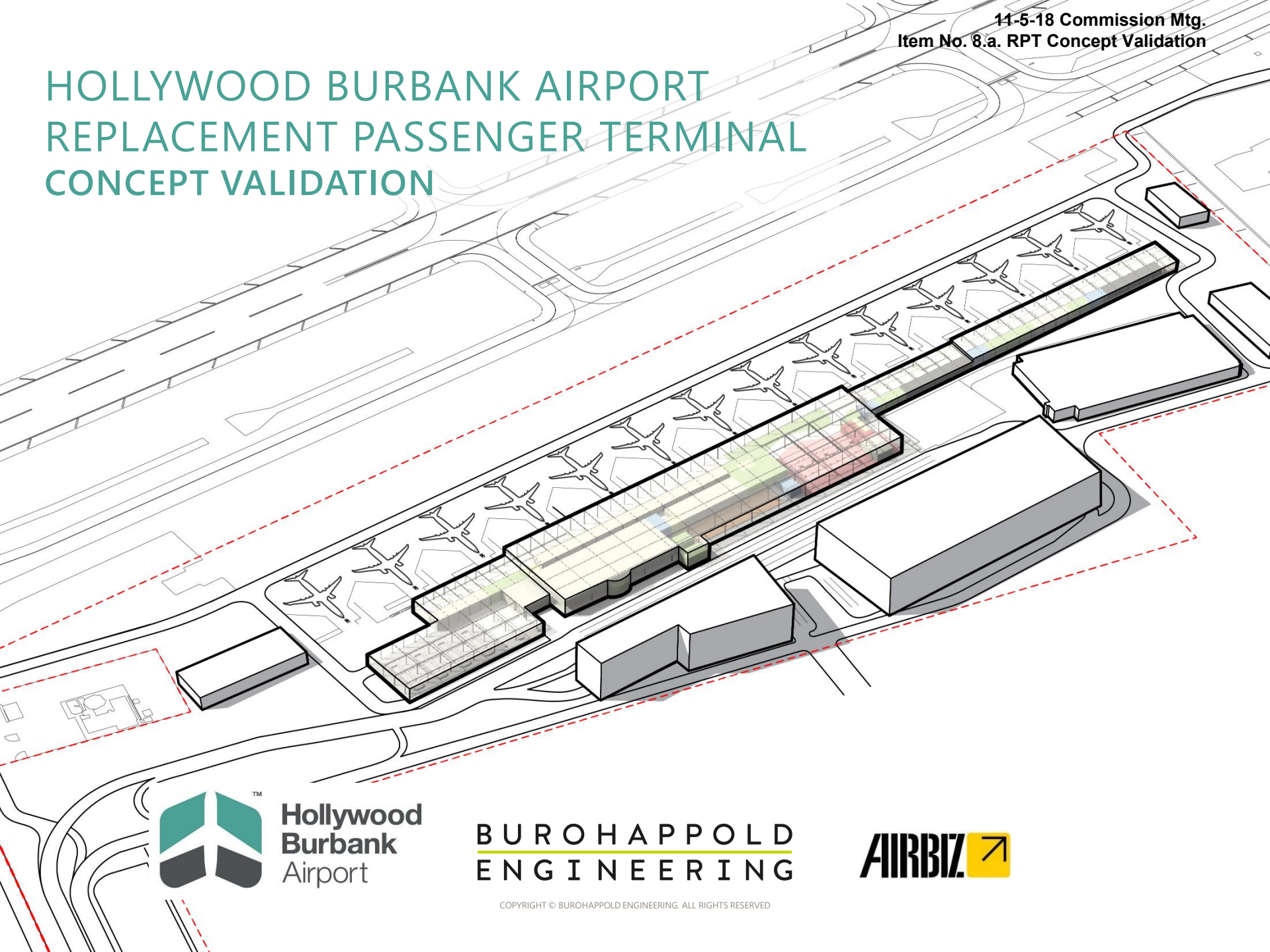


HOLLYWOOD BURBANK AIRPORT REPLACEMENT PASSENGER TERMINAL CONCEPT VALIDATION

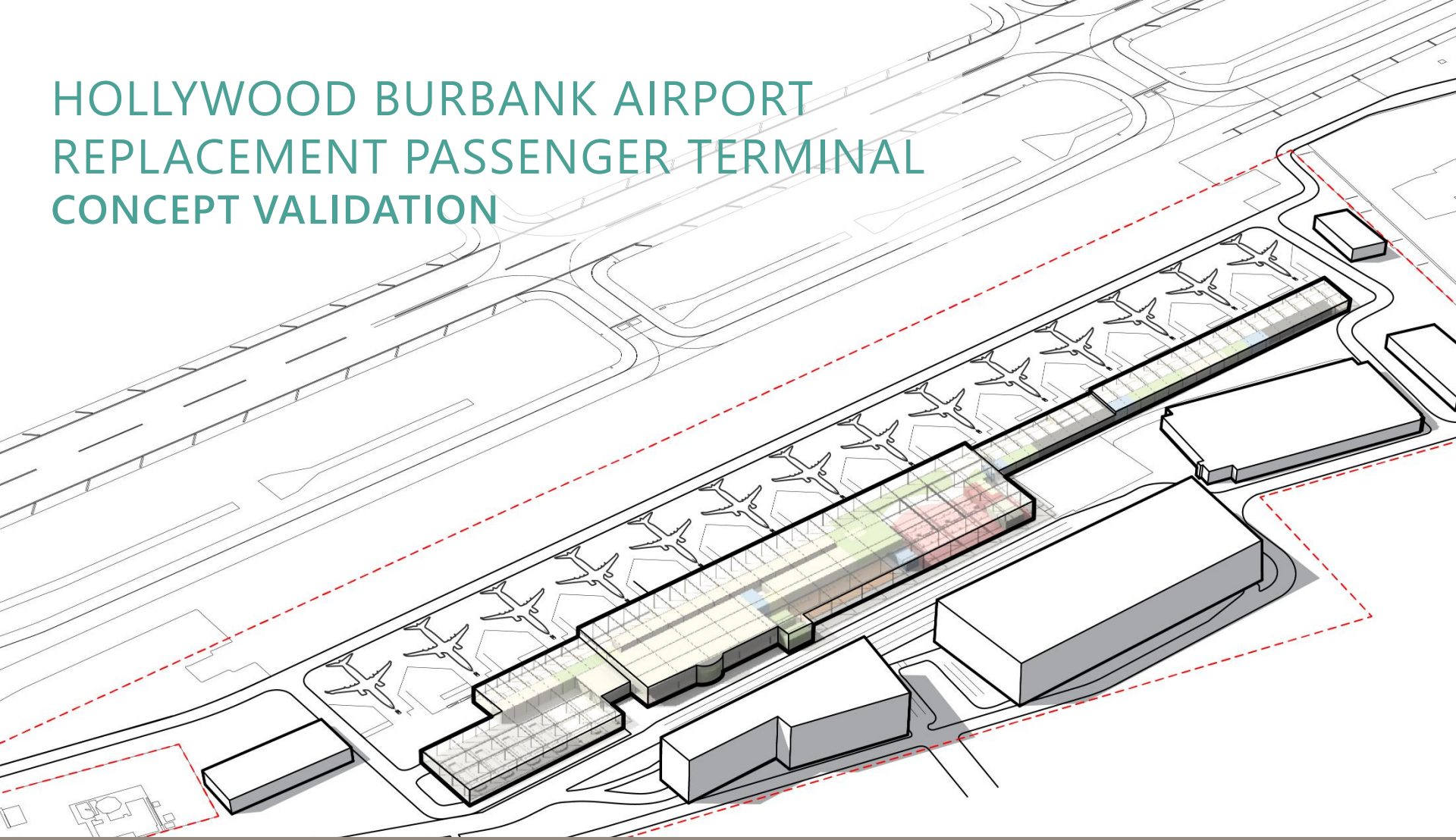


**Hollywood
Burbank**
Airport

BUROHAPPOLD
ENGINEERING



HOLLYWOOD BURBANK AIRPORT REPLACEMENT PASSENGER TERMINAL CONCEPT VALIDATION



The proposed Replacement Passenger Terminal
is feasible in the preferred location

OUR TEAM

- BuroHappold Engineering – Project Management; Structural and MEP Engineering
- Airbiz – Airport Planning
- Gruen Associates – ADA and Restrooms
- Psomas – Civil Engineering and Roadways
- Innovat + 20/20 – Parking
- BNP – Baggage Handling
- ECG – Demolition
- Capital Projects Group – Cost Model

