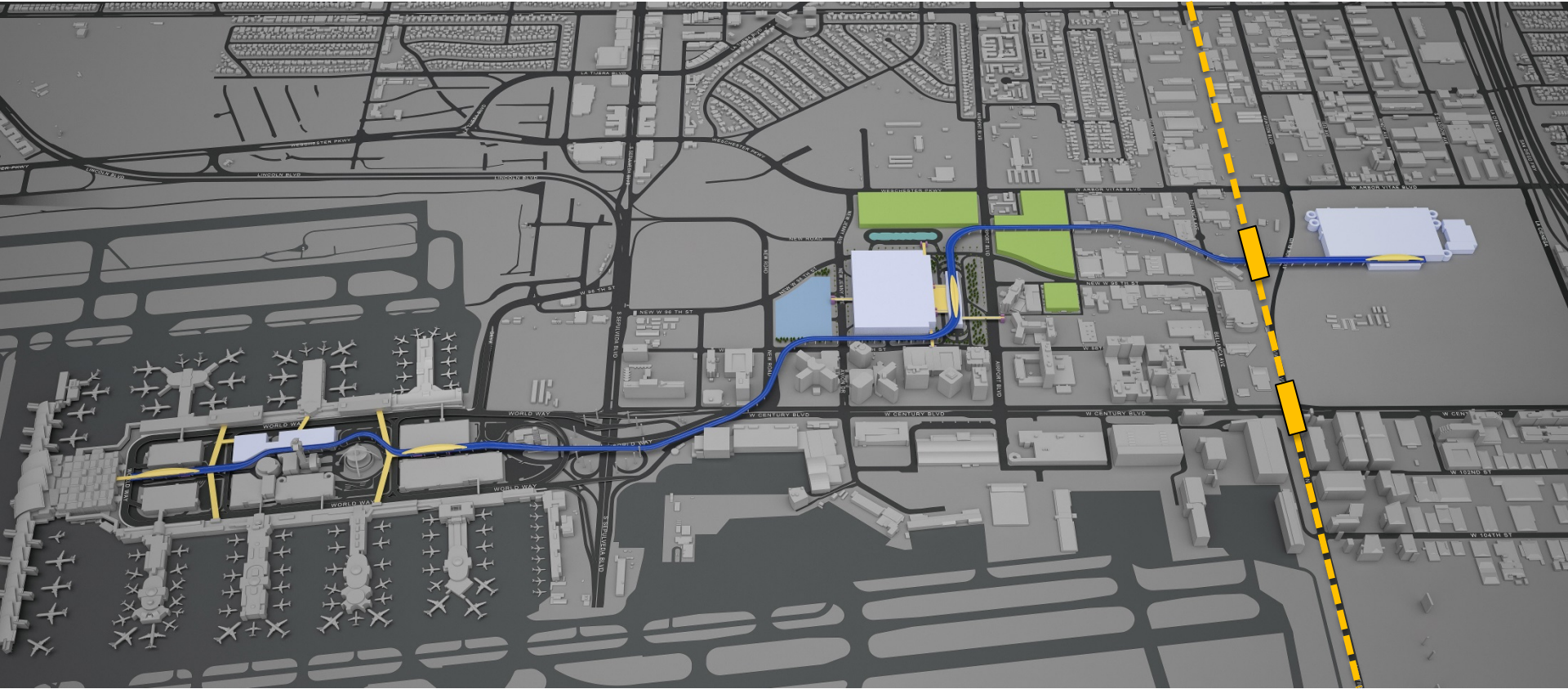


# **Transportation-Infrastructure Development Program (T-IDP) Update**

Board of Airport Commissioners

September 18, 2014

# LAX Ground Transportation Concept



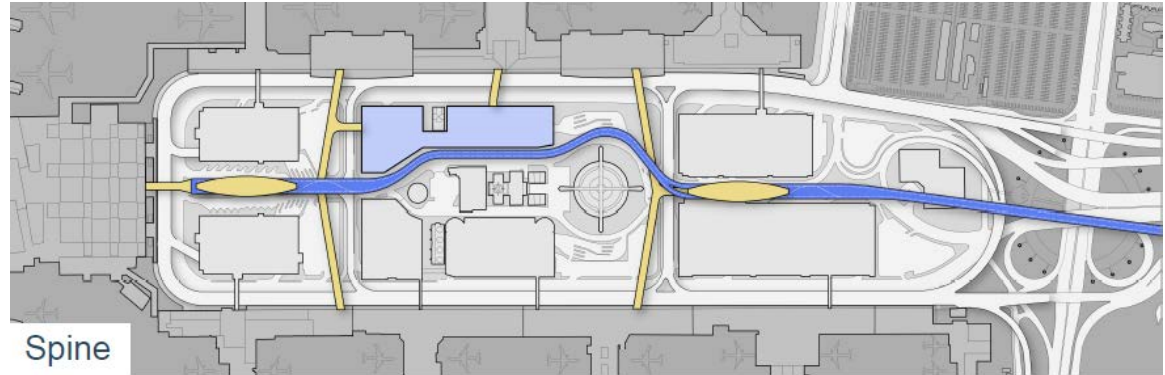
# CTA Alignments – May, 2014 Board Briefing

## Spine (2-Station)

Cost: \$1.5-2 Billion

Construction: 5-7 Years

Journey Time: 9-11 Min.

