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## LAX CAPITAL IMPROVEMENTS PROGRAM E-NEWSLETTER

Summer 2017



# Automated People Mover RFP Highlights LAMP Activity



**THE CONCEPT** – This conceptual rendering shows a skybridge to Terminal 1 in the foreground and the Automated People Mover at the top, near the iconic Theme Building.

The monumental plan to tackle traffic at Los Angeles International Airport, transforming it into a world-class gateway, has taken big strides the past few months, but none bigger than the release of a Request for Proposals (RFP) for the element that ties everything together: a 2.25-mile Automated People Mover.

The APM, which is proposed as an elevated electric-powered train, will ferry passengers between three locations outside

the airport and three stations inside the Central Terminal Area. The trip from a proposed Consolidated Rent-A-Car Center, just west of the 405 Freeway, and the Tom Bradley International Terminal, is anticipated to take 10 minutes, with trains arriving every 2-3 minutes. The driverless system will run 24 hours a day, and users will not have to pay a fare to ride.

In addition to linking LAX and three stops to its east, the APM will provide the ability to transfer from Metro Rail at

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the proposed 96th Street Airport Metro Connector station, which would be added to the new Crenshaw/LAX Line that is currently under construction. While the Crenshaw/LAX Line is expected to open in 2019, and will include a station at Aviation and Century boulevards, the new connector would open in time for the APM to begin service in late 2023 or early 2024.

Three proposing teams have been working with draft versions of the RFP to help find potential enhancements and cost efficiencies for the APM. The team that wins the project will have a 30-year contract that include the time it takes to build the system, then operate it with Los Angeles World Airports making an annual availability payment. This type of public-private partnership (P3), called the Design-Build-Operate-Finance-Maintain model, has been used on projects internationally, but is just finding a foothold in the U.S. Recent examples of its use include two rail lines in Denver and some modernization work at La Guardia Airport, but LAVA is the first agency to use it to build a people mover.

The current schedule has technical bids due in November and financial proposals in December. A contract is expected to be awarded in early 2018, followed by a groundbreaking later in the year.

“We are excited to move forward with this essential component of the LAMP project,” said Sean Burton, Los Angeles Board of Airport Commissioners President. “One reason Los Angeles World Airports chose a P3—Public Private Partnership—for this project is to expedite the delivery of this critical improvement that will create a better experience for

passengers at LAX.”

“The APM is a critical project for the future modernization of LAX and is the solution to providing reliable, time-certain access to airline terminals for passengers, employees, and other users,” said Deborah Flint, CEO of LAVA. “Today’s authorization of the RFP is an important step towards delivering on that promise. The RFP scoring process is designed to give us a qualified team that will deliver a high quality, reliable and beautifully designed system.”

The APM is the key to the estimated \$5.5 billion program that includes four other elements: The Consolidated Rent-A-Car Center, two Intermodal Transportation Facilities (ITF East and West), and roadway improvements throughout the LAX area.

RFPs have also been released for the ITF West and a project to build the cores that will connect via moving sidewalks and skybridges to the APM system inside the CTA.

Earlier this summer, the City Council approved the General Plan Amendments, Specific Plan Amendments, and zone changes, and concurred with the California Environmental Quality Act certification of the overall program’s Final Environmental Impact Report.

For more information about the proposed LAX Landside Access Modernization Program, visit [www.connectinglax.com](http://www.connectinglax.com) and [www.facebook.com/connectinglax](https://www.facebook.com/connectinglax).

## Airline Relocation Sets Stage for Major T2-3 Work

Delta Air Lines’ move from Terminals 5-6 to Terminals 2-3 has kicked off a series of changes, including additional renovations to Terminal 2 on top of \$332 million in work performed by LAVA, the demolition and reconstruction of much of Terminal 3 and the construction of a connector to the Tom Bradley International Terminal. The work is anticipated to be completed in 2023.

A new food court with LA Life, Starbucks and a much anticipated Shake Shack has already opened in Terminal 3. The old Starbucks location has closed, along with Burger King, and that space will be remodeled and reopen by the end of 2017 with Panda Express, earthbar, and an airport location for Ashland Hill, a popular Santa Monica eatery.

Also expected to open by the end of the year are La Familia, a Mexican restaurant and tequila spot, and The Parlor, an airport location for the iconic LA gastro pub and sports bar. New retail offerings will include Moshi, featuring premium electronics, Soundstage by Hudson, and Hudson LAXpress.

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Charles Pannunzio

**PASSENGER REFRESHMENT** – A new food court that includes Shake Shack, Starbucks and the LA Life market opened in June in Terminal 3. Additional retail and food offerings are set to open by year’s end.



Charles Pannunzio

**TERMINAL REFRESHMENT** – Terminal 3, above, will get its first significant renovation in decades over the next six years.

