LAX Modernization: Bradley West and Beyond

Southern California Association of Governments

Aviation Technical Advisory Committee

February 27, 2014
LAX is the Busiest Origin and Destination Airport in the United States

- 2012 Traffic Exceeded 63 Million Passengers Per Year (63.8 MAP)
- Long-Range plans designed to accommodate 78.9 MAP
- LAX has 680 daily flights to 96 domestic cities, and 930 weekly flights to 59 international cities.
- Recent Trends include Airline Consolidation, Fewer, Fuller Flights

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<th>Int'l</th>
<th>Domestic</th>
<th>Total</th>
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<td>2012</td>
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Economic Impact of LAX

Recent Studies by the L.A. Economic Development Corporation (LAEDC) found that:

• LAX already contributes more than $13.6 billion and 294,400 jobs to the Los Angeles County economy.

• A single trans-oceanic flight added $623 million in economic output and 3,120 direct and indirect jobs in Southern California, and provided $156 million in wages.

• If LAWA were to undertake $8.5 billion in future capital projects, it could generate an additional 90,500 job-years in Los Angeles County.
Current Capital Improvements at LAX
Bradley West Terminal
Central Utility Plant
“New Face of the Central Terminal Area”
Interior Terminal Renovations
Planning LAX
LAX Master Plan (2005)

- Bradley West
- South Airfield Reconfiguration
- Midfield Satellite Concourse
LAX Master Plan “Yellow Light Projects”

- North Airfield Reconfiguration
- Demolition of Terminals 1-3
- Ground Transportation Center
- GTC-CTA Peoplemover
- Roadway for GTC
Specific Plan Amendment Study Preferred Alternative (2013)
LAX Projects in Environmental Review
LAX Midfield Satellite Concourse (MSC) Program

- Located in the central area of the LAX airfield west of Tom Bradley International Terminal (TBIT)

- New multi-level concourse (with new taxiways/taxilanes) that will improve terminal operations, concessions and overall passenger experience

- Provides new large aircraft gates that will allow LAWA to modernize and maintain existing facilities (terminals, apron pavement, utilities, etc.)
TOTAL SITE AREA: 340 acres adjacent to LAX
1970’s & 80’s: Mostly assembled in the 70’s and 80’s and acquired with FAA grants
1984: Originally entitled for 4.5 million square feet
USES: Commercial, light industrial, airport support
2004: Incorporated into LAX Specific Plan
1,225,000 sf of Office, Research, and Development space

• 270,000 sf of Retail space

• 215,000 sf of Civic / Community space

• Airport support facilities, playing fields, dog park, golf course, and park land
Other LAX Planning Efforts in Environmental Review

- West Maintenance Area
- LAX Sign District
- LAX Runway Safety Area Enhancements
Projects in Planning
Ground Transportation Planning Efforts

Primary Areas of Focus:
- Rental Cars/Parking
- Intermodal/Parking
- Central Terminal Area

Secondary Areas of Focus:
- Park One Area
Automated People Mover (APM) Systems

Miami International Airport

Dallas/Fort Worth International Airport

Phoenix Sky Harbor International Airport

John F. Kennedy International Airport
LAX Automated People Mover (APM) System

- LAW A is evaluating each alternative and will select preferred alignment for APM system.

- APM alignments under study within the Central Terminal Area (CTA) include three basic types:
  - Scissor Alignments
  - Loop Alignments
  - Spine Alignments
Intermodal Transportation Facility

Potential ITF Features:
- Likely Phased Development
- Rotary for shuttles and other vehicles
- Remote Check-In (Kiosks)
- Remote pick-up and drop-off
- Relocated Parking
- APM Connection to Terminals
- Remote Bag Check
- Processing Facility
- Walkways to adjacent facilities
- Additional Parking
- Potential collateral development
- Potential Light Rail Station

ITF Final Phase with Light Rail Station Concept
Manchester Square/ConRAC Program

- BOAC Awarded Consultant Contract for Planning and Development of ConRAC in February 2014
- Site plan, traffic access, and internal circulation plan to be developed
- Manchester Square residences currently in voluntary acquisition program
• The SPAS Adopted Alternative includes an Automated People Mover (APM) to circulate within the CTA and to other airport facilities and serve private and public transit users.

• In a parallel effort, LAWA is collaborating with Metro to identify convenient connections to LAX. As part of the Airport Metro Connector project, LAWA is working with Metro examining potential methods to connect Crenshaw/LAX Corridor and Green Line passengers “to the airport”.

• The SPAS Adopted Alternative preserves two additional opportunities to connect Metro light rail directly “to the airport”.

Metro Rail Station Options
For More Information

- General LAX Planning Information – ourlax.org
- Specific Plan Amendment Study – laxspas.org
- Northside – laxnorthside.org
- Midfield Satellite Concourse - lawa.org/mscnorth
- Construction and Operations:
  - Construction Hotline – 310-649-LAWA
  - Noise Hotline – 424-64-NOISE