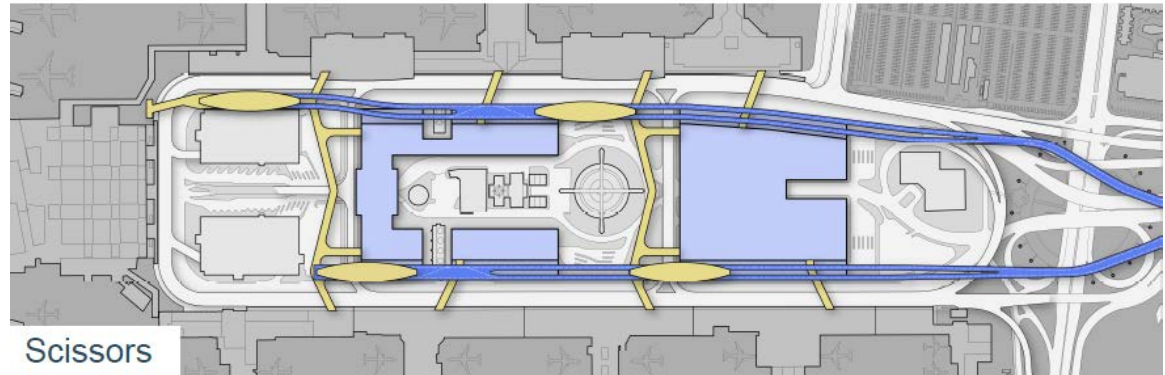


## Scissors (4-Station)

Cost: \$2-2.5 Billion

Construction: 7-9 Years

Journey Time: 8-10 Min.



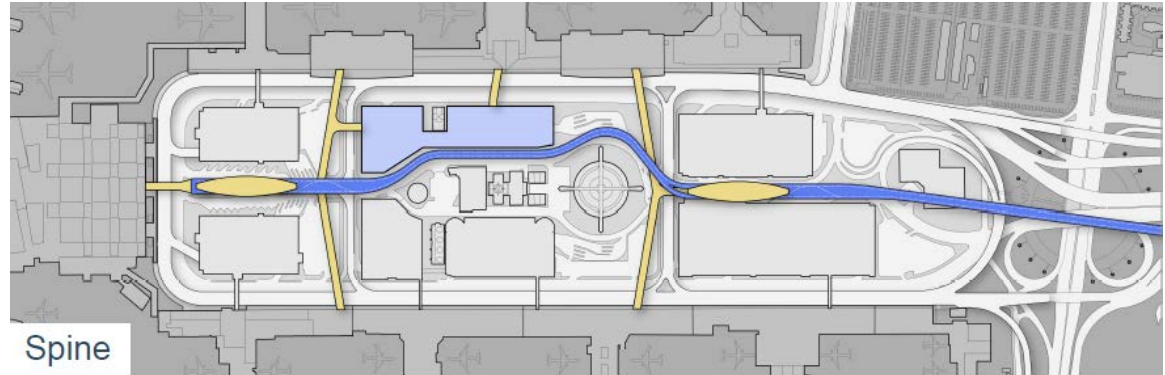
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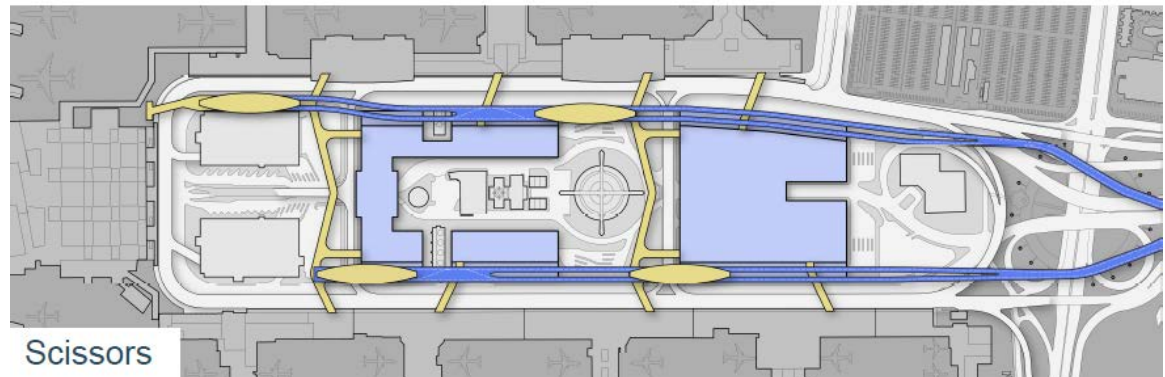