PROJECT UNDERSTANDING – THE WHAT

- Replacement Passenger Terminal
 - 355,000 SF (max)
 - 14 gates
- New Public Parking Structure
- New Employee Parking
- Support Buildings
- New Access Roads
- Demolition of Existing Terminal
- Taxiway Extensions

PROJECT DRIVERS – THE WHY

- Runway separation does not meet current standards
- Seismically deficient
- Inconsistent capability between gates
- Complicated maneuvers required on airfield
- Aging terminal building
- Limited concessions and amenities
- Underserves users with disabilities

BENEFITS

- Safety
 - **Proper runway separation**
 - Meets current seismic design standards
- Customer Convenience
 - **ADA**
 - Amenities
 - Maintain easy access and convenience
- Community
 - Resilience (Natural disasters)
 - Energy efficient terminal
 - Reduced emissions

BENEFITS

- Operations
 - Reduction in taxi times and runway crossings
 - **Simplified aircraft maneuvers**
 - **Consistency and capability at all gates**
 - Increased concessions revenue
 - Expanded holdroom size
 - Faster check-in
 - Centralized TSA checkpoint
 - Centralized bag check/screening

PHASING



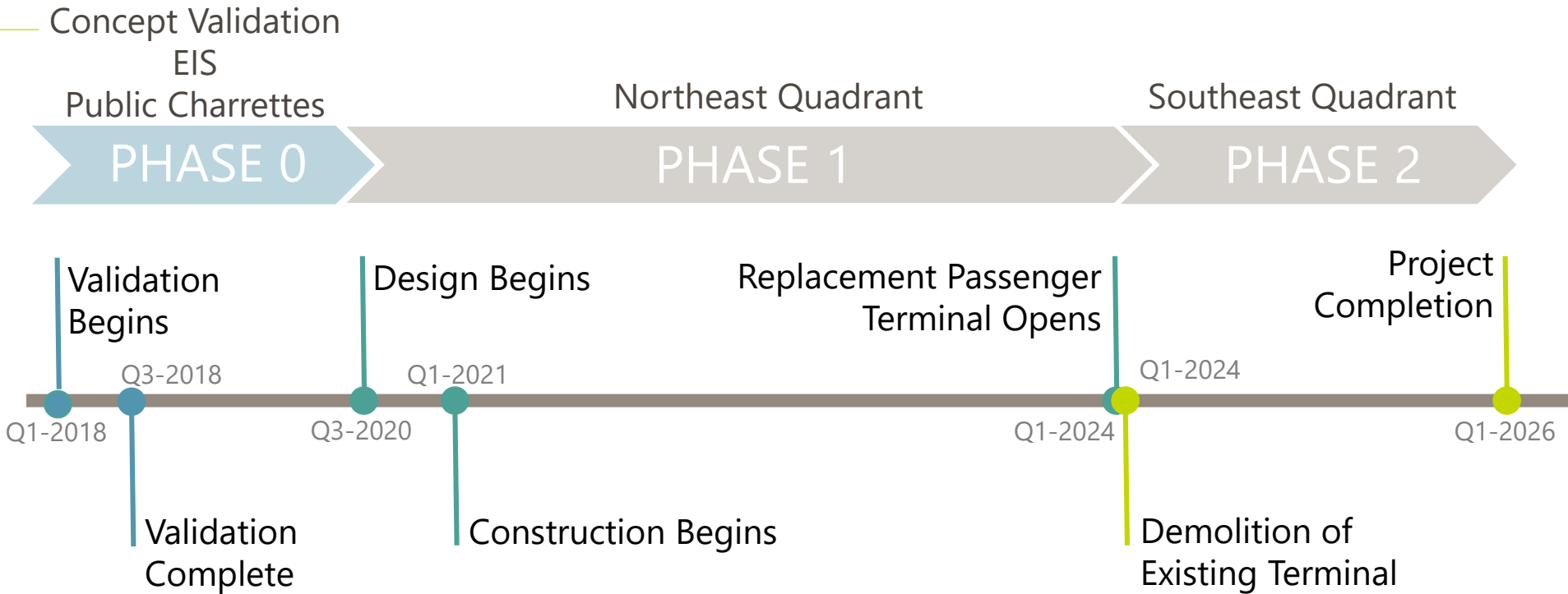
Phase 1: Northeast Quadrant

- Terminal
- Parking
- Access Roads
- Support Facilities

Phase 2: Southeast Quadrant

- Demolition
- Taxiway Extensions

ASSUMED SCHEDULE IN CONCEPT VALIDATION



Concept Validation

CONCLUSION

The proposed Replacement Passenger Terminal works in the preferred location

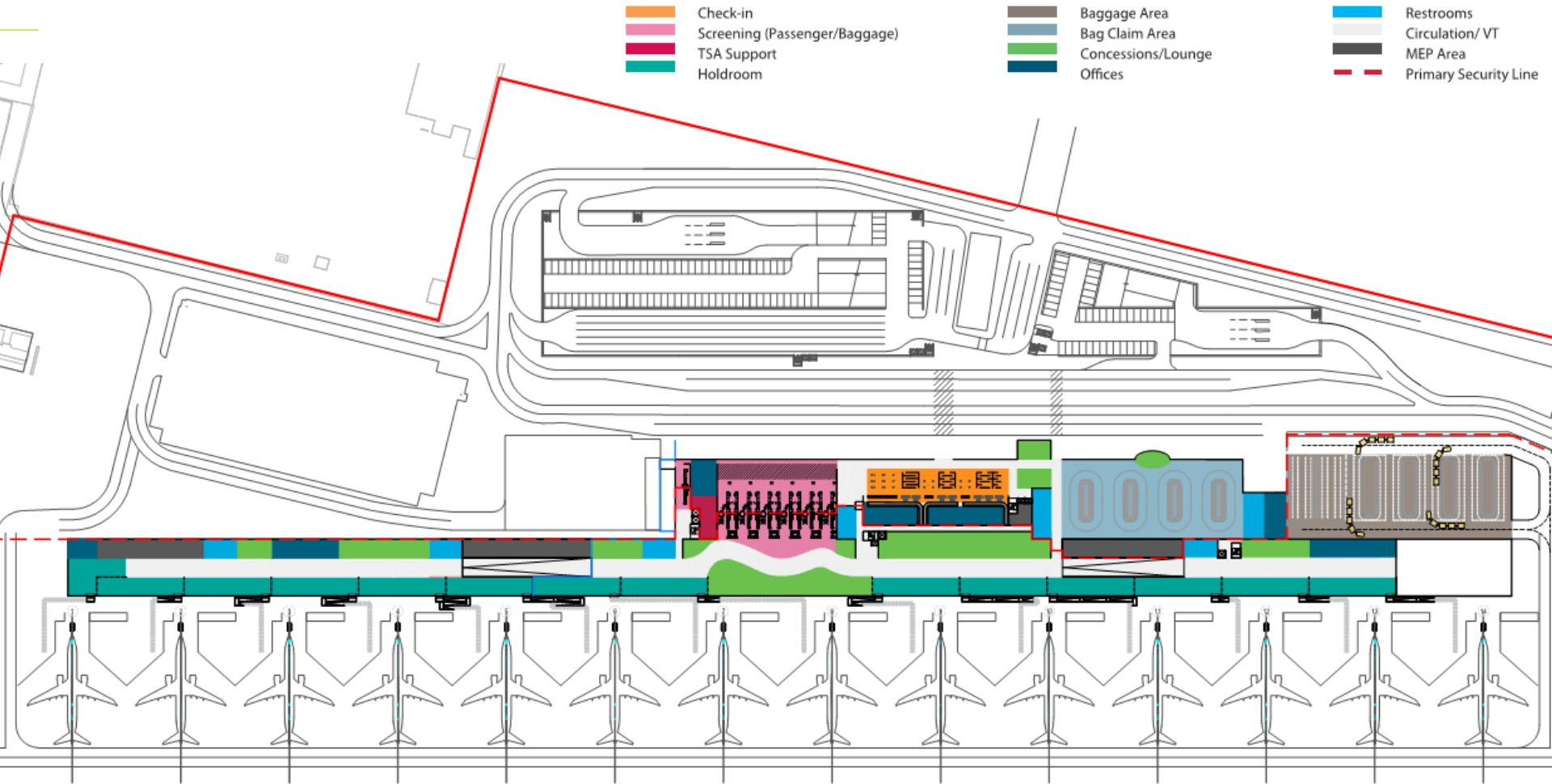
- ✓ ADG III Aircraft Layout (Same capability at all gates)
- ✓ 14 Gates
- ✓ 355,000 SF Terminal

