



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

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REVISED  
**PLANNING AND PROGRAMMING COMMITTEE**  
**APRIL 16, 2014**  
**CONSTRUCTION COMMITTEE**  
**APRIL 17, 2014**

**SUBJECT: AIRPORT METRO CONNECTOR**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file this report on:

1. A potential new 96<sup>th</sup> Street connection station;
2. The feasibility of relocating the Los Angeles World Airport's (LAWA) planned Intermodal Transportation Facility (ITF) over Metro's future Southwest Maintenance Facility; and
3. The monthly status report on the Airport Metro Connector (AMC) and the ongoing planning and coordination between Metro and LAWA.

**ISSUE**

At the October 24, 2013 meeting, the Board instructed the Chief Executive Officer (CEO) to provide a monthly status report on the ongoing coordination between Metro's Planning and Construction teams and LAWA for the AMC and Crenshaw/LAX projects ~~Attachment A contains the Board directive.~~ Also in October, the Board directed the CEO to prepare a preliminary assessment of the feasibility of providing an alternate connection point for the Metro Green Line, Crenshaw/LAX Line, and AMC to connect to LAWA's proposed Automated People Mover (APM) near Aviation Boulevard and 96<sup>th</sup> Street and locating LAWA's proposed ITF near the Crenshaw/LAX Southwest Maintenance Facility. Attachment A contains both October motions.

At the January 2014 meeting, the Board directed staff to evaluate and present findings regarding projected ridership, time savings and cost to airport and non-airport bound passengers, as well as feasibility and constructability issues for Alternatives C-3 and C-4 (Through Los Angeles International Airport [LAX] Alternatives). Attachment B contains the January 2014 Board motion. This provides the report on the feasibility of a new 96<sup>th</sup> Street Station and locating LAWA's planned ITF over the Southwest Maintenance Yard, and the monthly status report on coordination efforts.

## **DISCUSSION**

### **Crenshaw/LAX Project: Aviation/Century Station, LAWA Proposed Accommodations**

Since the Crenshaw/LAX Project's Notice to Proceed to Walsh/Shea Corridor Constructors, the design/builder, was issued on September 10, 2013, the project team continues to advance the project to construction as environmentally cleared and designed, with the groundbreaking held on January 21, 2014. Currently, Final Design is progressing on schedule, with major construction activities on the project to commence in Spring 2014.

LAWA and the Crenshaw/LAX Project Team are also working to incorporate three accommodations for pedestrian and vehicular circulation requested by LAWA near the Aviation/Century Station. The pedestrian circulation accommodation would allow for a future pedestrian bridge connecting to a potential APM station. Since executing the MOU, Walsh/Shea Corridor Constructors is nearing completion of the initial design work. On March 18, 2014, the Board of Airport Commissioners (BOAC) approved funding for those accommodations to move to construction.

### **Definition of Alternatives**

The previously completed Alternatives Analysis and Technical Refinement Studies did not assume the construction of an APM for all alternatives as LAWA had not made a decision on its passenger conveyance system. Since that time, however, LAWA has stated that it is their intention to construct an APM. Metro staff has worked with LAWA to better define the physical design of the APM and LRT alternatives. LAWA is currently evaluating several alignments and station options within the terminal area as well as extending the APM east to connect with the ITF, Consolidated Rental Car Facility and Metro Rail.

LAWA has provided Metro staff with APM alignments to be used in the current analysis of alternatives and is currently scheduled to present a staff recommended APM alternative to the BOAC in April or May 2014. Metro and LAWA staff have agreed on the assumptions to be used in the updated ridership forecasting model for each of the alternatives under consideration. In addition, Metro Rail Operations staff is completing the operating scenarios for the LRT alternatives to ensure that the Aviation/Century Station is served to ensure full connections to all existing and planned service destinations (Crenshaw/Expo, Redondo Beach, and Norwalk). These updated, more detailed operating scenarios introduce a number of constraints for each of the AMC's LRT alternatives.

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

In December, Metro Planning executed the contract amendment for the AMC consultant team to conduct the preliminary assessment of the Aviation Boulevard/96<sup>th</sup> Street station on the Crenshaw/LAX Line near the Southwest Yard Maintenance Facility. The purpose of the assessment is to identify the opportunities and constraints associated with providing an alternate or supplemental connection location for Metro's light rail system and LAWA's proposed APM system, in conjunction with LAWA's proposed ITF.