## Scissors (4-Station)

Cost: +\$500 Million

Construction: +2 Years

Journey Time: -1 Minute



# Issues Raised During May 2014 Workshop

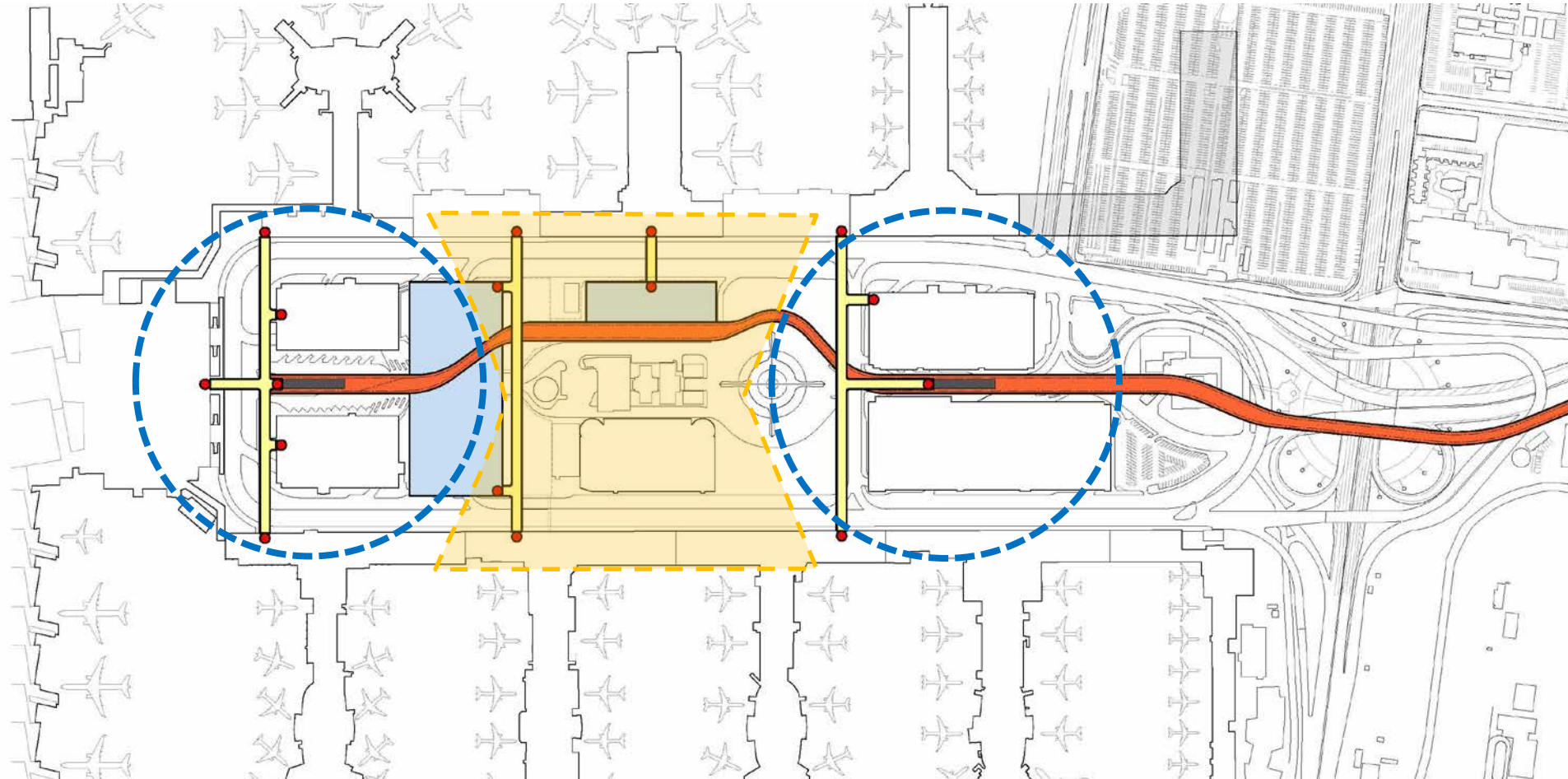
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## Feedback on May 2014 APM Concepts:

