Motion by Supervisor Mark Ridley-Thomas
and Supervisor Don Knabe
Metro Construction Committee
Amendment to Item 45.
January 16, 2014

Airport Metro Connector

The Los Angeles County Metropolitan Transportation Authority (Metro) is working with Los Angeles World Airports (LAWA) to connect Los Angeles International Airport (LAX) to the Metro Crenshaw/LAX line and the existing Metro Green Line.

As noted in the Technical Refinement Study of Alternatives, the options through LAX would route Metro rail under the airport with one or two centrally located stations, which will connect the Metro Green and Crenshaw/LAX Lines directly to the airport. This category of alternatives was carried forward for further consideration in the Draft EIS/EIR because it was found by Metro to result in the fastest travel times and highest ridership to the airport of all the alternatives, and was well received by the public during the winter 2012 public outreach activities.

Item 15 on the agenda indicates that previously analyzed alternatives are not to be carried forward into the environmental review phase. The two Alternatives believed to yield the highest ridership, alternatives C3 and C4, are set to be eliminated from further study. Metro has a duty to thoroughly assess the best options for the public on a vital project likely to remain in service for generations.
We, Therefore, Move 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.
SUBJECT: AIRPORT METRO CONNECTOR

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this monthly 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.

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). 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 96th Street and locating LAWA's proposed Intermodal Transportation Facility (ITF) near the new Southwest Maintenance Facility.

DISCUSSION

Crenshaw/LAX Project Aviation/Century Station, LAWA Proposed Accommodations
Since the Crenshaw/LAX Project's Notice to Proceed (NOP) was issued on September 10th, the project team has been advancing the project to construction as environmentally cleared and designed, with the groundbreaking scheduled for January/February 2014. Currently, Final Design is 50% complete with completion targeted for Spring/Summer 2014.

LAWA and the Crenshaw/LAX Project Team are also working to incorporate three accommodations for pedestrian and automobile circulation recently requested by LAWA near the Aviation/Century Station. The Memorandum of Understanding (MOU) for
these three accommodations outlining financial responsibility was approved by both parties (LAWA on December 2nd and Metro on December 5th).

**Consideration of a Connection Point at Aviation Boulevard/96th Street**
In December, Metro Planning executed the contract amendment for the AMC consultant team to conduct the preliminary assessment of the Aviation Boulevard/96th Street Connection near the maintenance facility being built as part of the Crenshaw/LAX project. 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 LAWAs proposed APM system, in conjunction with LAWAs proposed ITF. Based on the results of the assessment, the Board may wish to include this alternative in the Airport Metro Connector environmental review. We anticipate updating the Board in February.

**Environmental Process for Airport Metro Connector**
Based on the November 6, 2013 meeting with LAWA, the Federal Transit Administration (FTA) and the Federal Aviation Administration (FAA) and the subsequent letter (Attachment B) confirming our discussion, the following points were agreed upon regarding the recommended path forward for the AMC and APM Projects:

- The FAA and FTA both supported continued local planning, including California Environmental Quality Act (CEQA) environmental analysis and the preparation of Environmental Impacts Reports (EIRs);
- Metro will take the lead for analyzing the light rail alternatives for the AMC and LAWA, in a separate, yet coordinated and parallel process, will take the lead for analyzing the LAX ground access improvements, including an APM;
- Planning and environmental analysis will proceed on separate, coordinated and parallel paths so that decisions can be made with appropriate commitments from both Metro and LAWA; and
- At the conclusion of the respective analyses, Metro and LAWA anticipate reaching consensus on a Locally Preferred Alternative(s) ("LPAs") that may be advanced to the appropriate federal environmental clearance processes, upon action by our respective Boards.

With concurrence from both FTA and FAA, we now intend to prepare an EIR separate from and prior to initiating the federal environmental clearance process. We are working with LAWA to align our project schedules and agree upon the assumptions that underlie our respective analyses. The schedule for the AMC project will be driven by the time it takes to reach agreement on the assumptions. Further, coordination with the Crenshaw/LAX project, which is currently under construction, is taking place to the extent possible given that the APM and AMC projects have not been environmentally cleared and approved by the respective agencies.