The analysis conducted to date has determined that it is feasible to locate an additional Metro LRT station near 96<sup>th</sup> Street and Aviation Boulevard along the Crenshaw/LAX alignment. The proposed station would need to be environmentally cleared and may need to be built after the scheduled opening date of the Crenshaw/LAX line. LAWA and Metro staff are evaluating various APM alignments that would use this station. Additional information will be provided as part of the Supplemental Analysis of the Through LAX Alternatives. It should be noted that should the 96<sup>th</sup> Street Station be constructed, the Aviation/Century Station would remain in operation. Staff believes that each station serves a separate market of passengers.

#### ITF Relocation Above the Southwest Maintenance Facility

Metro staff does not recommend relocating LAWA's planned ITF above the future Southwest Maintenance yard. Aside from the impacts to operations of an active rail yard during construction of the ITF, our analysis identified several issues including, but not limited to, the obstruction of required sight lines for the maintenance facility control tower, limited space to accommodate columns for the ITF structure, and potential height restrictions associated with the LAX Runway Protection Zone (RPZ). Further, the acreage currently available at the LAWA-proposed site is more than double that available above the Metro rail yard. Additional information will be provided as part of the Supplemental Analysis of the Through LAX Alternatives.

#### Through ITF Connection

Attachment C contains a map of Alternative B, which would route Metro Rail lines to directly serve the ITF. We are completing the conceptual engineering for this alternative in coordination with LAWA as well as completing the operating plans. Capital and operating cost estimates are also being updated as appropriate.

#### Environmental Process for Airport Metro Connector

Staff continues to work with LAWA to coordinate our respective planning analyses and to share information necessary to support initiation of the Environmental Impact Report.

#### Supplemental Analysis of Through LAX Alternatives

Attachment D contains the updated maps of Alternatives C-3 and C-4 which would extend LRT service into the Central Terminal Area in conjunction with the Airport's APM system. LAWA released the Draft EIR for the Midfield Satellite Concourse (MSC) in March 2014 which proposes new tunnels beneath the Airport that provide baggage and/or passenger conveyance to the MSC. Metro staff has reviewed this new information and will incorporate, as appropriate, into the design and cost estimate for the underground alignments associated with Alternatives C-3 and C4.

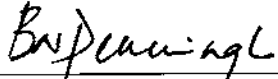
### **NEXT STEPS**

Metro Planning and Construction will continue coordinating with LAWA to finalize the Supplemental Analysis of Alternatives.

## **ATTACHMENTS**

- A. October 24, 2013 Board Motions
- B. January 2014 Board Motion
- C. Map of Alternative B – Through ITF Connection
- D. Maps of Alternatives C-3 and C-4

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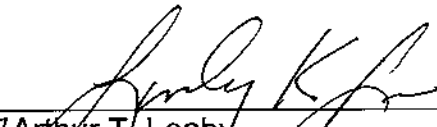
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Bryan Pennington  
Executive Director, Engineering and  
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Chief Planning Officer



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Arthur T. Leahy  
Chief Executive Officer

October 24, 2013 Board Motions

**MTA Board Meeting**  
**October 24, 2013**

**Relating to Item 18-A**

**MOTION BY**  
**DIRECTOR DUBOIS**

To include a quick feasibility study of the ITF at the maintenance center.

**MTA Board Meeting**  
**October 24, 2013**

**Relating to Item 18-B**

**MOTION BY**  
**DIRECTORS KNABE, BONIN, AND O'CONNOR**

**Airport Metro Connector**

Measure R was passed in 2008, with over two-thirds support of voters in Los Angeles County, and provides funds for a promised transit connection to Los Angeles International Airport (LAX). Today, five years later, as we contemplate the alternatives for maximizing transit connectivity to LAX, the convenience to our transit riders, many of whom will be making the airport connection, must remain among Metro's highest priorities. Therefore, it is important to have the CEO report to both our Construction Committee and Planning and Programming Committee on a monthly basis so Airport Metro Connector alternatives that are deemed viable by the Board are not precluded by circumstances under Metro's control, such as unresolved coordination, planning, or project sequencing issues during the immediate and near term efforts to construct the adjacent (Crenshaw/LAX) Line.

