

**REPORT FROM**

## **OFFICE OF THE CITY ADMINISTRATIVE OFFICER**

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Date: June 13, 2025

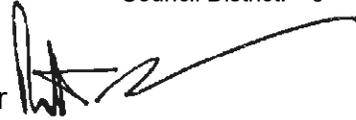
CAO File No. 0220-05291-1688

Council File No. 15-1207-S1

Council District: 9

To: The City Council

From: Matthew W. Szabo, City Administrative Officer



Reference: Options for Beginning Construction on the Los Angeles Convention Center Expansion and Modernization Project in 2025 - Amending Motion 13E (Yaroslavsky, McOsker -Soto Martinez, et al.)

Subject: **THE LOS ANGELES CONVENTION CENTER EXPANSION AND MODERNIZATION PROJECT**

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### **RECOMMENDATION**

That the City Council note and file this report, as it is provided for informational purposes only.

### **SUMMARY**

On April 9, 2025, the Council gave direction to the City Administrative Offer (CAO), with assistance from the Chief Legislative Analyst (CLA), Bureau of Engineering (BOE), City Tourism Department (CTD), and other relevant departments to re-engage in negotiations with AEG Plenary Conventions Los Angeles, LLC (APCLA) under the framework of the Phased Delivery Option in which construction of the Los Angeles Convention Center Expansion and Modernization Project (Project) would commence in 2025 with certain scope deliverables and milestones achieved before the 2028 Olympic and Paralympic Games (2028 Games) and the balance of the scope completed after the 2028 Games. Pursuant to this direction, the CAO lifted the work pause on APCLA initiated on February 10, 2025 and the City Team resumed meeting with APCLA to discuss the steps, deliverables, and schedule required to achieve Commercial Close on the Project and begin construction in September 2025.

In addition to the overall direction on the Project, the Council instructed the CAO to report back to the City Council with: 1) a proposed overall Project Executive and the critical path team of consultants who will assist the City in the negotiations with APCLA, and 2) the estimated cost and timeline to complete the following work within existing contract parameters:

- A. A Value Engineering process to bring down the total Project cost.
- B. An analysis of projected revenue ranges for current and future Convention Center operations and other possible revenue sources to offset project costs or debt service.

- C. An analysis of projected revenues from signage options including: 1) a full signage program that includes the freeway-facing digital signs; (2) a signage program that does not include the freeway-facing digital signs; (3) an expanded signage program beyond option 1.
- D. An analysis of projected annual operating expenses for the completed project.
- E. The identification of additional real estate financing mechanisms, timing, and potential deal terms to further reduce the City's overall liability and obligation and increase revenues to the City's general fund from the Convention Center project including the possibility of transferring air rights or other property rights to bring down total City liability and/or project costs or to increase City revenues.
- F. The timeline and actions required to secure final approval of the necessary amendment(s) to the State and Local Agreement or legislative relief to allow the sign district that includes any freeway facing signs that are assumed in the projected revenues.
- G. An analysis of the impact of tariffs and a weakened economic environment on the cost of this project, specifically considering labor and materials, and provide detailed estimates of potential impacts.

In response to the Council's instruction, the City's Project Team (Project Team) has assigned each of the requested items to existing work streams for further analysis and recommendations. A status update for each of the items is provided in this report. Additionally, an overall project status is provided with several critical path topics highlighted. One key topic is the development of the Project Agreement (PA) which, based on the previously reported schedule, is due on June 20, 2025 to APCLA. The PA will be used by APCLA in their pricing of the Project along with other contract documents such as the Technical Requirements (TRs). An incomplete PA with unresolved terms will impact APCLA's pricing. As such, while work will continue on the various aspects of the Project, the PA will dominate the Project Team's attention in the immediate future.

Finally, while some of the cost and revenue inputs have been updated from the March 2025 report as further detailed in this report, new total Project cost and debt service amounts are not calculated at this time. Revised debt service calculations will be prepared once the City receives the committed price from APCLA.