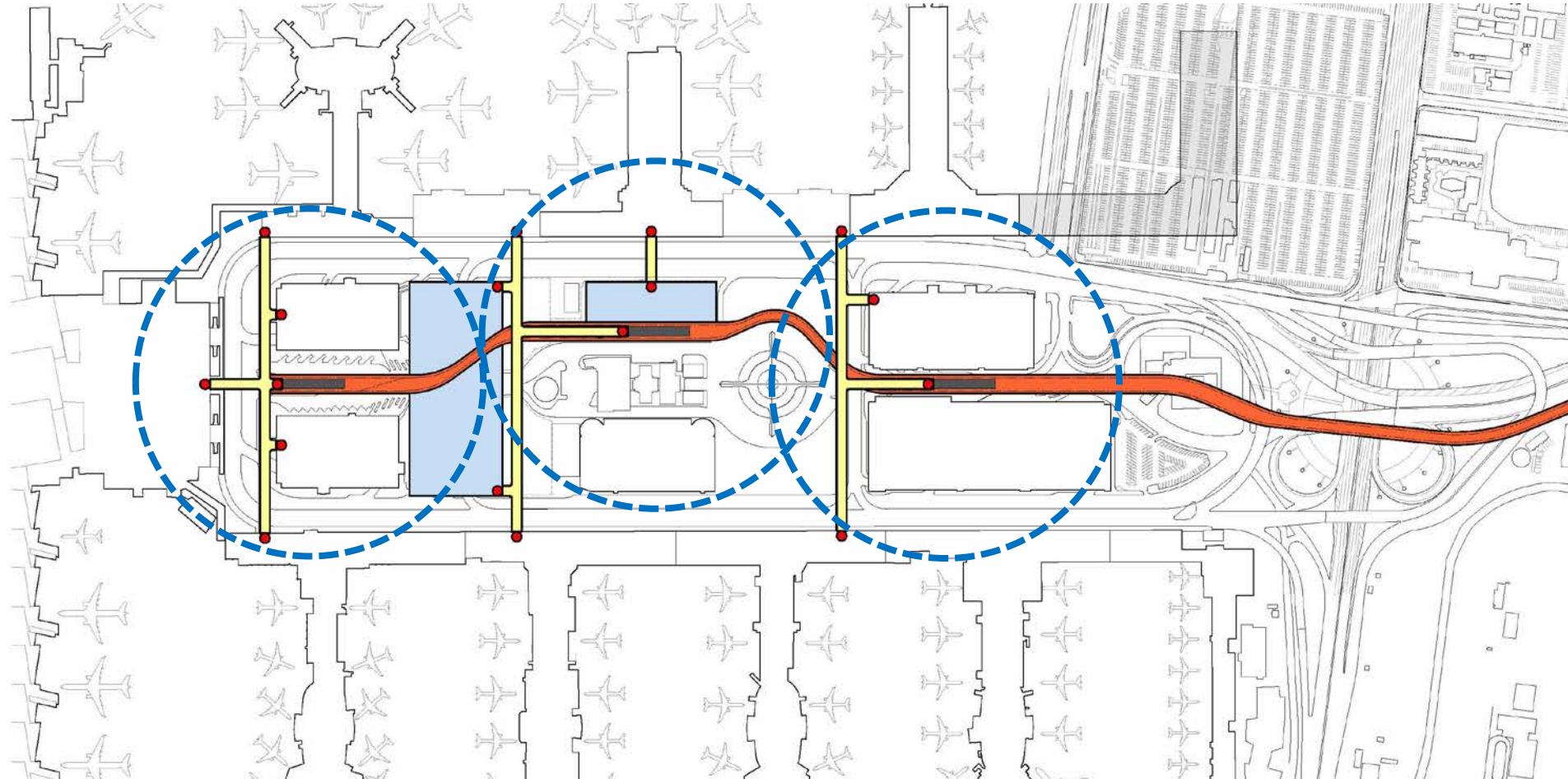
- Reduce total construction time
- Reduce impacts to CTA parking during construction
- Provide improved path of travel for APM users to existing terminals



