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Automated People Mover, the LAX Train, on Track Toward Implementation at LAX

The first step toward transforming the ground transportation, arrival and departure experience at Los Angeles International Airport (LAX) occurred this December when the Los Angeles Board of Airport Commissioners unanimously approved moving forward with a \$4 billion Landside Access Modernization Program.

Plans include a new automated LAX Train that will connect passengers to airline terminals from new facilities including a consolidated Rent-A-Car Center, multiple locations for passenger pick-up and drop-off, and Metro's planned Crenshaw Line Station at 96th Street/Aviation Boulevard. The plan is designed to relieve congestion in the Central Terminal Area (CTA) as well as on local streets surrounding the airport.

"This Program will transform how people travel to and from LAX in the future," said Sean Burton, President of the Board of Airport Commissioners. "We are committed to building a system that will relieve congestion, encourage transit use and create a reliable, efficient arrival and departure experience for residents and visitors."

The LAX Train will provide free, fast and convenient access to terminals for passengers, employees and visitors 24/7, 365 days a year from three stations in the Central Terminal Area.

The Rent-A-Car Center will consolidate all rental car companies servicing LAX into one convenient location, eliminating the need for rental car courtesy shuttles, and provide rental car customers direct access to major freeways.



The LAX Train (Automated People Mover) will be above grade, allowing the system to avoid airport roadways, and will connect passengers to airport terminals from convenient locations outside the airport's Central Terminal Area.

There will also be two new locations for arrival, departure, pick-up and drop-off outside the Central Terminal Area. These locations will feature convenient, off-site vehicle parking with direct access to the LAX Train and provide easily accessible and comfortable areas to meet and greet passengers.

Perhaps the most exciting element of the proposed project will be the LAX Train's connection to Metro's planned Crenshaw Line Station at 96th Street/Aviation Boulevard, providing a long desired rail-to-airport connection to the region's traveling public.

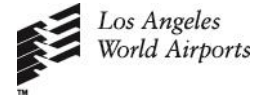
The Board's vote sets the groundwork for the LAX Landside Access Modernization Program to begin the environmental review process in early 2015 with construction expected to begin in 2017. For more information on the proposed LAX Landside Modernization Plan, visit www.connectinglax.com.



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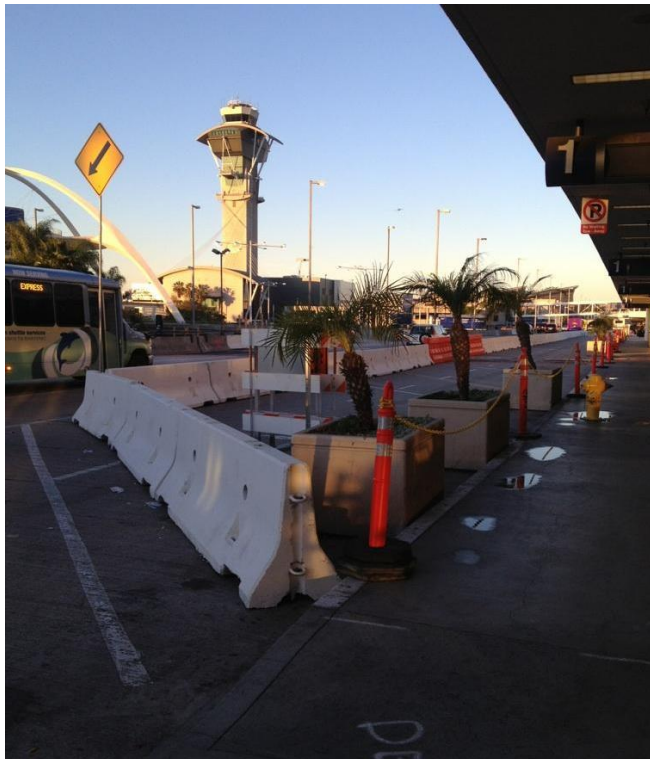
LAX Capital Improvements Program e-Newsletter

Winter 2014/2015



Terminal 1 Construction May Cause Traffic on LAX Roadways

Ongoing renovations at LAX’s Terminal 1 are resulting in traffic disruptions on the Upper/Departures level of the Central Terminal Area (CTA) due to a barricade temporarily closing the passenger drop-off lane in front of the western half of the terminal.



Terminal 1 construction has resulted in a closure of the drop-off lane outside the western half of the terminal, limiting space for vehicles and causing some

“We strongly encourage travelers to use alternate transportation like the LAX FlyAway nonstop bus service, Metro Rail Green Line or park in Economy Lot C whenever possible during the closure,” Los Angeles World Airports Spokesperson Mary Grady said. “To make your trip to the airport easier, you can find up-to-the-minute traffic conditions, travel tips, shortcuts and more at www.LAXisHappening.com.

Construction on the \$500-million renovation of Terminal 1 requires the closure of a large portion of the drop-off lane of the Upper/Departure level. Because Terminal 1 is located at the airport’s entrance, this lane closure is expected to cause delays throughout the CTA to all terminals throughout the duration of the closure, which is expected to continue through 2015.

Although traffic officers are stationed at the impacted area to ease congestion, passengers traveling to all terminals are advised to allow extra time for the commute, use the Lower/Arrival level to drop off and pick up passengers, or to take public transportation to the airport in order to avoid delays.

As LAX continues its multi-billion-dollar capital improvement program that will result in a more modern, efficient and appealing airport for Los Angeles, Airport Officials ask your assistance in spreading the word about possible delays and advising people to allow extra time getting to LAX.

Construction of the Terminal 1 project is expected to be completed in 2018.

