<b>3,344,844</b>	<b>3,351,571</b>	<b>81,270</b>
<b>Capital Budget 2</b>						
Airside Element	51,421	41,641	41,641	41,641	41,641	0
Terminal Element	431,536	406,251	387,788	368,471	392,269	13,982
Utilities & Landside Element	101,642	121,207	118,085	118,085	118,085	3,122
Residential/Soundproofing Element	1,317	1,124	1,124	1,124	1,124	0
CB2-Unallocated Contingency	N/A	62,901	N/A	N/A	0	62,901
<b>Subtotal: Capital Budget 2</b>		<b>633,124</b>	<b>548,638</b>	<b>529,321</b>	<b>553,119</b>	<b>80,005</b>
<b>Capital Budget 3</b>						
Airside Element	460,952	454,451	392,885	344,555	411,436	43,015
Terminal Element	680,024	707,322	80,030	52,691	632,157	75,165
Utilities & Landside Element	139,752	133,721	118,225	85,120	122,205	11,516
Midfield Satellite Concourse Element	1,519,720	1,681,942	1,493,768	668,008	1,609,218	72,724
CB3-Unallocated Contingency	N/A	33,755	N/A	N/A	0	33,755
<b>Subtotal: Capital Budget 3</b>		<b>3,011,191</b>	<b>2,084,908</b>	<b>1,150,374</b>	<b>2,775,016</b>	<b>236,175</b>
Projects in Development	N/A	N/A	11,220	7,295	N/A	N/A
<b>Report Total</b>		<b>7,077,158</b>	<b>5,993,009</b>	<b>5,031,834</b>	<b>6,679,706</b>	<b>N/A</b>

- 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.

**SBE / LBE / DBE / MWBE REPORT**  
**AS OF: 5/31/2018**

	Contract No.	Pledged Level of Participation	Achieved Participation to Date					Remarks
			SBE	DBE	M/WBE	LBE	LSBE	
SBE PROCURED CONTRACTS								
AMEC Foster Wheeler Environment & Infrastructure, Inc.	DA-5253	25.00%	22.36%	N/A	N/A	N/A	N/A	See Note 1
AVB Management Partners Joint Venture	DA-4834	20.00%	36.08%	N/A	N/A	N/A	N/A	
Berg & Associates Inc.	DA-5130	100.00%	100.00%	N/A	N/A	N/A	N/A	
Burns & McDonnell	DA-5005	18.50%	18.62%	N/A	N/A	N/A	N/A	
CalTrop Corporation	DA-5099	15.00%	16.38%	N/A	N/A	N/A	N/A	
CMTS, LLC	DA-5131	100.00%	100.00%	N/A	N/A	N/A	N/A	
Construction Management Solutions (Quest Project Controls)	DA-5127	100.00%	100.00%	N/A	N/A	N/A	N/A	
DWL Architects + Planners, Inc.	DA-5203	45.00%	15.50%	N/A	N/A	N/A	N/A	See Note 1
E.K. Associates	DA-5208	100.00%	100.00%	N/A	N/A	N/A	N/A	
Hill/APSI Joint Venture	DA-5129	49.00%	49.00%	N/A	N/A	N/A	N/A	
HKS Architects, Inc.	DA-5205	20.00%	65.00%	N/A	N/A	N/A	N/A	
Integrated Project Control Team (IPCT) Joint Venture	DA-5128	100.00%	100.00%	N/A	N/A	N/A	N/A	
Jacobs Project Management	DA-5133	30.00%	39.00%	N/A	N/A	N/A	N/A	
Jacobsen/Daniels Associates, LLC	DA-5134	100.00%	100.00%	N/A	N/A	N/A	N/A	
Kleinfelder Inc.	DA-5254	27.00%	0.00%	N/A	N/A	N/A	N/A	See Note 1
Lea + Elliott, Inc.	DA-5132	20.00%	46.06%	N/A	N/A	N/A	N/A	
Leigh Fisher	DA-4982	20.00%	40.20%	N/A	N/A	N/A	N/A	
M. Arthur Gensler & Associat	DA-5006	25.00%	39.43%	N/A	N/A	N/A	N/A	
*M. Arthur Gensler & Associates	DA-5204	20.00%	N/A	N/A	N/A	N/A	N/A	
Myers & Sons-Griffith, A Joint Venture	DA-5182	19.63%	8.03%	N/A	N/A	N/A	N/A	See Note 1
Parsons Transportation Group	DA-5135	42.00%	22.41%	N/A	N/A	N/A	N/A	See Note 2
Paul Murdoch Architects	DA-5202	100.00%	100.00%	N/A	N/A	N/A	N/A	
Ricondo & Associates, Inc.	DA-5007	22.00%	25.74%	N/A	N/A	N/A	N/A	
Rivers & Christian	DA-5201	100.00%	100.00%	N/A	N/A	N/A	N/A	
Simpson & Simpson Management Consulting, Inc.	DA-5136	30.00%	100.00%	N/A	N/A	N/A	N/A	
Smith-Emery Company	DA-5255	15.00%	11.00%	N/A	N/A	N/A	N/A	See Note 1

Notes:

\* New Contract - or - data may not have been submitted yet.