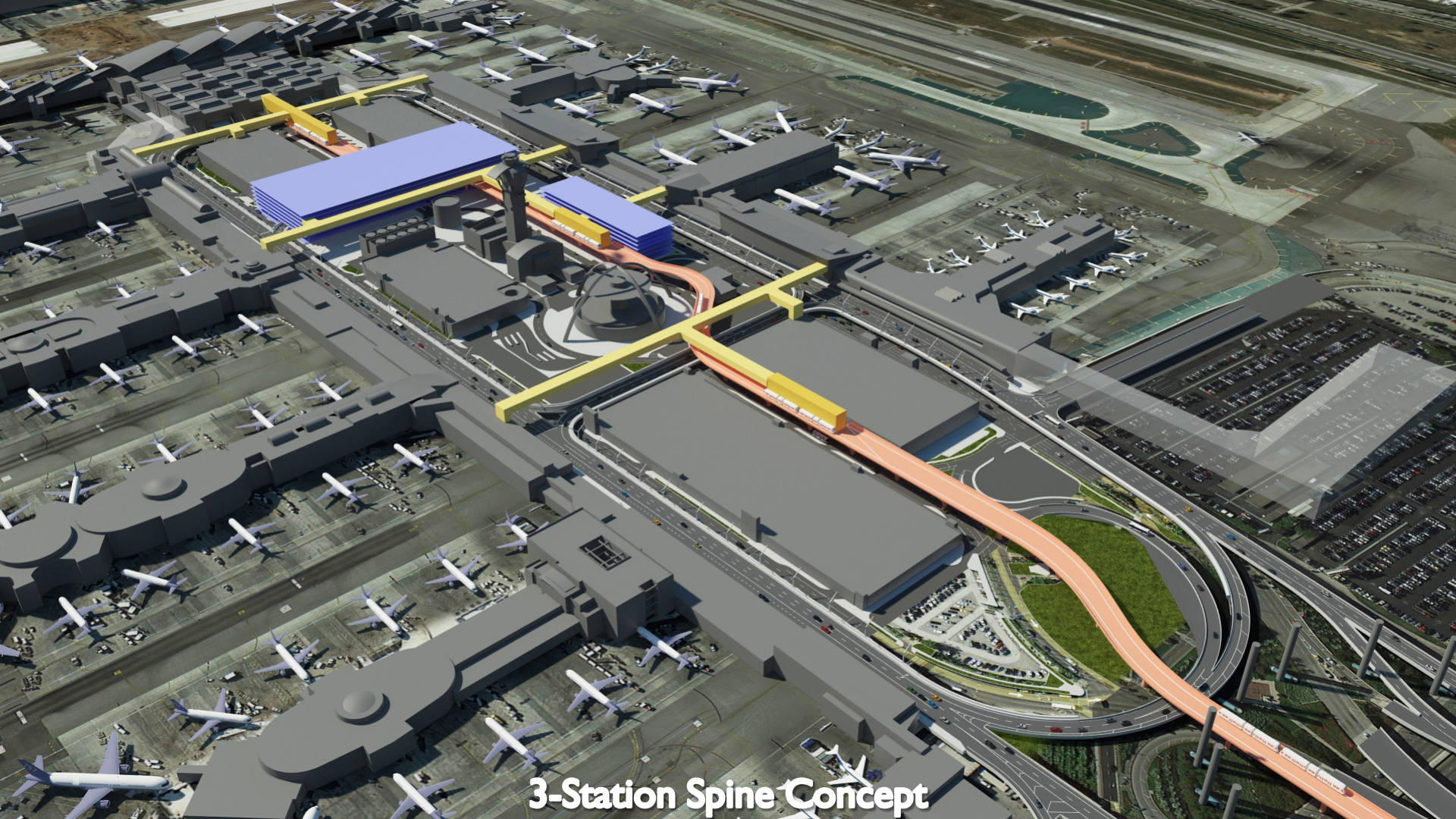
## 2-Station Spine



# 3-Station Spine







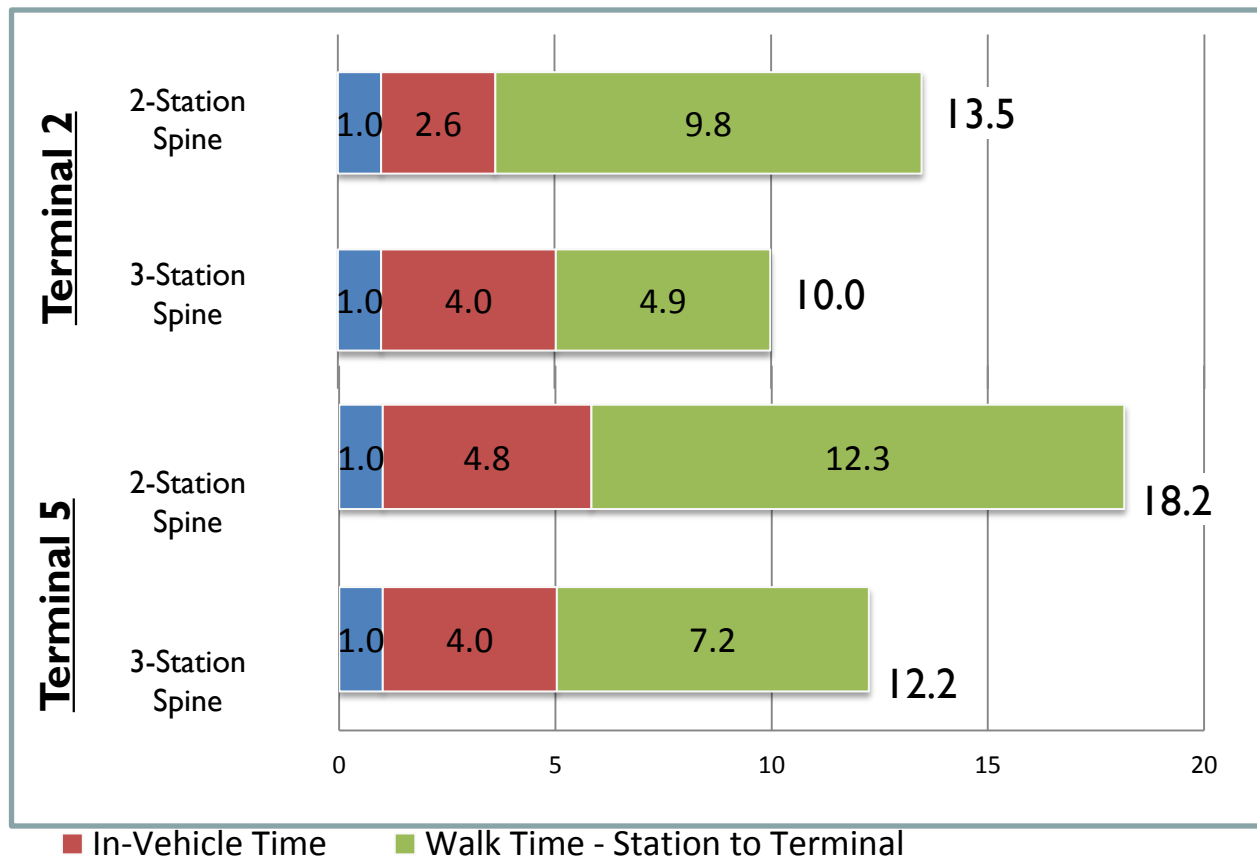
3-Station Spine Concept



# Reduced Journey Times (Terminals 2 and 5)

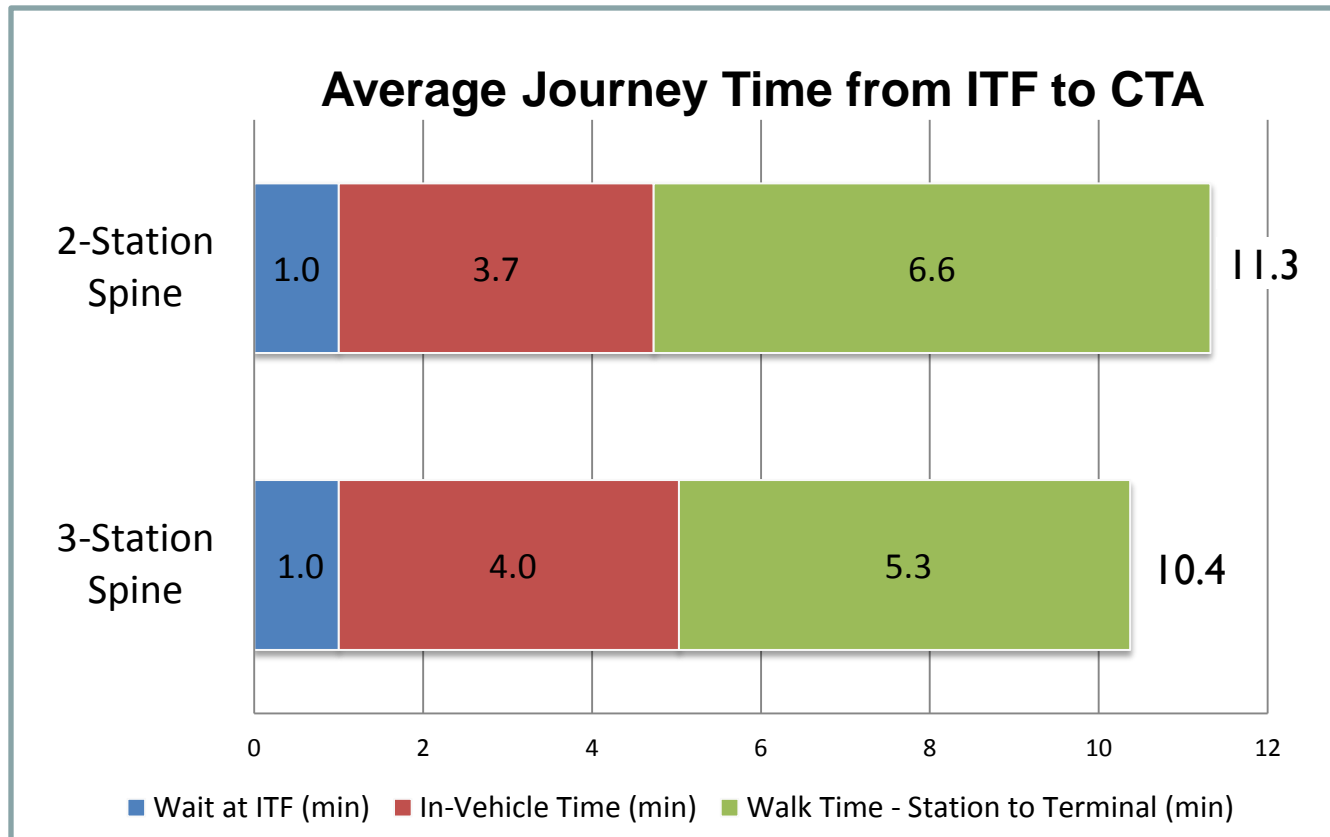
The 3<sup>rd</sup> Station reduces journey times for Terminals 2 and 5:

- T-2: 3 ½ minutes
- T-5: 6 minutes



# Reduced Journey Times (All Terminals)

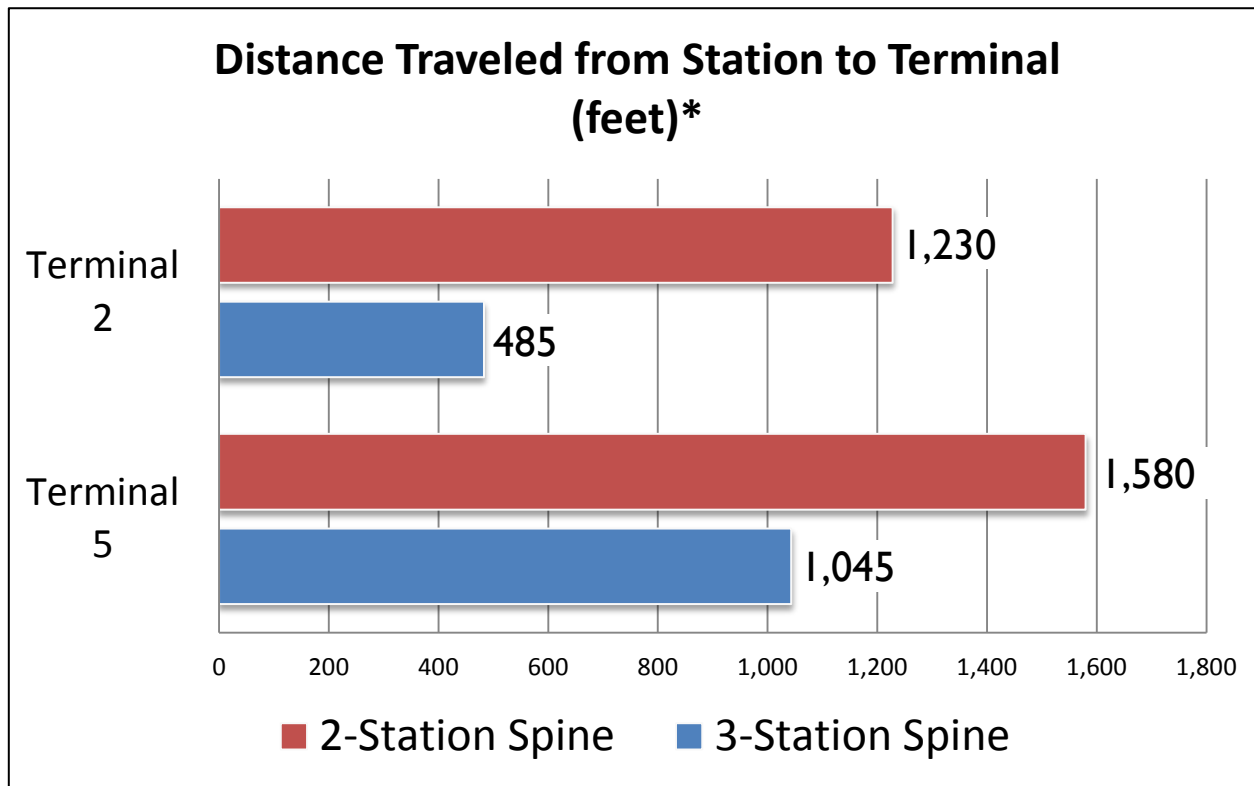
- The addition of the 3<sup>rd</sup> Station reduces the average journey time into the CTA by almost 1 minute.
- Savings achieved because of reduced distance to terminals.