## **DISCUSSION**

### ***Status on Project executive and the Critical Path Team***

The City Council has instructed the CAO to bring in an Owner's Representative or Project Executive to assist the City in the negotiations with APCLA and to report back with information on the Project Team, specifically with the identification of the proposed overall project executive and the critical path team of consultants working on the following key project elements:

- Value Engineering
- Revenue Opportunities and Requirements
- Operating Expenses
- Economic Factors Impacting Costs

In response to the Council’s instruction, the CAO is in the process of finalizing a contract with Psomas for Project Executive Consulting services to assist the City on various areas of the Project pertaining to Value Engineering, Design, Scheduling, and Construction Management. Once approved, the Project Executive Consultant will join the existing Project Team composed of City departments and hired consultants. The following tables identify the Project Team and the roles played by each team member including their involvement with the Project elements listed above.

**In-House Project Team**

<b>Department</b>	<b>Role</b>	<b>Responsibilities</b>
City Administrative Officer	Project Co-lead / City Financial Lead	Financial analysis lead, signage development lead, financing lead for debt issuance.
Chief Legislative Analyst	Project Co-lead	Policy guidance and legislative analysis related to project implementation.
Bureau of Engineering	Project Manager, Technical Lead, & Subject Matter Expert	Technical design and architectural management, development of specifications, and construction documents. Reviews project timeline, critical path management, and construction activities.
City Attorney	Legal Support	Project Agreement (PA) and Signage District lead.
City Tourism Department	Subject Matter Expert	Facility operations lead.
Bureau of Contract Administration	Subject Matter Expert	Monitors contractor compliance with contract terms, and labor standards.
City Planning	Subject Matter Expert	Signage support and California Environmental Quality Act (CEQA) liaison.

Within the In-House Project Team, most of the resources working on the Project have been existing staff from each of these departments. However, the 2025-26 Adopted Budget includes the seven resolution authority positions within the BOE to provide Project assistance. Six positions were authorized by Council in 2024-25 consisting of one Principal Civil Engineer, one Senior Civil Engineer, one Senior Management Analyst II, one Architect, one Civil Engineer, and one Civil Engineering Associate (C.F. 15-1207-S1). One Principal Civil Engineer was added in 2025-26. In addition, three months funding and resolution authority are continued in 2025-26 for three positions within the Bureau of Contract Administration consisting of one Senior Construction Inspector and two Construction Inspectors to provide support for the Project.

Consultant Project Team

<b>Contractor</b>	<b>Role</b>	<b>Responsibilities</b>
Psomas	Project Executive Consultant	Project planning and oversight, leadership and team management, and problem solving.
Ernst & Young Infrastructure Advisors	Project Management and Financial Advisory Services	Project management and technical support, financial modeling and revenue support, economic impact and tax analysis, business/financial advisory services.
Rider Levett Bucknall (RLB)	Independent Cost Estimator	Construction cost and schedule review, facilities lifecycle development, design expertise.
Mott MacDonald	Technical & Subject Matter Expert	Draft Technical Requirements, review project design, engineering support.
Pars Duo	Subject Matter Expert	Design review, convention center subject matter expert.
Nossamon LLP	Legal Support	PA and legal support outside counsel.
Sign Value	Subject Matter Expert	Signage and sponsorship expertise, revenue forecast development.
Walker	Subject Matter Expert	Parking expertise and revenue forecasting.
CSL International	Subject Matter Expert	Event and venue expertise, event operations and revenue forecasting.

This Project represents a significant public investment, and accordingly, a collaborative team of City departments and expert consultants has been assembled to ensure its successful delivery. This multi-disciplinary team is responsible for delivering a modernized and expanded Los Angeles Convention Center (LACC) that supports the City’s economic development goals, enhances visitor experience, and aligns with the City’s sustainability and equity objectives.

Once commercial close on the Project is achieved, the construction phase will commence. At that time, a revised Project Team structure will be required. This new structure should more closely resemble typical City construction projects with BOE taking on the role of Project Lead. The CAO and CLA will continue to provide oversight on the Project through the Municipal Facilities Committee. Furthermore, the mix and make up of the Consultant Project Team will also change based on the different need for expert assistance by the City during the construction phase.