**WE, THEREFORE, MOVE THAT THE MTA BOARD:**

Instruct the CEO to report back to the Board on a monthly basis, at a minimum through both the Construction and Planning and Programming Committees as a standing item, on the status of coordinating efforts between Metro's Construction and Planning teams, and regarding coordination with Los Angeles World Airports, in order to maintain both viability and efficient connectivity for the Airport Metro Connector and the Crenshaw/LAX Transit projects.

January 23, 2014 Board Motion

MTA Board Meeting  
January 23, 2014

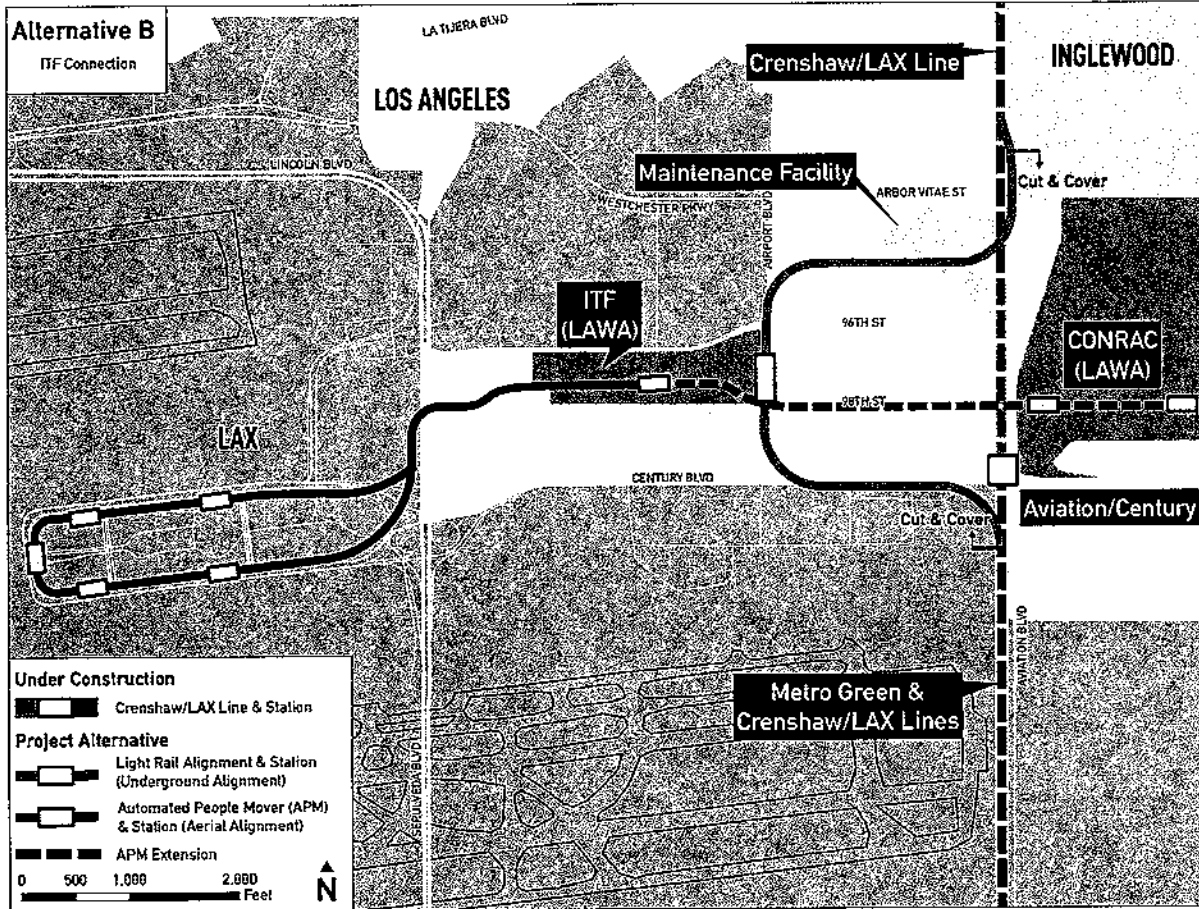
Relating to Item 15

**Item 15: RECEIVED** status report on the **Airport Metro Connector (AMC) and the ongoing coordination between Metro and Los Angeles World Airports (LAWA)**. This report also provides an update on the revised set of alternatives recommended for advancement to the environmental review process.