## Reduced Distances (Terminals 2 and 5)

Adding a 3<sup>rd</sup> Station shortened the walk distance to Terminals 2 and 5:

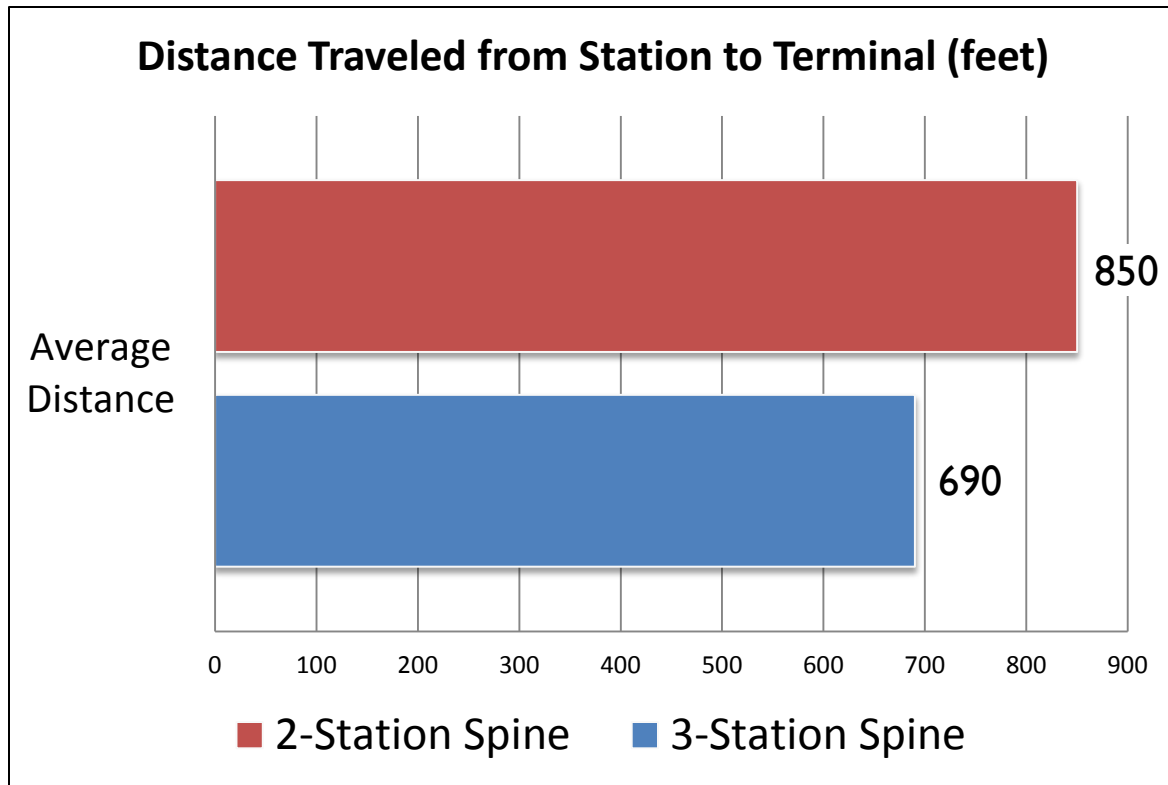
- T-2: 745'
- T-5: 535'





## Reduced Journey Time (All Terminals)

- The 3<sup>rd</sup> Station  
Reduces the average walk distance to the Terminals by 160'.
- With deployment of moving walkways, there will be no un-assisted walks longer than 200' between the CTA APM platforms and the existing terminals.