**Alternatives Advanced to Environmental Review Phase**
At the October 2013 Board meeting, we presented the AMC Technical Refinement of Alternatives Study. Since that report, and in coordination with LAWA, we have further
reduced the number of LRT alternatives to be advanced to the environmental review phase. It should be noted that the alternatives moving forward all have connections to LAWA's proposed APM system:

- Aviation/Century Connection (Alternative A in the Technical Refinement Study) – LRT accommodations to preserve connection to LAWA APM at Aviation/Century; consistent with LAWA's approved Specific Plan Amendment Study (SPAS) that includes the APM alignment along 98th Street;
- ITF Connection (Alternative B in the Technical Refinement Study) – Crenshaw/LAX and Metro Green Lines are shifted to the west to connect with the LAWA proposed ITF near Airport Boulevard and 96th Street. Metro Rail passengers would transfer to a LAWA APM system to complete their trip to the LAX terminals; and
- LRT Branch 1 Station (Alternative C1 in the Technical Refinement Study) – extends the Crenshaw/LAX and Metro Green Lines to the LAX terminals with an intermediate station at LAWA's proposed ITF, near 96th Street and Airport Boulevard, and a terminal station on the eastern portion of the LAX terminal area near the Theme and Administration Buildings. Passengers destined for a terminal on the western portion of LAX would transfer to the LAWA APM to complete their trip. The APM alignment and station locations within the terminal shall be determined by LAWA.

Attachment C includes maps of the LRT options recommended for further analysis, including connections to LAWA's proposed APM system.

Alternatives Eliminated from Further Analysis
In coordination with LAWA, several previously analyzed alternatives are proposed not to be carried forward into the environmental review phase. They include the BRT and three LRT alternatives.

- BRT Alternative – this mode would operate on an aerial busway between Aviation and Sepulveda Boulevards and then transition to mixed flow operation using the existing airport roadway inside the terminal area. With this configuration, the BRT mode is subject to roadway congestion within the airport terminal area which reduces reliability and results in longer travel times;
- LRT Branch with two-station loop (Alternative C2 in the Technical Refinement Study) – extends the Crenshaw/LAX and Metro Green Lines to the LAX terminals with an intermediate station at LAWA's ITF, near 96th Street and Airport Boulevard, and an underground loop alignment in the terminal area with one station on the east and a second station on the west, near Tom Bradley International Terminal;
- Through LRT with 1 Station near Tom Bradley International Terminal (Alternative C3 in the Technical Refinement Study) – extensions of the Crenshaw/LAX and Metro Green Lines through the LAX terminals with an intermediate station at LAWA’s ITF, near 96th Street and Airport Boulevard. South of the LAX terminals, the LRT alignment would continue under the south runway and reconnect with the Metro Green Line near the current Mariposa Station; and
• Through LRT with 2 Stations (Alternative C4 in the Technical Refinement Study)
  - extensions of the Crenshaw/LAX and Metro Green Lines through the LAX terminals with an intermediate station at LAWA's ITF, near 96th Street and Airport Boulevard, and two stations located in the LAX terminals (one near Tom Bradley and one near the eastern terminals). South of the LAX terminals, the LRT alignment would continue under the south runway and reconnect with the Metro Green Line near the current Mariposa Station.

These alternatives were eliminated due to LAWA assigning a higher level of risk to tunneling under critical facilities (i.e. terminals, runways). (Due to their commitment to an elevated APM, LAWA requested that the LRT alternatives in the terminal area be analyzed with underground alignments). Travel time impact to non-airport passengers and higher capital cost were also factors in reaching the decision to not move forward with the LRT alternatives. The Bus Rapid Transit (BRT) alternative was added to the AMC Study at the request of LAWA. With the approval of the SPAS and LAWA's commitment to an APM system, the BRT is eliminated from further consideration. Attachment D includes maps of the LRT and BRT options eliminated from further consideration.

NEXT STEPS

We will continue coordinating with LAWA to exchange the information necessary to come to agreement on the common assumptions to be used to analyze the LRT and APM alternatives as well as confirm the schedules for our respective planning processes. Upon reaching agreement on the project assumptions, such as LAWA's APM alignment in the terminal area, Metro can initiate the Draft EIR. We will also continue our assessment of the Aviation Boulevard/96th Street and ITF Connection and will bring the results to the Board.