~~**RIDLEY-THOMAS AND KNABE MOTION** that the MTA Board of Directors direct the CEO to carry alternatives C3 and C4 into the environmental review phase for further study to the same level of detail as other alternatives.~~

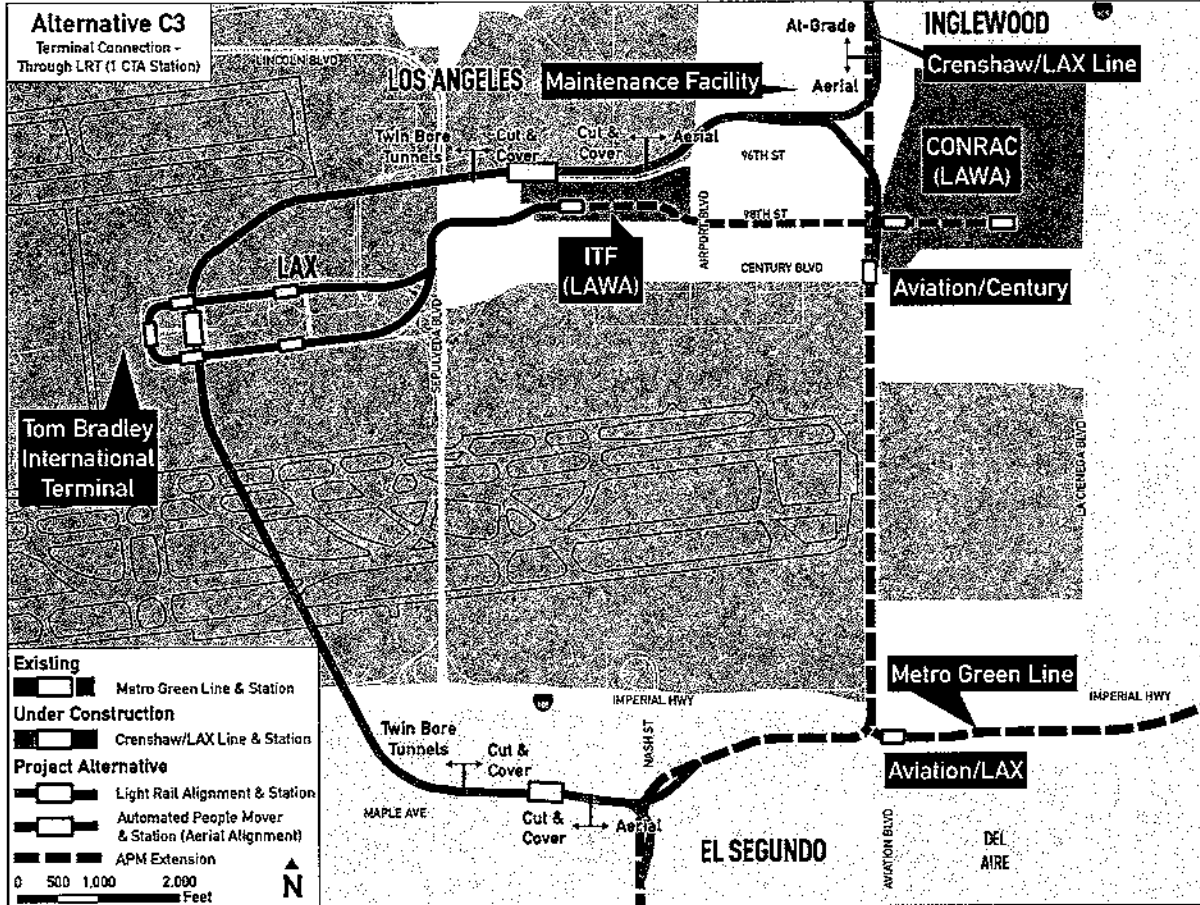
**APPROVED RIDLEY-THOMAS AND KNABE SUBSTITUTE MOTION AS AMENDED BY BONIN** that the MTA Board of Directors direct the CEO to provide a written report to the Board prior to launching environmental document preparation for the Airport Metro Connector that evaluates and presents findings regarding projected ridership, time savings and cost to airport and non-airport bound passengers, as well as feasibility and constructability issues and costs for Alternatives C3 and C4, as shown in the Airport Metro Connector Technical Refinement Study of Alternatives (October 2013).