## Cost and Schedule Impacts

	Cost/Schedule	Incremental Benefit to Passenger Experience
2-Station Spine	<ul style="list-style-type: none"><li>• Cost: \$1.8-2.0 B</li><li>• Schedule: 5-7 Years</li></ul>	
3-Station Spine	<ul style="list-style-type: none"><li>• Cost: +\$150 M</li><li>• Schedule: Minimal</li></ul>	<ul style="list-style-type: none"><li>• Reduced Average Journey Time by 1 minute</li><li>• Reduced Distance to T-2 and T-5</li></ul>

# Additional Planning Considerations

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- Passenger Experience Considerations
  - Equity between terminals
  - Ability to accommodate changes:
    - Gate configurations
    - Airline operations
- 3-Station Spine concept supports:
  - Refinements to location of East station and pedestrian walkways
  - Potential addition of fourth station

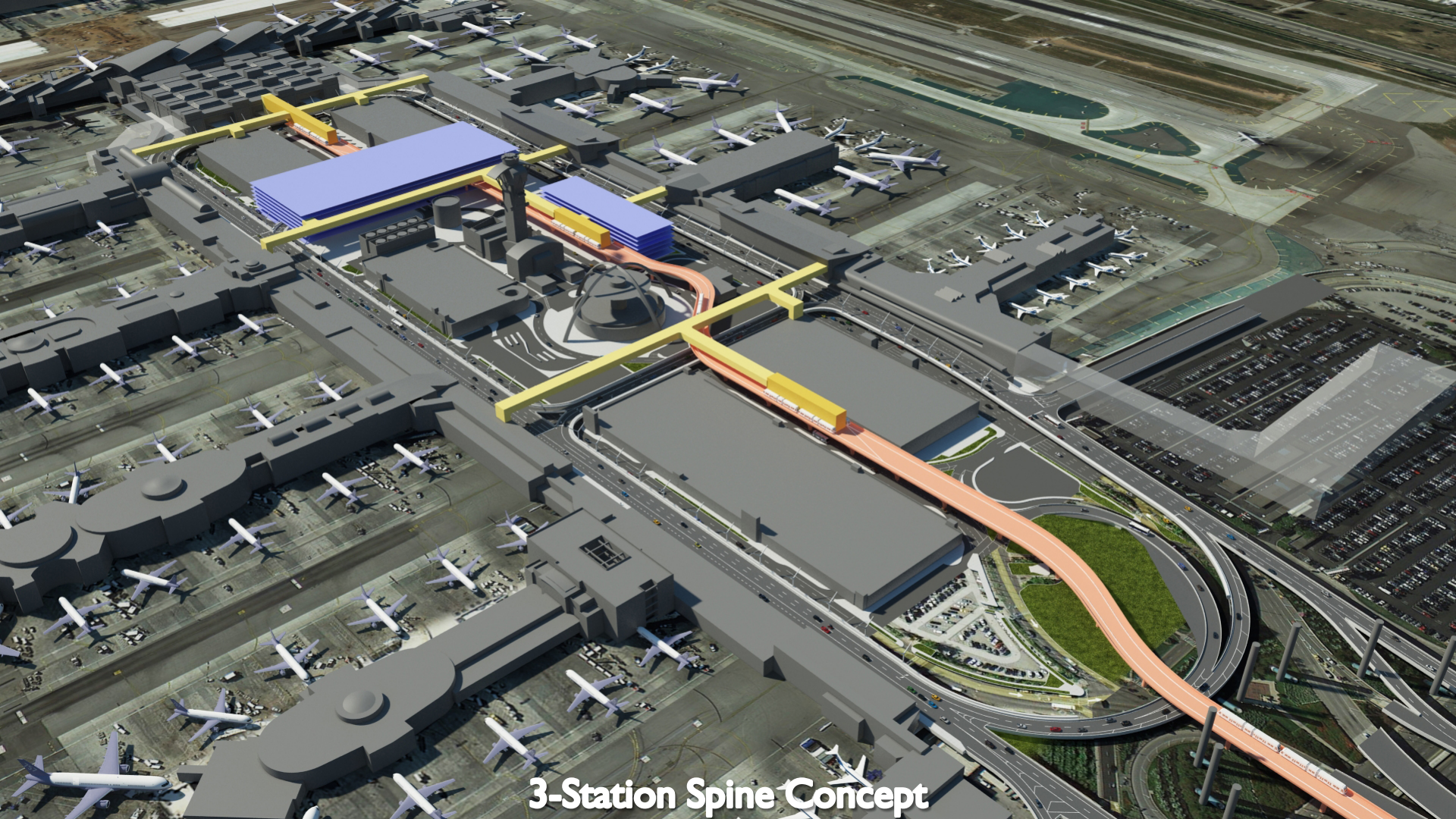


# Summary

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- The 3-Station Spine performs the best for the existing terminal configuration at LAX.
- Continue to refine the 3-Station Spine based on potential changes in gate configuration or airline operations.
- Work In Progress on other Key Elements of the Program:
  - CONRAC Right-Sizing, Site Plan and consultation with Rental Car Companies
  - Roadway Network Concept Refinement
  - Redefinition/Reprogramming of Lot C/Skyview Area (Intermodal Transportation Facility/LAXConnect)
  - Construction Staging & Phasing
  - Outreach with Key Stakeholders
  - Coordination with Metro

- Early November:
  - Consolidated Rental Car Facility/Manchester Square Program
  - Metro – 96<sup>th</sup> Station
- Late November:
  - Roadway Network
  - Lot C/Skyview Area (ITF) Plan and Program
- December:
  - Staff Recommendations of Major Program Elements



3-Station Spine Concept