**Status on Value Engineering Process**

Pursuant to the direction provided by Council to undertake a Value Engineering (VE) process to bring down the total cost of the Project, the Project Team and APCLA including all relevant sub-contractors initiated a VE process. The teams met over two days to review a compiled list of over 300 potential VE ideas totaling about \$420 million in project costs. These ideas were reviewed under a number of factors including but not limited to impact on schedule, design, revenue, and the rough order of magnitude on the Project cost. The initial list of over 300 VE ideas was narrowed

down by the joint teams after an assessment on the idea’s impact to project cost and schedule weighed against the level of effort required to implement the cost saving idea as well as its impact on the scope of the project. Ideas that required substantial redesign, that complicated the permitting process, or that reduced the scope beyond the City’s satisfaction were dismissed. Ultimately, the City Team selected 56 total VE ideas totaling about \$124 million in project cost with an additional \$27 million under further review and analysis. A summarized breakdown of the selected VE ideas and items still under review is provided below.

Selected Value Engineering Item	Value
Remove Gilbert Lindsey Plaza from Scope of Work	\$52,500,000
Remove Level 270 South Hall Meeting Rooms (x7)	\$19,373,000
Simplification of Multi Purpose Space (MPS) ceiling design strategy	\$7,749,000
GCs/GRs: LACC Free Parking	\$5,005,000
LADOT 3” Conduit	\$3,027,000
PWJV-provided Site Security Guards	\$2,424,000
Building Information Modeling (O&M)	\$2,422,000
Card Readers at Existing Doors	\$2,270,000
Existing facility airwall upgrade	\$2,009,000
Unrealized VE on Wood Paneling	\$1,917,000
Elimination of SS panels at HALO	\$1,792,000
50% Reduction in MPS Floor Box Grid	\$1,695,000
Move PWJV Offices into South Hall	\$1,668,000
50% Reduction in Solatubes	\$1,648,000
Use conduit stubs / J-hooks in lieu of conduit for security	\$1,453,000
Other Recommended VE Items (41 items)	\$17,197,000
<b>Total:</b>	<b>\$ 124,150,000</b>

Value Engineering Items Under Review	Value
Kitchen and Concessions Allowance - CA1	\$19,020,000
Reduction in Pico Soffit Panel SF	\$8,008,000
Reduction in perforated metal lane divider screens at Pico Passage	\$349,000
Total:	\$27,377,000

The VE cost estimates are not final but merely rough orders of magnitude. However, the selected VE ideas will be factored into the firm fixed price to be submitted by APCLA at a later date. Additionally, the selected VE items identified in the table above would also create additional Project savings in the City retained costs of approximately \$19.9 million. Despite the cost reductions achieved as a result of the VE process, these reductions will not lower the overall Project costs to reach a near-cost-neutral General Fund impact net of projected revenues. This target would have required over \$400 million reduction in the total capital cost of the Project which would be impossible to achieve without compromising the expansion goals and modernization scope of the Project. Nonetheless, should interest rates stay at or below the rates used for the March 2025 Report, the VE process would have resulted in a lower debt service for the City.

Based on current market interest rates, a reduction of approximately \$144.0 million in overall project costs from the VE exercise (inclusive of the selected VE items and City retained cost reduction) would reduce the amount of bonds issued and therefore reduce annual debt service by approximately \$10.2 million. In the March 2025 Report, the financing analysis assumed an interest rate of 4.23 percent as of March 3, 2025. Since that reporting, the municipal bond market has experienced significant volatility caused by federal government actions regarding trade policy and tariffs and the City’s long-term bond ratings were recently downgraded with negative outlooks by two rating agencies. These factors result in a higher interest rate environment for the City. The current interest rate is 4.85 percent. Actual interest rates may differ as rates are dependent on market conditions at the time of issuance. We cannot fully predict what interest rates will be in the future.

**Value Engineering and Gilbert Lindsey Plaza**

As shown in the VE table above, the largest cost avoidance item selected through the VE process was the deferral of the Gilbert Lindsey Plaza (GLP) scope. At \$52 million in cost avoidance, the deferral of the GLP scope represents 42 percent of the total VE ideas selected. The selection of the GLP scope as a VE idea was driven by its large cost, the fact that the GLP scope had yet to be fully designed, and the timing on when work on GLP would commence which was after the 2028 Games. Nonetheless, removal of GLP from the Project scope does not indicate that the GLP cannot move forward. Specifically, once the Project is complete, the City could advance the GLP scope as a standalone project via a separate procurement process.

