

Airport Metro Connector

Regular Board Meeting

January 23, 2014



Crenshaw/LAX Project

- Project Milestones
 - September 10th – 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 2nd
 - Metro Board – December 5th
 - 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/96th 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 & 96th 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/96th 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/96th Street