Alternative B – Through ITF Connection



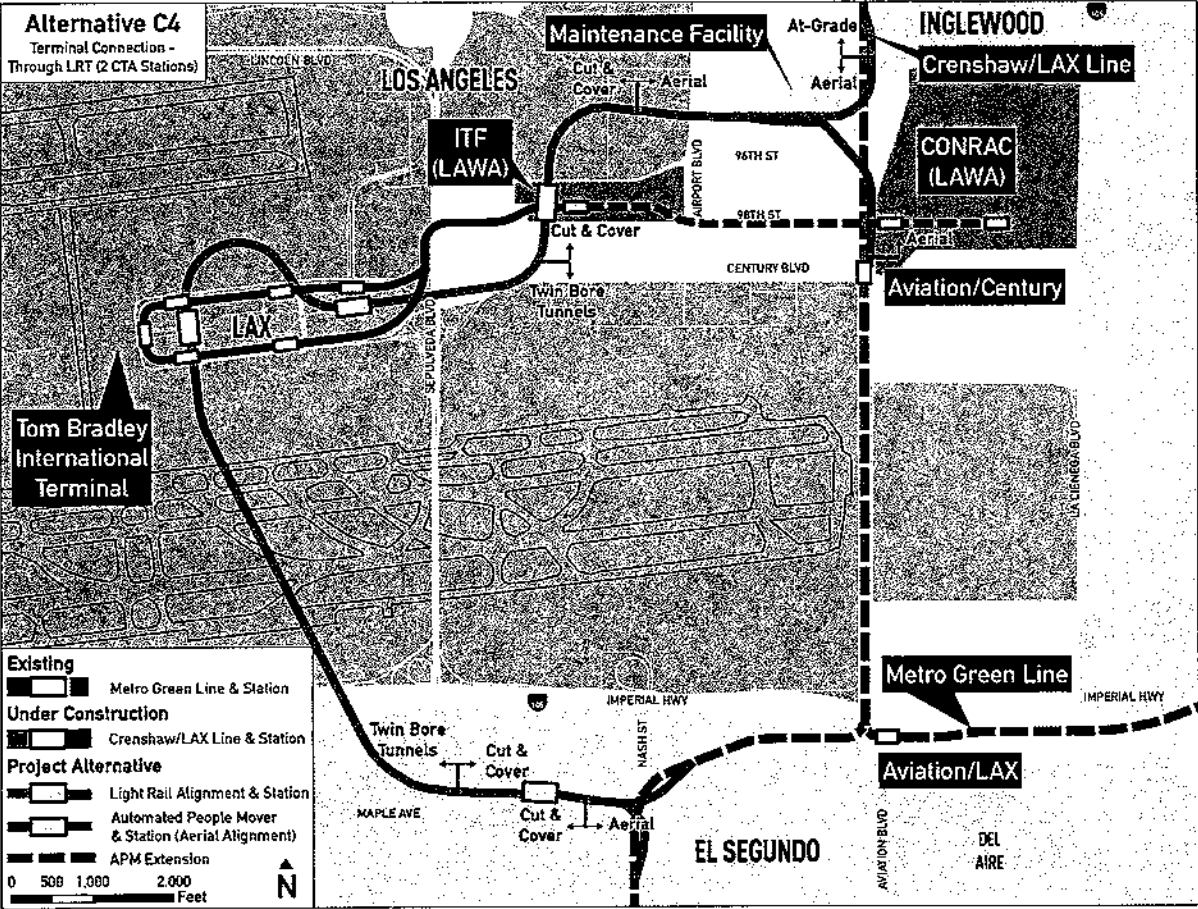


Alternative C-3



**Note:** Alternative C-3 did not include the Automated People Mover in the previous studies. Ridership and cost data are now being updated to include the combined benefits and costs of both systems.

Alternative C-4



**Note:** Alternative C-4 did not include the Automated People Mover in the previous studies. Ridership and cost data are now being updated to include the combined benefits and costs of both systems.