The GLP scope represents an important community benefit associated with the Project. However the GLP scope itself does not impact the actual expansion or modernization of the LACC. During

construction, the site will be used as a staging area. Moreover, during the 2028 Games, LA28 intends to use GLP in its current form. Thus, since construction on GLP has to wait until after the 2028 Games and very close to substantial completion of the overall Project, the advancement of GLP scope as a standalone project via a separate procurement process provides several opportunities for the City including a re-design that can incorporate commercial and recreational amenities. To address the direction received to reduce the total project cost, but in recognition of the importance of the GLP scope as an overall community benefit, this Office recommends the following:

- 1) Keep the GLP scope out of the LACC Project
- 2) To the extent allowed by existing ordinances and subject to the Department of Cultural Affairs, earmark the Arts Development Fee that is due as a result of the LACC Project to a standalone GLP project
- 3) Form a City GLP project team to initiate a procurement process for design and use the Arts Development Fee from the LACC Project to fund the design
- 4) Once a design is complete identify the construction cost for the GLP project and the funds including but not limited to the Arts Development Fee from the LACC Project
- 5) Initiate a procurement process for the construction of the GLP project

The steps above can occur after commercial close on the LACC Project and concurrently with the construction. However, the actual construction of the GLP scope will need to wait until the LACC Project is completed. It is reasonable to expect that a standalone GLP project would be debt financed, including the Arts Development Fee portion, and a General Fund obligation for the life of the debt.

#### ***Status on Projected Revenue from Convention Center Operations***

The anticipated Convention Center Operating Revenues consist of revenue from a new digital signage program, and LACC parking and events. These estimates were developed in partnership with the CTD by a consulting team of subject matter experts retained by the City. Additional information on the new digital signage program is provided in the following sections of this report. With respect to revenue from LACC parking and events, the City team has re-examined these categories and believes an increase totaling \$2.5 million in annual projected revenues in nominal dollars may be realized. Parking may generate an additional \$2 million annually as a result of updating the daily rate by \$2 per day, in line with the current LACC parking rates. The increased events revenues are a result of a decreased LACC discount rental policy and a slight increase in events. The City and Consultant Project Team will continue to evaluate revenues and make adjustments as appropriate.

#### ***Status on Projected Revenues from Signage Options***

Given the identified risks associated with the proposed new digital signage program for the LACC, Council requested an analysis of projected revenues from signage options including; a full signage program that includes the freeway-facing digital signs; a signage program that does not include the freeway-facing digital signs; and an expanded signage program greater than the full signage program option.

The proposed full signage program consists of six signs throughout the LACC Campus; two signs facing the freeway (Freeway Facing) and four signs facing Figueroa Street. The revenue projection from the March 2025 Report averaged \$60 million annually over 30 years in nominal dollars and remains unchanged. The City must secure updates to state law, advance an amendment to the City's Convention Center and Arena Sign District Ordinance No. 1888078 (Sign District), and negotiate agreements with media sales managers to realize the projected revenues.

The Freeway Facing signs account for approximately 68 percent of the overall signage revenues. Should the Freeway Facing Signage program need to be reduced, smaller signs would be constructed along the freeway. Average revenue projections from this scenario are approximately \$29 million annually, a \$31 million reduction from the full signage program.

The City and the consultant team do not believe that an expanded signage program would generate a material increase in revenue. The signage program is designed to maximize revenues and balance the following considerations and requirements: 1) the aesthetic appeal of the convention center, 2) the current Sign District regulations, 3) the City's requirement for all signs to be architecturally integrated into the building, and 4) to avoid a dilution in market value due to oversaturation.

Council requested additional information on revenues associated with a naming program for the LACC. Currently, the City's Reciprocal Easement and Environmental Restriction Agreement (REA) with the L.A. Arena Land Company, Inc. does not allow the City to pursue naming opportunities. Should the City seek to advance a naming program for the LACC, this agreement would need to be negotiated with AEG. An analysis of naming revenues is underway, should the REA be amended.

***Status on the timeline and actions required to secure final approval to allow freeway facing signs***

The Mayor's Office has been instrumental in advancing a bill relating to the Convention Center Sign District introduced by Assembly Member Mark Gonzalez in the California State Assembly (AB 770). AB 770 would allow the City to advertise products, goods, or services sold, or marketed or promoted, on the premises of a convention center on its digital signs proposed as part of the LACC Project, thereby facilitating revenue generation assumed from the signage program. The bill still requires policy input from the Assembly Governmental Organization and Appropriations Committees in addition to the Senate Transportation and Appropriations Committees. The goal is to have this bill enacted in the current legislative session.

