



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 19, 2014
CONSTRUCTION COMMITTEE
FEBRUARY 20, 2014**

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).

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 Crenshaw/LAX Southwest Maintenance Facility. At the January 2014 meeting, the Board directed staff to evaluate and present findings regarding projected ridership, time savings and cost to the 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 report provides the requested monthly status update.

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 held on January 21, 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 approved by LAWA on December 2, 2013 and Metro on December 5, 2013 has been executed by both parties. Metro issued the associated contract changes to Walsh/Shea, the Design/Builder, and work is underway.

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 Southwest Yard 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 LAWA's proposed APM system, in conjunction with LAWA's proposed ITF. The consultant has initiated work and on-going discussions are occurring with the Crenshaw/LAX project team and LAWA representatives.

Environmental Process for Airport Metro Connector

Metro and LAWA representatives continue to meet to discuss and gain consensus on the assumptions and schedule for both environmental processes which will identify the ultimate (APM and LRT) project to connect the regional transportation system to the Los Angeles International Airport (LAX) terminals. LAWA will conduct a planning analysis of the APM alignments prior to entering the environmental phase. Metro will assess the light rail alternatives and up to four connection points between the APM and LRT as shown on Attachment C. It is critical that both agencies use a similar set of assumptions in evaluating the connection points. A combination of APM and LRT will be necessary to access the most of the LAX terminals.

Through LAX Alternatives

Attachment D contains the maps of Alternatives C-3 and C-4. As part of our coordination with LAWA, staff will develop a report which responds to the January 2014 Board direction to evaluate ridership, travel time for both airport and non-airport bound passengers as well as feasibility and constructability issues and costs of these alternatives. It is anticipated that the results of the analysis will be presented to the Board in Summer 2014.

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. Additionally, staff will work with LAWA on the analysis of Alternatives C-3 and C-4. 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 anticipate bringing the results to the Board in March 2014.

ATTACHMENTS

- A. October 24, 2013 Board Motion
- B. January 2014 Board Motion
- C. APM and LRT Connection Points
- D. Maps of Alternatives C-3 and C-4

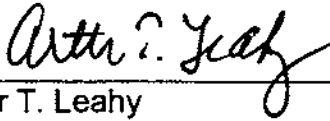
Prepared by: Cory Zelmer, Project Manager (213) 922-1079
 Renee Berlin, Executive Officer, (213) 922-3035
 Bryan Pennington, Executive Officer (213) 922-7449



Krishniah N. Murthy
Executive Director, Transit Project Delivery



Martha Welborne, FAIA
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

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.