PROPOSED PROGRAM VS 2016 CONCEPT

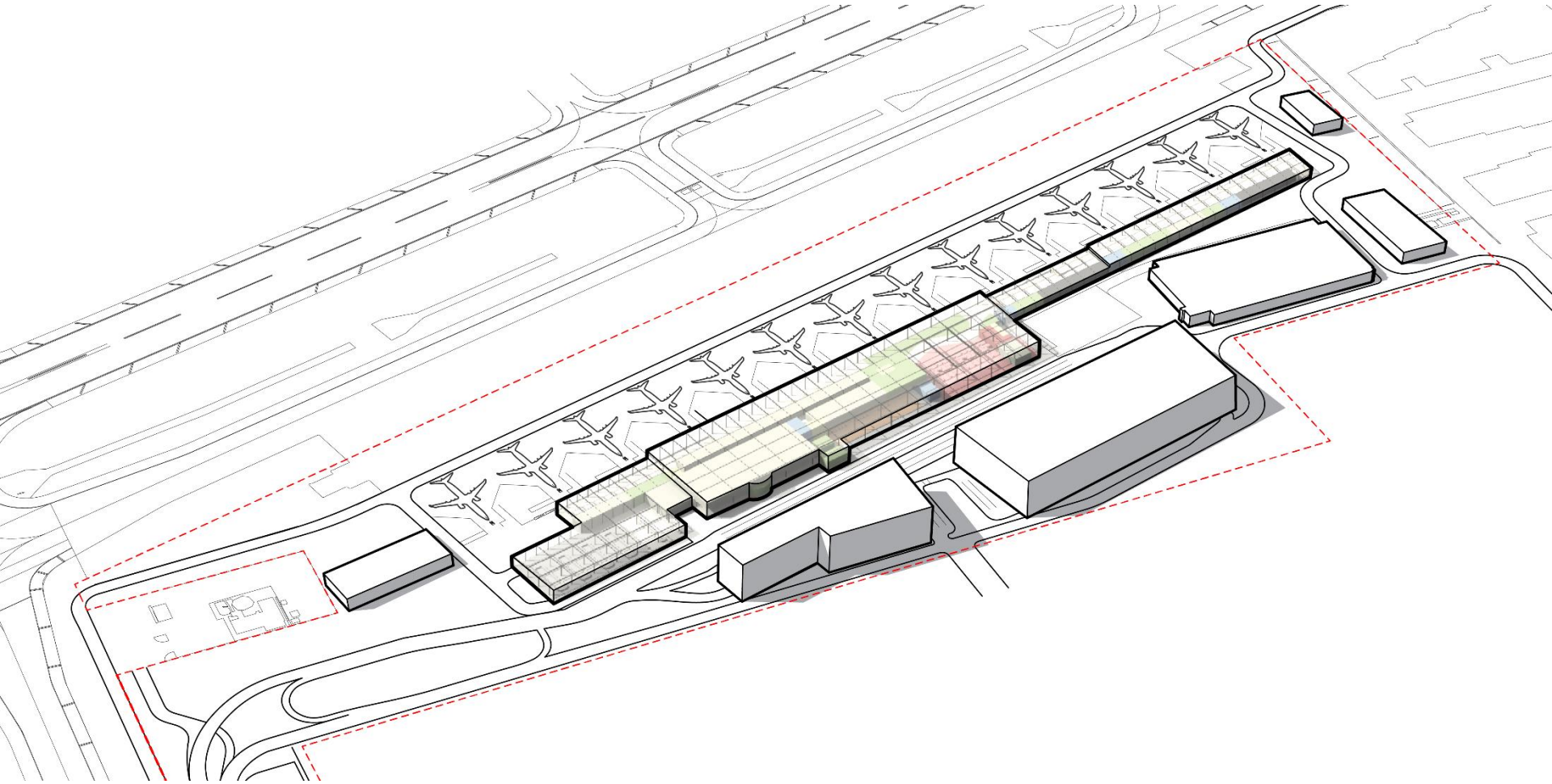
- Increase in area
 - Baggage
 - Security
 - Holdrooms
 - Concessions
- Decrease in area
 - Check In
 - Restrooms
 - Offices
 - MEP
- **TOTAL AREA = 355,000 SF**