Despite the actions being taken with the introduction of AB 770 and even if the bill is signed by the Governor and enacted, the City's proposed signage program for the LACC Project will remain at risk. The proposed signage program will continue to be subject to the federal Highway Beautification Act. If the City receives a notice from the US Department of Transportation, the Federal Highway Administration, or any other federal agency that the operation of that display will result in the reduction of federal aid highway funds the City will have to remedy and revenues would be reduced. To mitigate this risk, the City should coordinate with the State of California and the federal government to amend the 1968 federal-state agreement ("FSA") between the State of

California and the federal government.

***Status on Projected Annual Operating Expenses for the Completed Project***

The March 2025 Report projected that the thirty year average annual operating expenses for an expanded and modernized LACC would be \$64 million. As a result of the VE exercise and removing GLP from the scope, the average annual operating expenses are reduced by \$3 million to \$61 million. At this point, there are no other changes to the operating expenses assumptions. However, if a standalone GLP Project is approved in a future date, the operating expenses would also need to be revisited.

***Status on the identification of additional real estate financing mechanisms, timing, and potential deal terms to further reduce the City's overall liability***

The City has not identified any additional real estate financing mechanisms or other financial options that may further reduce the City's overall liability. Ultimately, the driver of the City's overall liability on the project will be the PA. The PA establishes all commercial principles of the Project including construction schedule and price, risk allocation, insurance requirements, and other terms to which the City and its development partner APCLA will commit to. These commitments include all aspects of construction, including Liquidated Damages for late completion, incentives for early completion, Relief Events, the utilization of approved schedule delays (float), the requirements for achieving Substantial Completion, and other mechanisms (including deferral of a portion of APCLA's development fee) to maximize the likelihood of a timely and on-budget Project. The City and APCLA continue to negotiate the terms of the PA with a goal of reaching tentative agreement on the PA by June 20, 2025.

***Status on the impact of tariffs and a weakened economic environment on the Project cost***

Tariffs and a weakening economic environment can place considerable financial pressure on the LACC Project by increasing material and labor costs while simultaneously reducing available funding. Tariffs on imported goods such as steel and aluminum directly raise the cost of construction inputs, making it more expensive to build and outfit the expanded facility. In a sluggish economic environment, where inflation and budget tightening are common, these rising costs may push the project over budget, necessitating costly change orders. At this time, the exact impact of tariffs on the LACC Project is unknown. However, based on a preliminary analysis, the rough order of magnitude of tariffs on the LACC Project is within the range of \$30 million to \$50 million. APCLA's firm fixed price proposal will include costs in connection with tariff rates in effect by the effective date of the PA. However, the PA will need to consider terms for how to manage changes in tariff rates that occur after the start of the PA period.

In addition to higher costs, a weaker economy can impact City revenues, both derived directly from the project and from overall economic activity. Specifically, reduced tourism, lower consumer spending, and declining business activity could lead to cuts in hotel occupancy taxes or convention-related revenues that are expected to help finance the expansion.

Operationally, even if the expansion is completed, a fragile economy and global trade tensions can limit the project's long-term success. Conventions and trade shows may see lower attendance or reduced corporate participation, affecting the City's projected return on investment. As fewer events

generate less economic activity in the surrounding area, from hospitality to retail, the broader vision of the expansion—positioning Los Angeles as a premier global convention destination—could be undermined by the compounded effects of tariffs and economic downturns.

### ***Overall Project Status and Critical Path Topics***

In addition to the above items covered in the report, the City's Project Team and APCLA continue to meet on a variety of topics that are part of the LACC Project's critical path. Three such topics are construction impacts to existing convention center occupancy, Olympic readiness, and power needs for the LACC Project. Additionally, schedule constraints continue to be a major challenge for the City's Project Team, especially with the development of the PA. These topics and some issues raised concerning these topics are discussed below.

