



Metro

Los Angeles County
Metropolitan Transportation Authority

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PLANNING AND PROGRAMMING COMMITTEE

MARCH 19, 2014

CONSTRUCTION COMMITTEE

MARCH 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 the 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 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 to Walsh/Shea Corridor Constructors 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 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 and Metro issued the associated contract design changes to Walsh/Shea Corridor Constructors, the Design/Builder. Initial design work is nearing completion, to allow LAWA to seek Board of Airport Commissioners (BOAC) authority around March 2014 for the accommodations to proceed into the 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 continues to work 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. Attachment C contains three potential APM configurations proposed by LAWA in the Central Terminal Area.

In order to start the environmental clearance of the LRT options, Metro needs definition from LAWA of their preferred APM route. LAWA is currently scheduled to present its staff recommendation to the Board of Airport Commissioners for their direction in May 2014.

Aviation Boulevard/96th Street Connection

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. 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. Work is currently underway and on-going discussions are occurring with the Crenshaw/LAX project team and LAWA representatives.

Through ITF Connection

Attachment D contains a map of Alternative B, which would reroute Metro Rail to directly serve the ITF. We are continuing the conceptual engineering for this alternative in coordination with LAWA. The intent is to establish the same level of engineering analysis conducted for all other LRT alternatives, prior to entering the environmental review phase. Capital and operating cost estimates will be 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. Metro Rail Operations staff is further refining the operating scenarios for the LRT alternatives.

Supplemental Analysis of Through LAX Alternatives

Attachment E 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. Meetings with LAWA staff continue to provide a better understanding of tunneling requirements within the terminal area for Alternatives C-3 and C-4 as well as the APM alignments and station configurations still under consideration. In addition, Metro Rail Operations staff is further refining the operating scenarios for these two alternatives. LAWA's current designs for the Tom Bradley Terminal Expansion/Midfield Satellite Concourse would most likely require us to revise our design assumptions for the depth of the LRT tunnels which would be required for the C-3 and C-4 alternatives. These revisions will be reflected in updated cost and ridership estimates, as appropriate, in the supplemental report requested by the Board in January 2014.

NEXT STEPS

Metro Planning and Construction will continue coordinating with LAWA to exchange the information necessary to come to agreement on the common assumptions used to analyze the LRT and APM alternatives, confirm the schedules for our respective planning processes and incorporate LAWA accommodations near the Aviation/Century Station. 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, Metro can initiate the Draft Environmental Impact Report (EIR).

ATTACHMENTS

- A. October 24, 2013 Board Motion
- B. January 2014 Board Motion
- C. LAWA APM Configurations in Central Terminal Area
- D. Map of Alternative B – Through ITF Connection
- E. Maps of Alternatives C-3 and C-4

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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