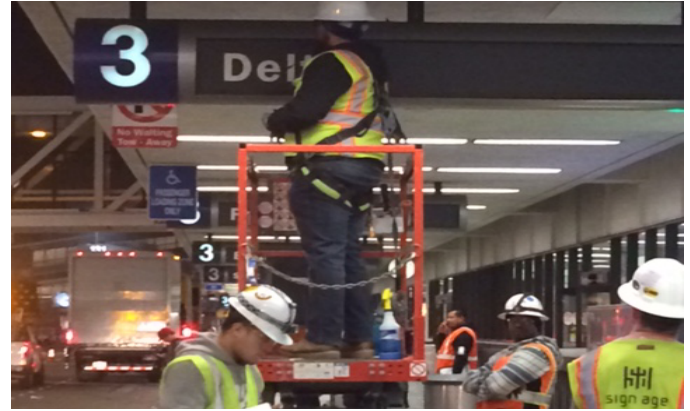
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The proposed \$1.9 billion renovation work is going through its environmental approvals right now but is anticipated to include:

- Upgrading the Terminal 2 concourse
- Demolition and reconstruction of the Terminal 3 concourse building
- Demolition of the southern appendages of the Terminal 3 satellite (oval shaped structure at the north end of Terminal 3)
- Demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings) at Terminals 2 and 3.

According to the Environmental Impact Statement, reconfiguration of the gates as part of the projects could add as many as four gates between the two terminals. The work will be done in phases with an expected completion date in 2023.

The May 12-17 relocation of nearly 20 airlines was relatively smooth, with only minor issues addressed during the 36 hours before the next movements occurred. It was the culmination of nearly a year of planning, with many of the airlines in Terminals 2-3 relocated to recently remodeled space in Terminals 5 and 6.



Mary Grady

**SIGNS OF CHANGE** – Workers change a Terminal 3 “barrel” sign to read “Delta” during the first night of relocations for more than a dozen airlines in mid-May.

## American Airlines Announces Renovation Plans

A new airside connector between Terminals 4 and 5, along with a centralized Security Screening Check Point and improved check-in facilities are among the features of a \$1.6-billion investment that American Airlines is planning at Los Angeles International Airport.

Ahead of its plans for a 15-year lease extension with Los Angeles World Airports, American Airlines shared some of its plans for Terminals 4 and 5 during an early June news conference. Among the work American will undertake in the next 7-10 years are:

- A new vertical circulation core with connection to the landside Automated People Mover (APM) train system.
- Unifying the passenger check-in and baggage claim areas.
- Improving check-in facilities in T5.
- Centralizing the T4 and T5 security screening checkpoint at the APM level.
- Connecting T4 and T5 on both the landside and airside of the building, including an above-ground connection extending from the T4/TBIT Connector to T5 on the airside.

To facilitate these improvements while continuing to operate in both terminals, the project will involve tearing down the lobby areas of T4 and T5 one small section at a time and building the new, state-of-the-art facility.



Charles Pannunzio

**MAKING PLANS** – American Airlines announced intentions in early June to make upgrades worth \$1.6 billion to Terminals 4-5 in its next lease agreement.

# Midfield Satellite Concourse Quickly Takes Shape



**TAKING SHAPE** – The steel structure of the Midfield Satellite Concourse rises up from the airfield just west of the Tom Bradley International Terminal in this photo from early August. The 12-gate facility, which will be connected to the Bradley Terminal via two tunnels, is expected to open in early 2020.

With its location away from the Central Terminal Area, and limited impact on passengers, construction of the Midfield Satellite Concourse (MSC) has continued largely out of the sight of the millions of travelers using LAX each month.

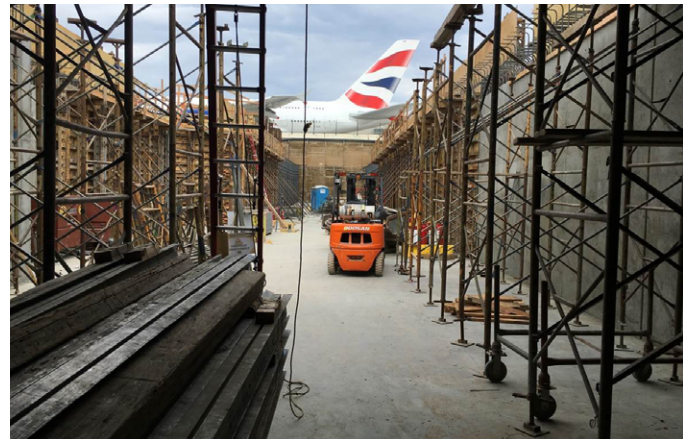
With the appearance of the first steel beams in August, that is beginning to change.

Just a few months after the official groundbreaking for the five-level facility that will serve as an extension of the Tom Bradley International Terminal (TBIT), structural steel erection and metal decking installation has already begun on what will be the northeastern portion of the new building. A portion of the foundation as well as elevator footings were poured in July.

Excavation, shoring and underground utility work is going on at the southern portion of the site, where a second crane is slated to begin working this fall.