### **Construction Impacts to Existing Convention Center Occupancy**

Construction of the LACC Project will require demolition of portions of the existing LACC building including the removal of several existing egress pathways. The removal of these existing egress pathways will cause several spaces (such as Exhibit Hall B, Exhibit Hall K, Concourse Hall, and meeting rooms) in the existing LACC to have a reduced or eliminated occupancy. These egress pathways would be replaced with new egress pathways once the Project is complete. Based on the Phased Delivery, construction will not be complete on the new egress pathways before the 2028 Games. Therefore, APCLA has proposed to install temporary fire separated egress pathways through the expansion project site to allow the restoration of occupancy of some spaces in the LACC. Based on APCLA's assessment, there are options to provide temporary egress pathways to return Exhibit Hall B and Exhibit Hall K to their full occupancy. However, other spaces (such as Concourse Hall and meeting rooms) would remain at a lower occupancy level. The City and APCLA are meeting with LA28 to determine the impacts if any to the spaces required by LA28 for the 2028 Games.

### **Olympic Readiness**

The City is working to gain a better understanding of LA28's plans for the LACC as a venue for the 2028 Games. The City's Project Team is crafting a definition for Olympic Readiness to ensure the LACC Project and the Phased Delivery approach incorporate the needs for the 2028 Games as part of the construction plans and schedule. Specifically, this means that the definition for Olympic Readiness and the needs for the 2028 Games should be part of the PA. Any requirements related to Olympic Readiness that are not incorporated into the PA will be a risk for the City. As such, given the schedule constraints, as further detailed below, this particular topic is extremely critical and will require significant effort by the City's Project Team, in coordination with APCLA and LA28, to address.

### **Power Needs for the LACC Project**

Ongoing meetings are being held with APCLA and the Department of Water and Power (DWP) to discuss the temporary and permanent power issues for the LACC. DWP has expressed strong concern on the feasibility of completing the power installation work within the timeframe being requested for the LACC Project. DWP notes that for most projects of this size, the timeline to complete the power scope would not be achievable based on the proposed Project schedule. This scope of work is necessary to ensure adequate power to the LACC which includes the design and

construction of a DWP Network station, DWP power conduits, a customer switchgear, and addressing conflicts at four existing DWP service vaults located within the LACC campus. An allowance for the completion of this work is included in the total cost but schedule impacts can result in higher costs.

**Schedule Constraints on PA Development**

APCLA’s proposed Phased Delivery Option was based on a schedule that requires the drafting of a completed PA and associated documents to be finalized by June 20, 2025. APCLA would then submit a firm, fixed price to the City for the Project by July 14, 2025. APCLA indicates that an executed PA is required by September 16, 2025. The table below shows the Project schedule:

<b>Project Milestone</b>	<b>Milestone Date</b>
City Completes PA and TRs for Pricing	June 20, 2025
City Receives Committed Deliverables including Price from APCLA	July 14, 2025
City Staff Report Release Date for approval of Project and authorization to issue debt.	July 22, 2025
City Approval of Committed Proposal and PA	September 2, 2025
Commercial Close	September 16, 2025
Construction Start	September 17, 2025
Proposed readiness for the 2028 Games	Construction pause TBD
2028 Games Exclusive Use	May 28, 2028 – September 30, 2028
Substantial Completion	December 2028
Final Project Completion	January/February 2029

With the PA deadline only a few days away from the issuance of this report, there may be insufficient time to reach resolution on all material issues on the PA before APCLA begins pricing the LACC Project. This circumstance increases the likelihood that (1) APCLA’s Committed Proposal will not provide a firm, fixed price and will be heavily qualified, and (2) if such issues remain unresolved in the execution version of the Contract Documents, there will be significant claims for additional compensation and schedule delays and an increased risk of impact on the 2028 Games.

**FISCAL IMPACT STATEMENT**

The recommendation to note and file this report will have no impact on the City’s General Fund. Should the Council authorize a Project, full City costs and the General Fund impact will depend on delivery option selected and the timing and sizing of the debt issued to finance the Project. A subsequent report on the debt issuance for the Project will be prepared and released at a later date concurrent with the submission of a final PA to Council and the Mayor.

## **DEBT IMPACT STATEMENT**

The recommendation to note and file this report will have no debt impact on the City. Should the Council authorize a Project, the total Project construction cost is contemplated to be \$2 billion or more. However, the final sizing and structure of the debt issuance will depend on the delivery option selected and the construction schedule for the Project. A subsequent report on the debt issuance for the Project will be prepared and released at a later date, and concurrent with the submission of a final PA.

## **FINANCIAL POLICIES STATEMENT**

The recommendation to note and file this report is consistent with the City's Financial Policies as it will not result in appropriation changes during the current fiscal year.

*MWS:BC:HTT:MFC: 09250184*