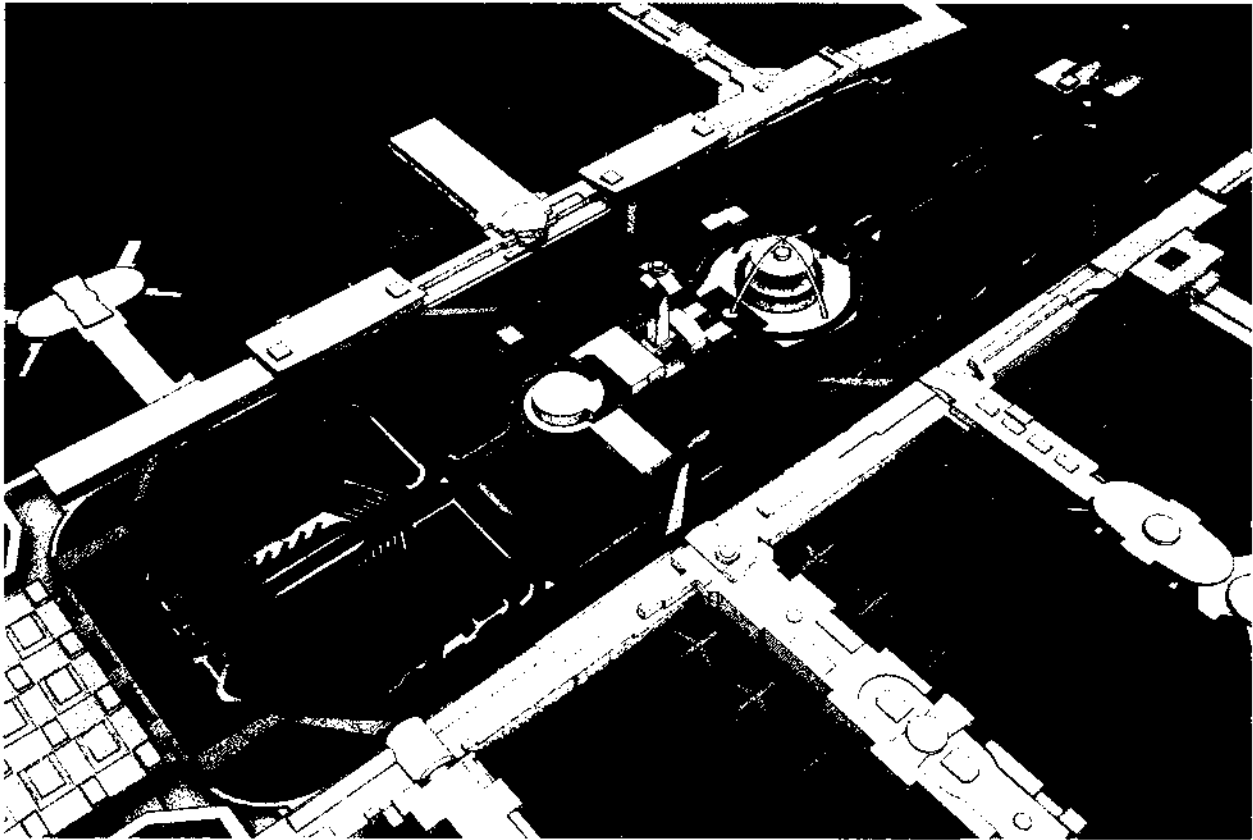
Relating to Item 15

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.

~~**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.~~

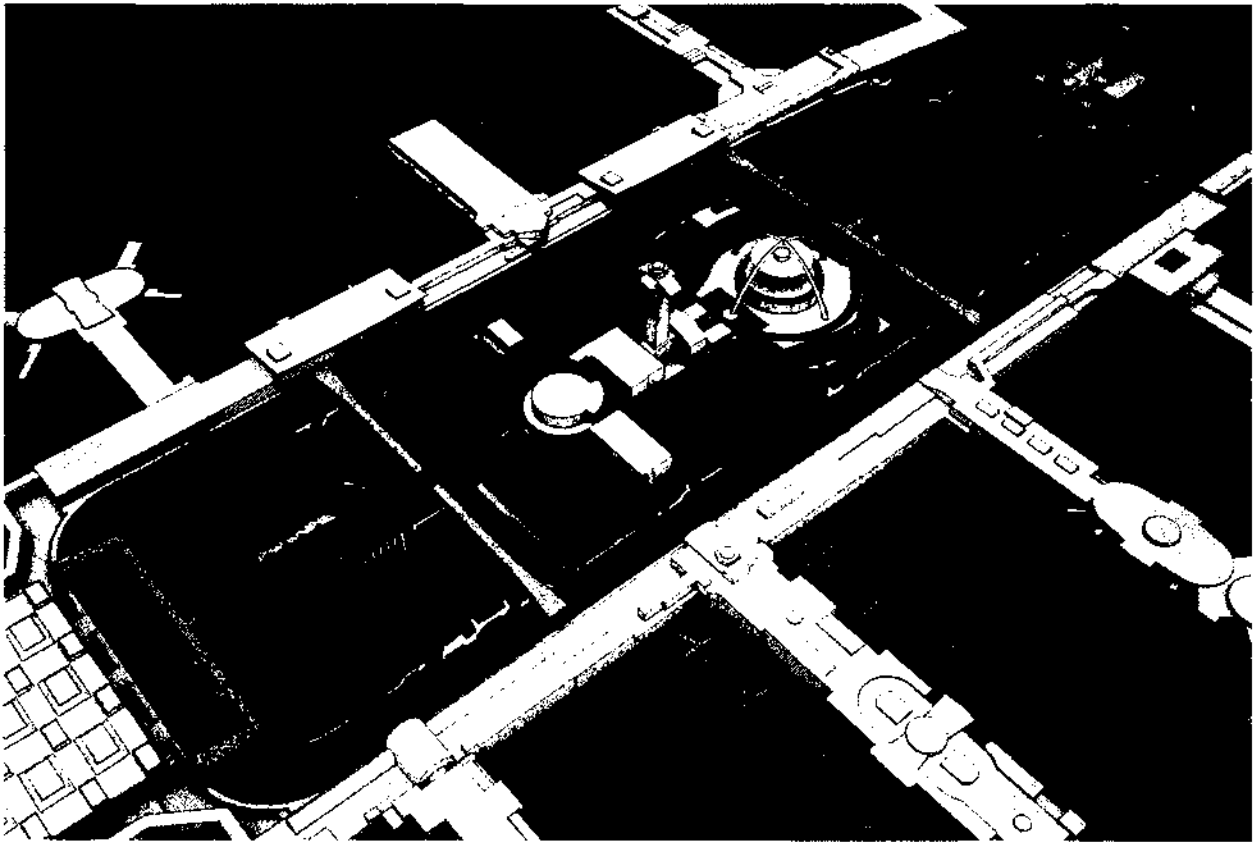
APPROVED RIDLEY-THOMAS AND KNABE SUBSTITUTE MOTION AS AMENDED BY BONIN that the MTA Board of Directors direct the CEO to provide a written report to the Board prior to launching environmental document preparation for the Airport Metro Connector that evaluates and presents findings regarding projected 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).