1. Early stages of project; Business Enterprise (BE) achievement expected to increase over contract term.
2. Contract recently amended on April 5, 2018 and LAWA Procurement Services Division (PSD) is actively monitoring BE activity.

**SBE / LBE / DBE / MWBE REPORT**  
**AS OF: 5/31/2018**

	Contract No.	Pledged Level of Participation	Achieved Participation to Date					Remarks
			SBE	DBE	M/WBE	LBE	LSBE	
Steve Bubalo Construction Co.	DA-5215	15.00%	<b>100.00%</b>	N/A	N/A	N/A	N/A	
Sully-Miller	DA-5074	15.30%	<b>24.00%</b>	N/A	N/A	N/A	N/A	
T.Y. Lin International	DA-5050	23.75%	<b>19.73%</b>	N/A	N/A	N/A	N/A	See Note 3
Turner/PCL Joint Venture	DA-4971	15.00%	<b>18.98%</b>	N/A	N/A	N/A	N/A	
Vanir I ASL	DA-5137	23.00%	<b>70.87%</b>	N/A	N/A	N/A	N/A	
<b>DBE PROCURED CONTRACTS</b>								
Granite Construction Company	DA-5227	6.32%	N/A	<b>3.98%</b>	N/A	N/A	N/A	See Note 4
Griffith Company	DA-5206	5.20%	N/A	<b>5.55%</b>	N/A	N/A	N/A	
Griffith-Coffman JV	DA-5051	10.58%	N/A	<b>11.45%</b>	N/A	N/A	N/A	
HNTB Corporation	DA-5162	16.00%	N/A	<b>17.00%</b>	N/A	N/A	N/A	
RS&H California, Inc.	DA-5173	16.00%	N/A	<b>22.00%</b>	N/A	N/A	N/A	
Taft Electric Company	DA-5121	15.00%	N/A	<b>17.07%</b>	N/A	N/A	N/A	
<b>LBE PROCURED CONTRACTS</b>								
AMEC Foster Wheeler Environment & Infrastructure, Inc.	DA-5253	15.00%	N/A	N/A	N/A	<b>N/A</b>	N/A	See Note 1
E.K. Associates	DA-5208	100.00%	N/A	N/A	N/A	<b>100.00%</b>	N/A	
Kleinfelder Inc.	DA-5254	10.00%	N/A	N/A	N/A	<b>N/A</b>	N/A	See Note 1
Myers & Sons-Griffith, A Joint Venture	DA-5182	12.50%	N/A	N/A	N/A	<b>1.59%</b>	N/A	See Note 5
Smith-Emery Company	DA-5255	7.00%	N/A	N/A	N/A	<b>N/A</b>	N/A	See Note 1
Steve Bubalo Construction Co.	DA-5215	5.00%	N/A	N/A	N/A	<b>100.00%</b>	N/A	
<b>LSBE PROCURED CONTRACTS</b>								
AMEC Foster Wheeler Environment & Infrastructure, Inc.	DA-5253	15.00%	N/A	N/A	N/A	N/A	<b>N/A</b>	See Note 1
Kleinfelder Inc.	DA-5254	7.00%	N/A	N/A	N/A	N/A	<b>N/A</b>	See Note 1
Myers & Sons-Griffith, A Joint Venture	DA-5182	7.49%	N/A	N/A	N/A	N/A	<b>1.47%</b>	See Note 1
Smith-Emery Company	DA-5255	4.00%	N/A	N/A	N/A	N/A	<b>N/A</b>	See Note 1
Steve Bubalo Construction Co.	DA-5215	3.00%	N/A	N/A	N/A	N/A	<b>100.00%</b>	
<b>M/WBE PROCURED CONTRACTS</b>								
Skidmore Owings & Merrill	DA-4822	23.00%	N/A	N/A	<b>19.97%</b>	N/A	N/A	See Note 3

Notes:

\* New Contract - or - data may not have been submitted yet.

1. Early stages of project; Business Enterprise (BE) achievement expected to increase over contract term.
2. Contract recently amended on April 5, 2018 and LAWA Procurement Services Division (PSD) is actively monitoring BE activity.
3. Firm is actively progressing in their SBE achievement to meet pledged goal.
4. PDG is working with Firm and PSD to achieve BE pledge.
5. Participation is anticipated to increase toward the latter part of the contract.