

# Airport Metro Connector

**Construction Committee**

**January 16, 2014**



# Crenshaw/LAX Project

- Project Milestones
  - September 10<sup>th</sup> – Walsh/Shea given Notice to Proceed
  - Final design 50% complete
    - completion targeted Spring/Summer 2014
  - Ground breaking January/February 2014
- LAWA Accommodations
  - MOU with LAWA approved by:
    - Board of Airport Commissioners – December 2<sup>nd</sup>
    - Metro Board – December 5<sup>th</sup>
  - Late February 2014 - construction costs valid



# Airport Metro Connector

- October 24, 2013 Board Meeting
  - Presented Technical Refinement of Alternatives Study
  - Authorized Funding for Analysis of “Through ITF” Alternative
  - Directed Quick Feasibility Analysis for ITF and APM Connection at Aviation Boulevard/96<sup>th</sup> Street



# Metro/FAA/FTA/LAWA Path Forward

November 6, 2013 Meeting

- Metro will analyze light rail alternatives
  - Assumes Crenshaw/LAX is built as environmentally cleared and designed
- LAWA will analyze ground access improvements, including an APM
- Both analyses will be coordinated and follow parallel schedules
  - Agreed upon assumptions
    - Ability to reach agreement on assumptions drives the schedule
    - APM alignment within terminal area necessary for LRT environmental
- Anticipate reaching consensus on LPA(s) prior to federal environmental clearance process



# Potential LRT/APM Connection Points

- Four potential locations for LRT/APM connection:
  1. West of Sepulveda Boulevard within Central Terminal Area;
  2. Intermodal Transportation Facility south of Parking Lot C;
  3. Crenshaw/LAX/Metro Green Line station at Aviation & Century Blvd; or
  4. Crenshaw/LAX/Metro Green Line station at Aviation Blvd & 96<sup>th</sup> Street



Metro

# Alternatives Advanced to Draft EIR

## Aviation/Century Connection



LRT Elements to Enhance Connection (LAWA to Analyze APM Alternatives)

# Alternatives Advanced to Draft EIR

## Through ITF Connection



LRT Elements Only  
(LAWA to Analyze APM Alternatives)

# Alternatives Advanced to Draft EIR

## LAX Terminal Connection



LRT Elements Only  
(LAWA to Analyze APM Alternatives)





# Alternatives Advanced to Draft EIR

## Aviation Boulevard/96<sup>th</sup> Street Connection



**Metro**

LRT Elements Only  
(LAWA to Analyze APM Alternatives)

\*Contingent upon results of feasibility analysis currently underway

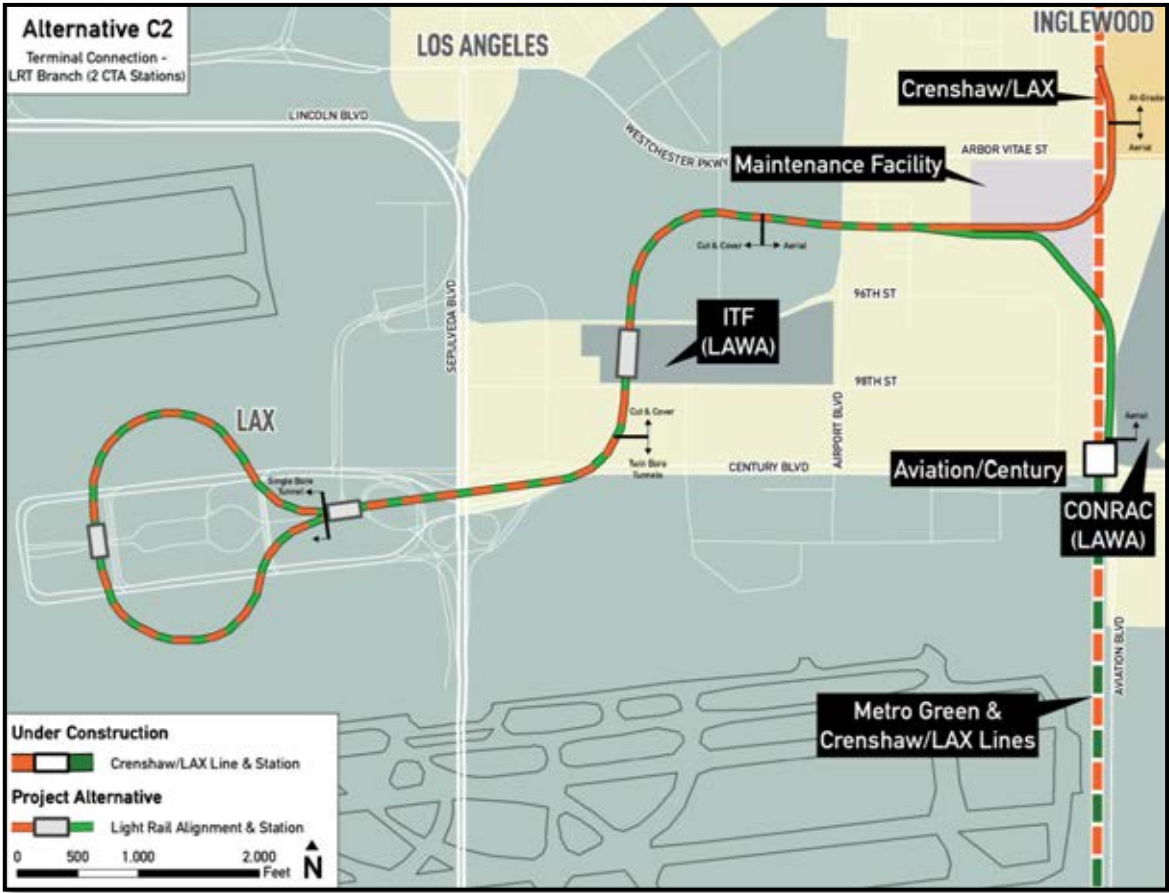
# Alternatives Eliminated from Further Analysis

## Reasons for Elimination:

- LAWA's assessment of higher risk associated with tunneling under critical facilities (i.e. terminals, runways)
  - Travel time impact to non-airport passengers
  - Higher capital cost
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- ❖ BRT eliminated due to LAWA's commitment to an APM as part of the SPAS

# Alternatives Eliminated from Further Analysis

## LAX Terminals Connection – Two Stations



# Alternatives Eliminated from Further Analysis

## Through LAX – One Station near Tom Bradley International Terminal



# Alternatives Eliminated from Further Analysis

## Through LAX – Two Stations



# Alternatives Eliminated from Further Analysis

## BRT Alternative



# Next Steps

- Metro/LAWA continue coordination
  - Agree upon assumptions, including proposed connection points
  - Agree upon schedules
  - Initiate environmental review
- Complete feasibility analysis:
  - ITF at Metro maintenance facility
  - Metro LRT station closer to Aviation Boulevard/96<sup>th</sup> Street