LAWA APM Scissor Configuration in the Central Terminal Area



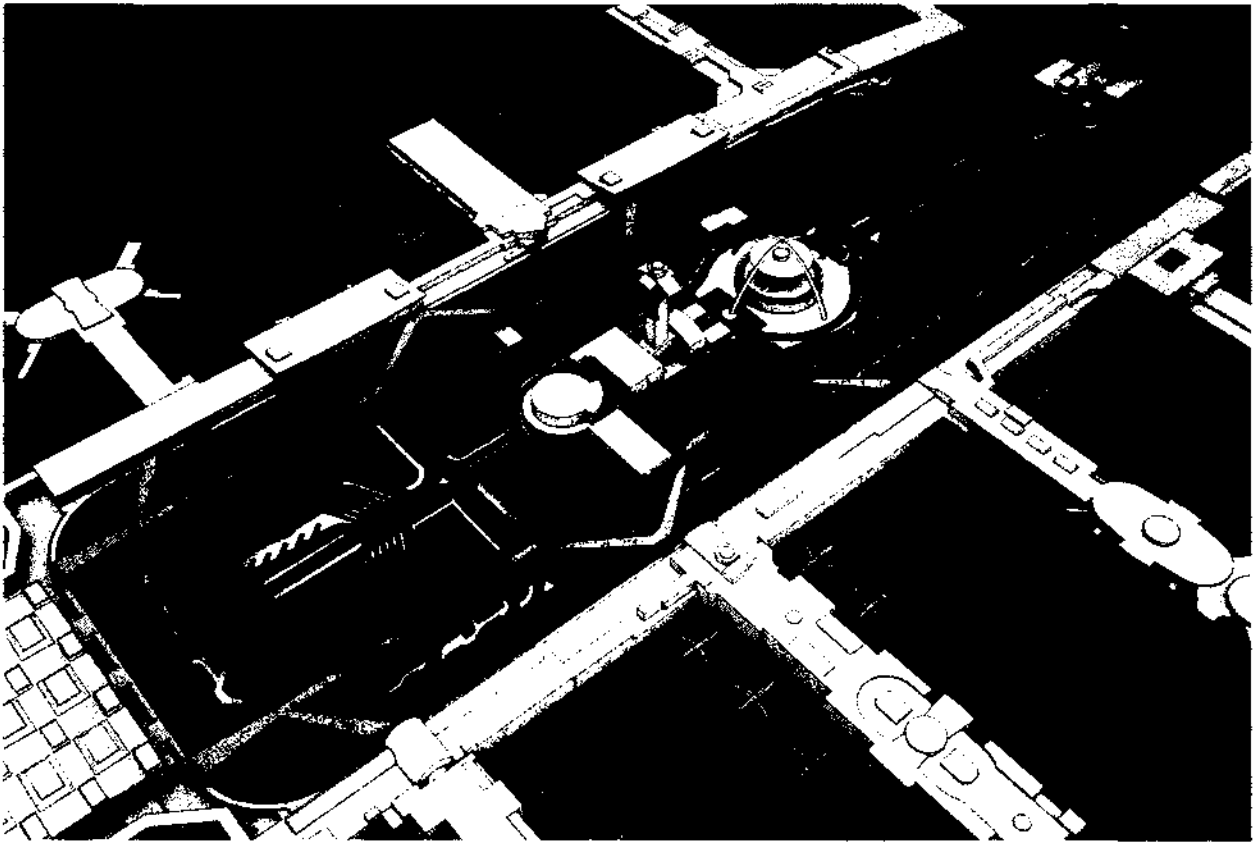
Source: LAWA

LAWA APM Spine Configuration in the Central Terminal Area