Midfield Satellite Concourse North Project Ready to Begin Design Process

In December 2014 the Los Angeles Board of Airport Commissioners awarded a \$961,000,000 contract to Turner | PCL Joint Venture in association with Corgan\Gensler, to design and build the Midfield Satellite Concourse (MSC) North Project, a new terminal located on the LAX airfield approximately 1,300 feet west of Tom Bradley International Terminal (TBIT).

This project is the next significant effort in the ongoing \$7.3 billion modernization of LAX and will benefit the public by helping to mitigate flight delays at the airport.

The approximately 800,000-square-foot, five-level concourse will feature 11 aircraft gates capable of

accommodating a variety of aircraft types up to and including the Airbus A380 and Boeing 747-8.

The concourse will be approximately 132 feet wide (east-west) and 1,295 feet long (north-south). Underground tunnel facilities will be constructed to provide passenger, baggage, and utility connections between the MSC and TBIT.

Other construction components include the demolition of existing facilities, a small annex to TBIT that will serve as a connection point to the MSC, and the build-out of a Project Management Office. Airfield improvements will include new taxiways/taxilanes, aircraft apron, and service roads surrounding the concourse, as well as



utility lines and facilities for domestic water, fire suppression water, sanitary sewer, storm drains, natural gas, electrical, fuel and communications infrastructure.

The MSC North Project will be delivered in two phases. Phase 1 is for design and pre-construction services. The design work is scheduled to be completed late 2016. Phase 2 is for actual construction of the MSC North project. The project will be constructed in compliance with LAWA's Sustainability Guidelines and will meet the energy and water-conservation

requirements of the Los Angeles Green Building Code. Construction will last about three years with completion scheduled for 2020.

The total budget for the project is nearly \$1.25 billion, which includes construction hard costs, project contingency, and allowances for additional project components. A public art allowance, calculated at one percent of construction cost for terminal public areas, is also included.

Parking Structure Improvement Project Causes Elevator Closures

All eight parking structures inside LAX's Central Terminal Area are undergoing elevator and lighting replacement to improve the functionality and efficiency. However, the biggest impact of the effort is being felt in Parking Structures 3 (P3) and 4 (P4), located across from Terminals 3, 4 and the Tom Bradley International Terminal.

Driving along World Way, massive blue construction barricades stretch along the west-facing wall of P3 and P4. Inside the structures crews are demolishing the elevator towers and staircases on the west side of both structures, leaving just the frames standing and replacing and/or renovating the areas.

This construction has resulted in large closures of pedestrian access to the western exit of P4 and the northern exit of P3, where some elevators, stairwells and the pedestrian bridge from P3 to Terminal 3 are closed. Detours direct the public to alternate entrances and exits, but travelers will notice an increased walking distance and walking time to bypass construction.

"All elevator work is being done to improve safety," Project Engineer Tony Soung said. "By replacing the elevators with more reliable and energy-efficient models, we are working to make LAX more pedestrian friendly and more accessible than ever before."

Of the 29 existing elevators in all LAX parking structures, 14 units will be replaced with new, more reliable machine-roomless (MRL) elevators; eight will be replaced with overhead traction elevators; six units have



A blue construction barricade extending the length of Parking Structure 4 shows the impact the renovation is having on pedestrian walkways and access to the space.

been previously replaced; and one unit in Parking Structure 2B, taken out of service entirely due to flood damage, is being evaluated for return to service. P2A has been closed to the public since 2010 and is being used as a construction parking lot and lay-down area. This project will bring all elevators up to current building codes.

Under the project's scope of work, interior lighting inside all of the parking structures will be replaced with energy-efficient LED lights.

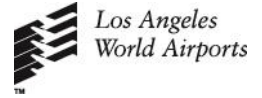
The parking structure elevator replacement effort began in November 2014 and is expected to complete in all structures by December 2016.



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Runway Safety Area Work to Result in Rolling Runway Closures, Expect Delays

In January, the Los Angeles Board of Commissioners signaled the start of a three-year runway construction project at LAX with the approval of a \$25,245,000 contract to Griffith/Coffman Joint Venture for the Runway 6L-24R Safety Area Rehabilitation Project.

The federal government is requiring U.S. airports to improve the Runway Safety Areas (RSA), safety zones at the ends of each runway. RSA work will result in the phased closure of each runway during the construction period. Passengers may experience impacts as soon as this summer, such as delays or increased wait times aboard aircraft. Rolling closures of LAX runways for RSA improvements and/or maintenance is scheduled March 2015 through June 2018.

“By bringing the Runway Safety Areas at LAX up to federal compliance standards we are working to ensure our already safe runways meet new federally mandated standards for all passengers,” Los Angeles World Airports Executive Director Gina Marie Lindsey said.

The improvements will provide an extra margin of safety for landing and departing aircraft. RSAs provide a buffer zone should an aircraft overshoot, overrun or veer off a runway while landing or taking off. RSAs are typically 1,000 feet by 500 feet at each runway end and 250 feet from the runway centerline. RSAs are not runway extensions.

At LAX, RSA improvements are needed for Runways 6R-24L and 6L-24R on the north airfield and for Runway 7L-25R on the south airfield. Minor improvements are needed to bring Runway 7R-25L into compliance.

The Runway 6L-24R Safety Area improvements and taxiway portions of the project are eligible for a 75 percent reimbursement, up to a maximum amount of \$14,874,645, from the FAA under an Airport Improvement Program (AIP) grant. AIP funding is not available for the pavement rehabilitation. All non-federally funded project costs will be recovered from airfield users through LAX’s rates and charges. No monies from Los Angeles City’s general fund are being used for this project.

Please send newsletter comments, inquiries and suggestions to:



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