PROPOSED LAYOUT: GROUND FLOOR

Total Floor Area = **247,601 SF**



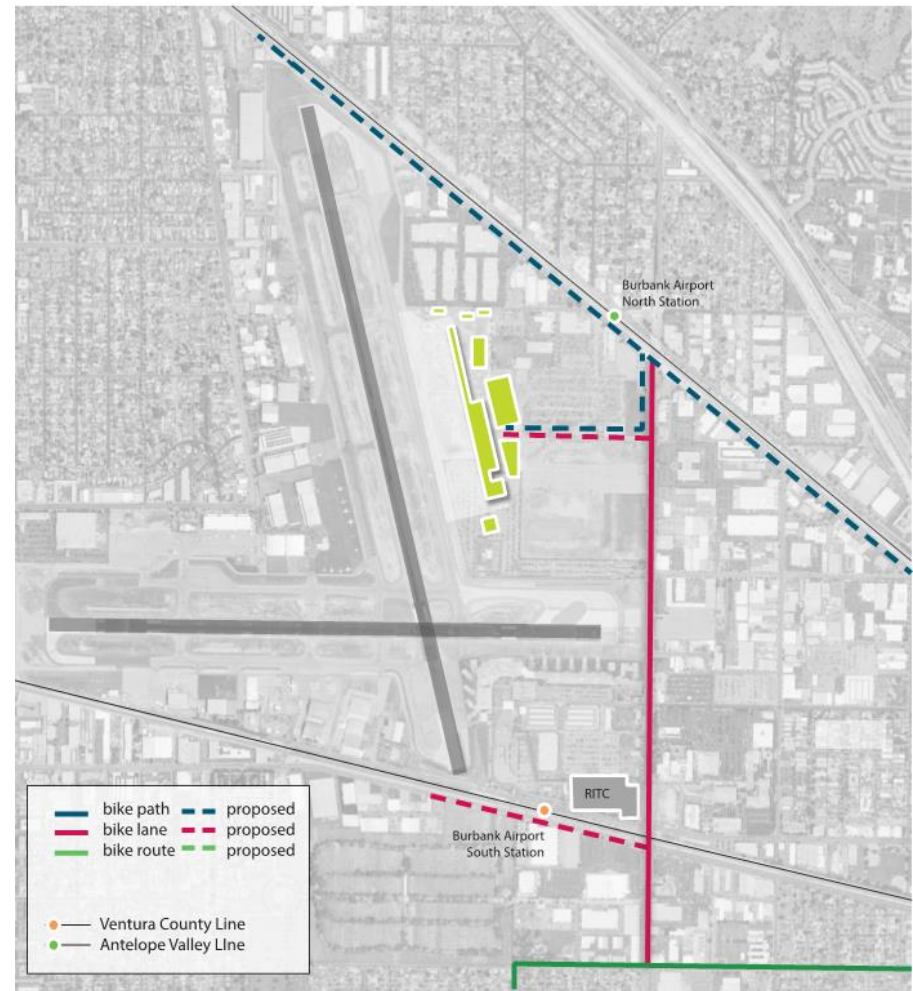
AERIAL



OPPORTUNITIES TO BE ADDRESSED IN DESIGN PHASE

1. Terminal Depth
2. Site Grade
3. Airport Access
4. Employee Parking
5. Public Parking Structure
6. Air Traffic Control Tower
7. Aircraft Rescue and Fire Fighting Facility

ACCESS



Cost Model

SUMMARY

Project Element	Construction Costs	Soft Costs	Project Contingency	Total Project Budget
Airside	\$85,500,000	\$21,400,000	\$10,700,000	\$117,600,000
Landside	\$266,300,000	\$70,600,000	\$32,300,000	\$369,200,000
Terminal	\$476,900,000	\$189,000,000	\$66,000,000	\$731,900,000
Demolition	\$15,900,000	\$4,000,000	\$1,500,000	\$21,400,000
Total All Elements	\$844,600,000	\$285,000,000	\$110,500,000	\$1,240,100,000