Work has continued on both tunnels that will tie the new concourse to TBIT, with several sections of the utility tunnel (Utilidor) already connected.

Adjacent to TBIT, construction on the Gateway that will include airline lounges and the escalators to reach the passenger tunnel required some changes to gates.



**MAKING CONNECTIONS** – Work on the Utilidor tunnel, which will connect the Midfield Satellite Concourse to the Tom Bradley International Terminal, continued in August.

Gate 148 was temporarily unable to serve the largest aircraft, including the Airbus A380, but the restriction will be reversed in August, at which time Gate 130 will be similarly impacted. Gate 132 is closed for construction of the Utilidor tunnel.

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Some of the most complicated work at this point has included rerouting and reconnection of domestic water and jet fuel lines on the west side of TBIT.

On the east side of TBIT, Gate 131 is currently closed for work on a tunnel that is part of the associated Baggage Optimization Project, which will greatly expand baggage handling capacity at both TBIT and the Midfield Satellite Concourse.

Site preparation continues for a new Department of Water and Power substation that will be built along Coast Guard Road, just west of the concourse. The actual construction of that facility is planned to start in the spring of 2018.

Because the work has been going on largely out of sight, members of the MSC team and Guest Experience brought the project to passengers and airport employees in the form of a display at TBIT in late June, with team members answer questions from the public as well as airport employees.

For the event, the Integrated Environmental Media System displayed the new animated walk-through video showing how passengers will make their way from the Central Terminal Area through TBIT and into the new building. The video is also available by visiting <https://www.youtube.com/watch?v=L-Yenof-RD8&t=7s>



**INFORMING THE PUBLIC** – Members of the Midfield Satellite Concourse and Guest Experience teams updated the public on plans for the MSC at a late-June event in the Tom Bradley International Terminal.

## More Connections on the Way with Terminal 1.5

As work continues on a \$515 million renovation of Terminal 1, the building is about to get a new neighbor.

In mid-July, the Los Angeles Board of Airport Commissioners approved a new lease for Southwest Airlines, for additional space in the soon-to-be constructed Terminal 1.5 as well as some related revisions in Terminal 1.

The building, anticipated to cost \$490 million, will provide additional space for baggage claims, ticket counters, a Security Screening Check Point, and another floor of office space. It also serves to connect Terminals 1 and 2. Landside connections occur on the Arrivals and Departures levels and a secure airside connection occurs on the Concourse Level allowing passengers to more easily transfer between the terminals.

Coupled with Delta Air Lines' move to Terminals 2-3, Terminal 1.5 will help with plans to connect the three northern terminals to the Tom Bradley International Terminal and the future Midfield Satellite Concourse (MSC). Delta's long-term plans include significant renovations to its terminals, as well as a Terminal 3 connector.



**CLOSING THE GAP** – Terminal 1.5 is a building that will connect Terminals 1 and 2, and will be located in the current open space between them.



**NORTHERN LIGHTS** – With all four gates at the northern end of Terminal 1 reopened, natural light pours into the renovated area.

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Preliminary work on the site is scheduled to start as soon as August, with the building expected to open sometime in 2020.

Meanwhile, the summer has seen more great strides inside Terminal 1, with the reopening of Gate 18B and some punch list work taking place at other gates that have already been upgraded. Gate 16 is scheduled to reopen this fall, with work continuing at Gate 14 until next spring.

In recent months work shifted to the center of the terminal, where the former Security Screening Check Point is being converted into a new restroom area, and a food court renovation will be underway soon. The current food court will close temporarily following the Labor Day weekend.



Charles Pannunzio

**IN THE WORKS** – Overnight work will take place for several months in the area of the escalators from the Terminal 1 concourse to the arrivals level. A detour will be established for late-arriving passengers.

## Renovations Continue for Terminals 7 and 8

The \$573 million renovation of Terminals 7 and 8 has continued through the spring and summer, with upgrades to many gate areas, replacement of passenger boarding bridges, new restrooms and a service animal relief area, completion of the glass-lined connector between the terminals and a new way to access the baggage claim.

Gates 74, 75B and 80 have reopened while Gates 76 and 84 are closed for renovations. Renovated restrooms across from Gate 80 have also opened, along with a new men's room at Gate 70A.

There were big changes to the Lower/Arrivals Level in May. New escalators opened from the Concourse Level to the Baggage Claim area, with the old escalators closed for demolition. Just before Memorial Day, the new Baggage Claim No. 1 opened, shifting work on the Lower/Arrivals Level to replacement of the last of the old style carousels. Because of construction barricades, Baggage Claims No. 3 and 4 can be accessed from the street, or by using the escalators closer to Terminal 8.

Also in June, the new Premier check in area opened west of the Security Screening Check Point.

In July, the bridge to Parking Structure 7 reopened along with two new elevators that can access ticketing and the baggage claim area.



Charles Pannunzio

**CHECK-IN CHANGES** – The new United Premier check-in area is among the recent upgrades in Terminal 7.

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