ATTACHMENT

A. October 24, 2013 Board Motion
B. Joint Metro/LAWA Letter to FTA and FAA
C. Alternatives Advanced to Environmental Review Phase
D. Alternatives Eliminated from Further Analysis

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ATTACHMENT A

October 24, 2013 Board Motion

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.
December 20, 2013

Mr. David Cushing
Los Angeles Airports District Office Manager
Federal Aviation Administration
15000 Aviation Boulevard
Lawndale, CA 90261

Mr. Ray Sukys
Director of Planning, Region 9
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, CA 94105

Mr. Ray Tellis
Team Leader
Federal Transit Administration
888 South Figueroa St., Suite 2170
Los Angeles, CA 90017

Re: FAA/FTA/LAWA/Metro Meeting on LAX Transit Connections

Dear Mr. Cushing, Mr. Sukys, and Mr. Tellis:

At our meeting on November 6, 2013, the Los Angeles Metropolitan Transportation Authority (Metro) and the Los Angeles World Airports (LAWA) described the ongoing coordination between our agencies over the last 18 months to determine how best to connect the Los Angeles International Airport (LAX) to the regional rail system. During the meeting, LAWA representatives summarized the significant steps that have been taken to advance the LAX ground access improvements, which include an Automated People Mover (APM) and several other airport access projects. Metro explained the technical refinement study recently completed with LAWA staff's cooperation to further refine the Airport Metro Connector (AMC) alternatives. We also discussed the possible paths forward to environmentally evaluate and clear the separate, coordinated projects. At the meeting, several points were agreed upon:

- The Federal Aviation Administration (FAA) and Federal Transit Administration (FTA) both supported continued local planning, including California Environmental Quality Act (CEQA) environmental analysis and the preparation of Environmental Impacts Reports (EIRs);
Metro will take the lead for analyzing the light rail alternatives for the AMC Project and separately LAWA will take the lead for analyzing the LAX ground access improvements, including an APM;

Planning and environmental analysis will proceed on separate, but coordinated and parallel paths so that decisions can be made with appropriate commitments from both Metro and LAWA; and

At the conclusion of the respective analyses, Metro and LAWA anticipate reaching consensus on a Locally Preferred Alternative(s) ("LPAs") that may be advanced to the appropriate federal environmental clearance processes, upon action by our respective Boards.

During the planning level analysis by Metro and LAWA, both FAA and FTA are invited to participate in an advisory capacity on issues related to design and environmental impacts under each federal agency's purview. LAWA and Metro will continue to work collaboratively to ensure that for their respective analyses common assumptions, criteria and methodology, and planning contexts are used for evaluating the AMC alternatives and the LAX ground transportation program functions including alignments and designs, passenger levels, and other key inputs recognizing the variances required by CEQA, NEPA, FAA and FTA. During the CEQA processes, neither FAA nor FTA will approve the analyses supporting the LPA(s) selections by Metro or LAWA. However, upon consensus being reached on a project(s) to move forward, both FAA and FTA may allow the federal environmental clearance process to be initiated upon request by Metro and LAWA.

Over the coming weeks, both of our agencies will coordinate on the development of schedules and common assumptions for our independent, coordinated planning efforts and will share these with you once completed.

We appreciate your continued support and look forward to working with both agencies.

Sincerely,

Arthur T. Leahy
Chief Executive Officer, Metro
World Airports

Gina Marie Lindsey
Executive Director, Los Angeles World Airports
Alternatives Advanced to Environmental Review Phase

Aviation/Century Connection

(LRT Elements Only – LAWA to Analyze APM Alternatives)
Alternatives Advanced to Environmental Review Phase

Through ITF Connection

(LRT Elements Only – LAWA to Analyze APM Alternatives)
Alternatives Advanced to Environmental Review Phase

LAX Terminal Connection

(LRT Elements Only – LAWA to Analyze APM Alternatives)
Alternatives Advanced to Environmental Review Phase

Aviation Boulevard/96th Street Connection

(LRT Elements Only – LAWA to Analyze APM Alternatives)

*Contingent upon results of feasibility analysis currently underway
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

[Diagram showing a map with various stations and alignments, including LAX, Inglewood, Los Angeles, and other locations. The map indicates the alternative C4 with stations and alignments through LAX.]
Alternatives Eliminated from Further Analysis

BRT Alternative

- Metro Crenshaw/LAX Line (Planned)
- Maintenance Facility (Planned)
- Potential Lot C Area Station
- Aviation/Century (Planned)
- Shared Metro Green & Crenshaw/LAX Line (Planned)