January 23, 2014 Board Motion

**MTA Board Meeting
January 23, 2014**

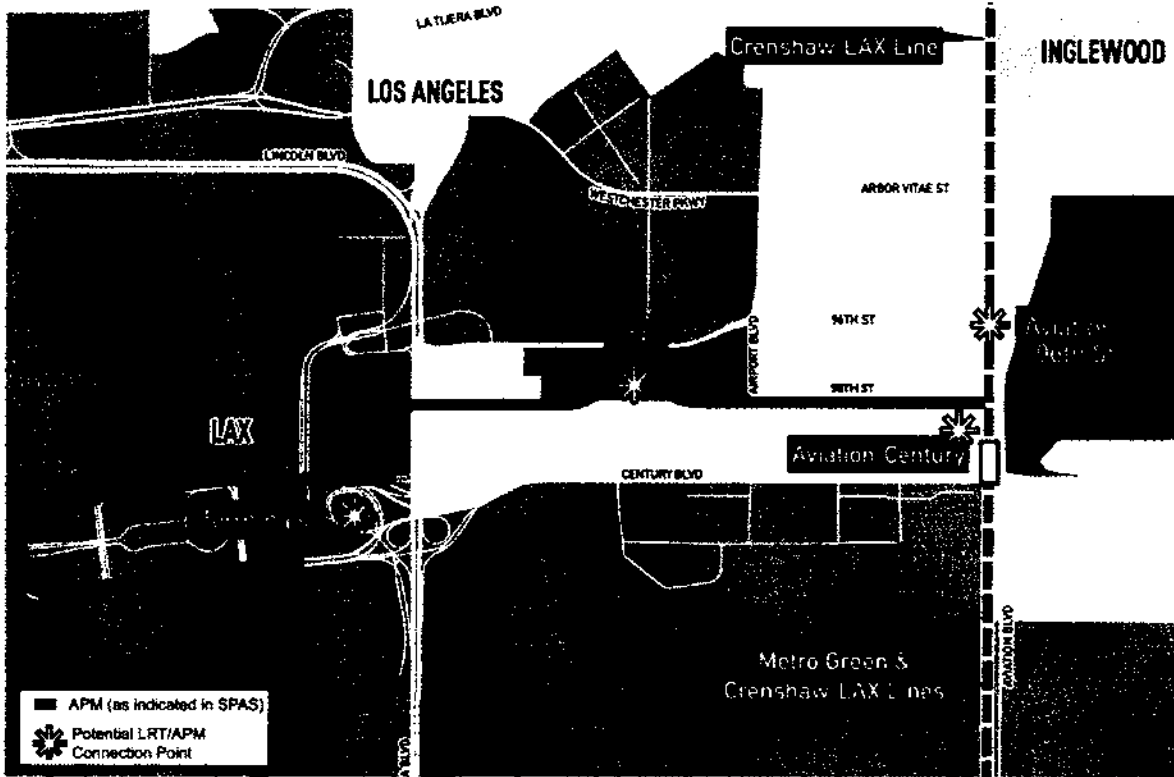
Relating to Item 15

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.

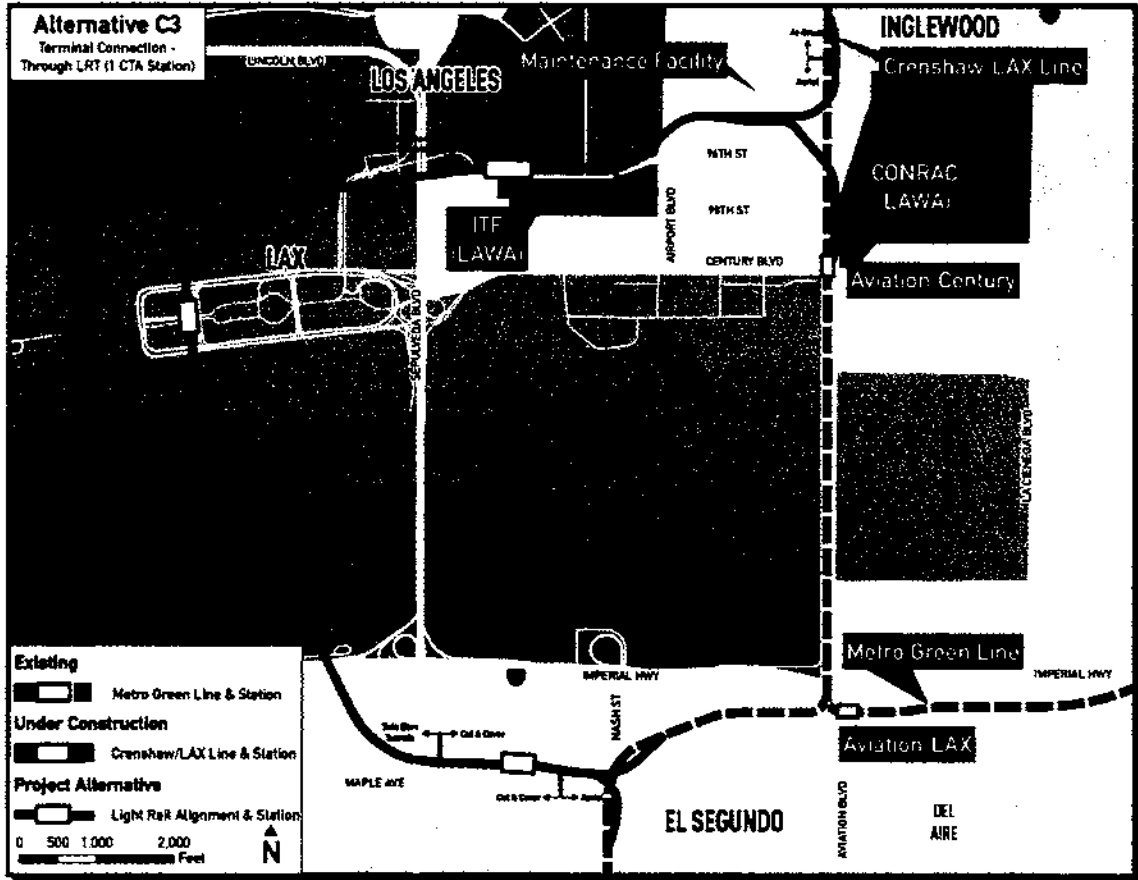
APPROVED SUBSTITUTE
RIDLEY-THOMAS AND KNABE MOTION AS AMENDED:

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~~ provide a written report to the Board 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).

APM and LRT Connection Points



Alternative C-3



Alternative C-4