BASIS OF COST MODEL

- Design Contingency Included
- Construction Contingency Included
- Program Contingency Included
- Pricing and Cost Escalation Contingency
 - 2018 - 6%
 - 2019 - 5%
 - 2020 - 4%
 - 2021 - 4%
 - 2022 - 4%

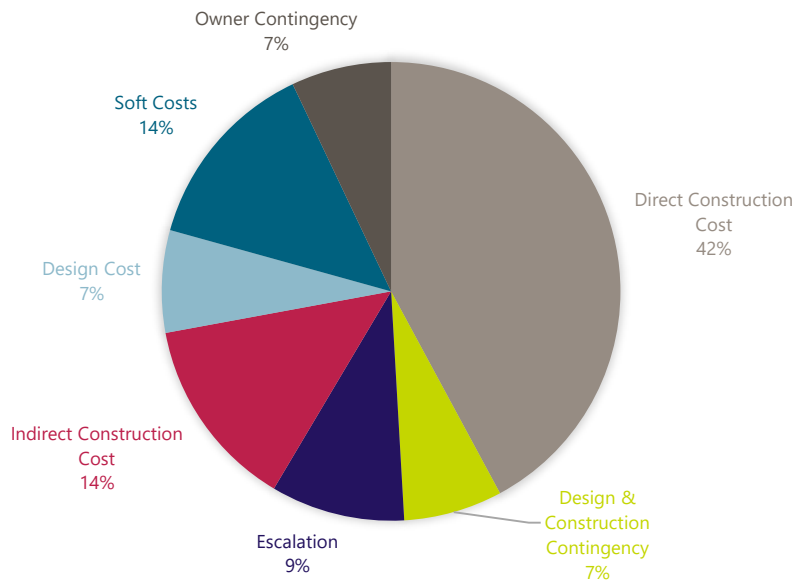
BASIS OF COST MODEL

- Soft Costs
 - Design Costs 7.0% - 15.0%
 - Project / Program Management / Oversight 3.0% - 6.0%
 - Consultant Construction Services 3.0% - 6.0%
 - Quality Assurance / Testing / Inspection 2.0% - 3.0%
 - Permitting, Utility Connections, Etc. 0.5% - 1.5%
 - Furnishings, Fixtures and Equipment (FF&E) - Common Use 1.0% - 2.0%
 - Low Voltage / Security Active Equipment - Common Use 2.0% - 5.0%
 - Art in Public Places (Defined below) 0.5% - 1.0%

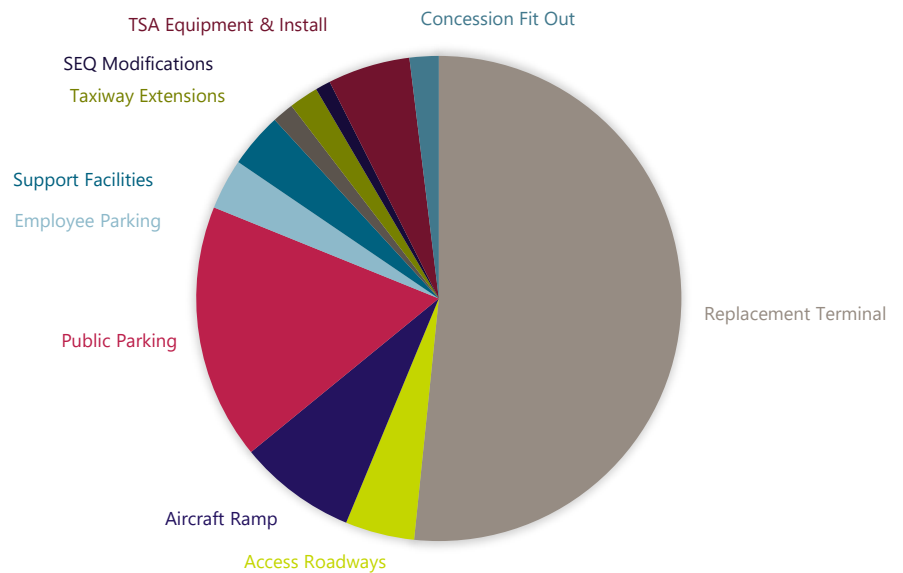
SUMMARY

- Cost model presents **total program cost**
- Includes both Authority responsibilities and costs paid for by others
- Certain program elements may be deferred

PROGRAM COSTS BY TYPE



PROGRAM COST BY ELEMENT





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