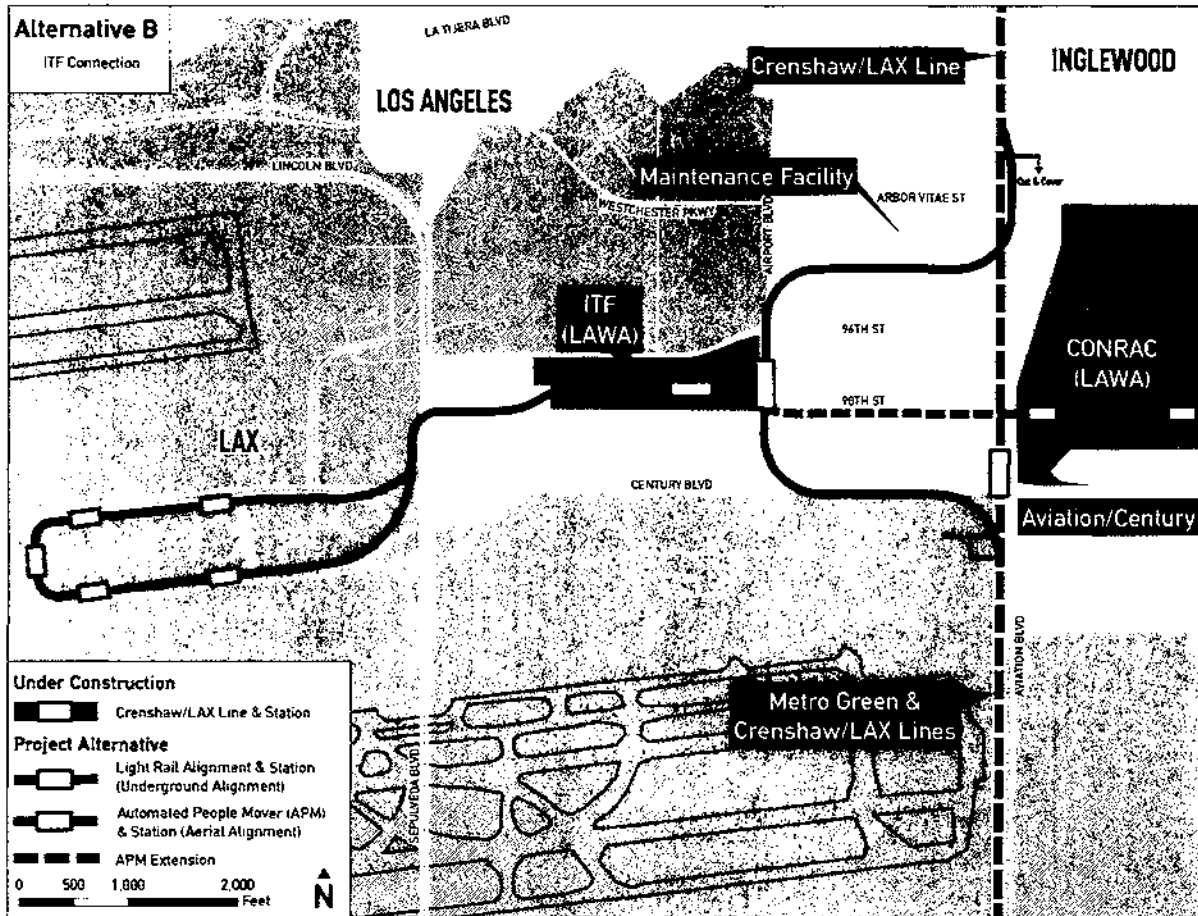
Source: LAWA

LAWA APM Loop Configuration in the Central Terminal Area

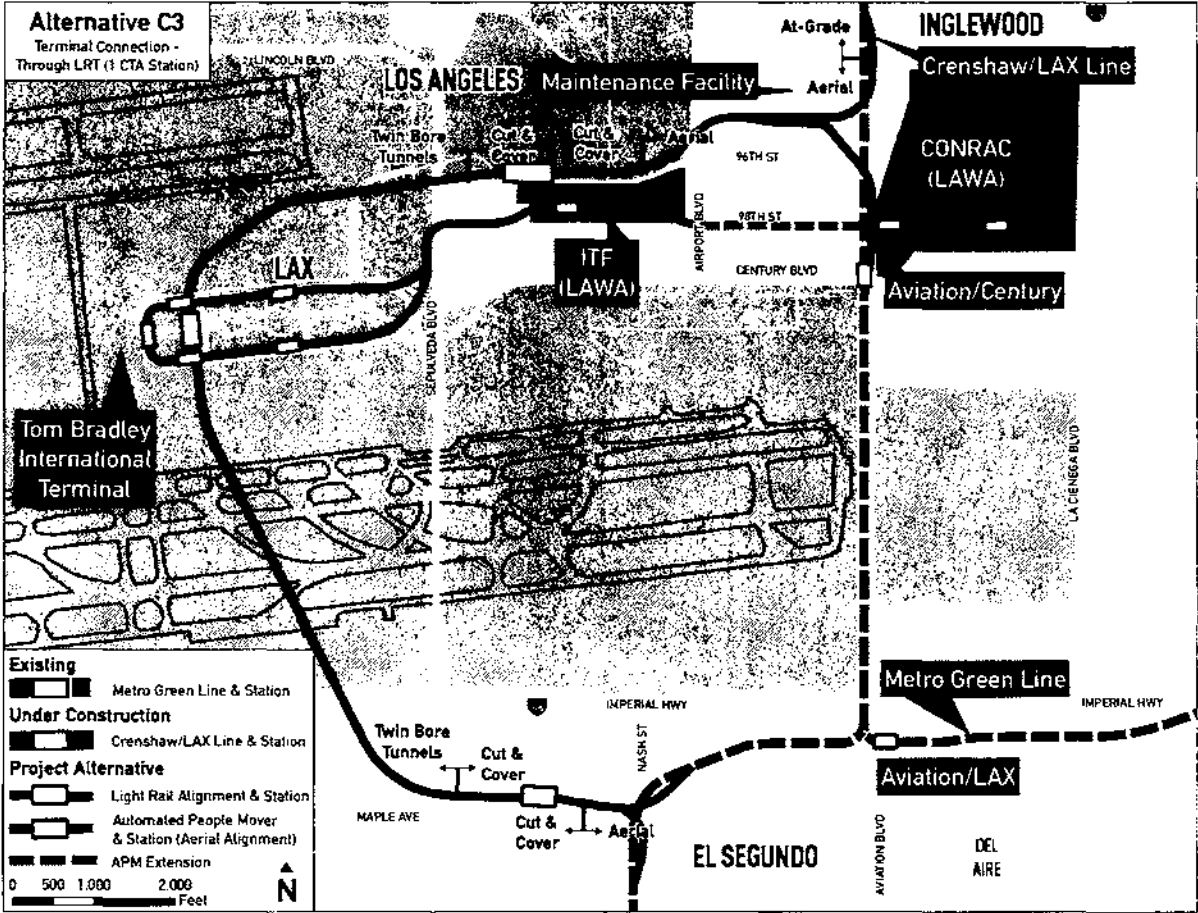


Source: LAWA

Alternative B – Through ITF Connection

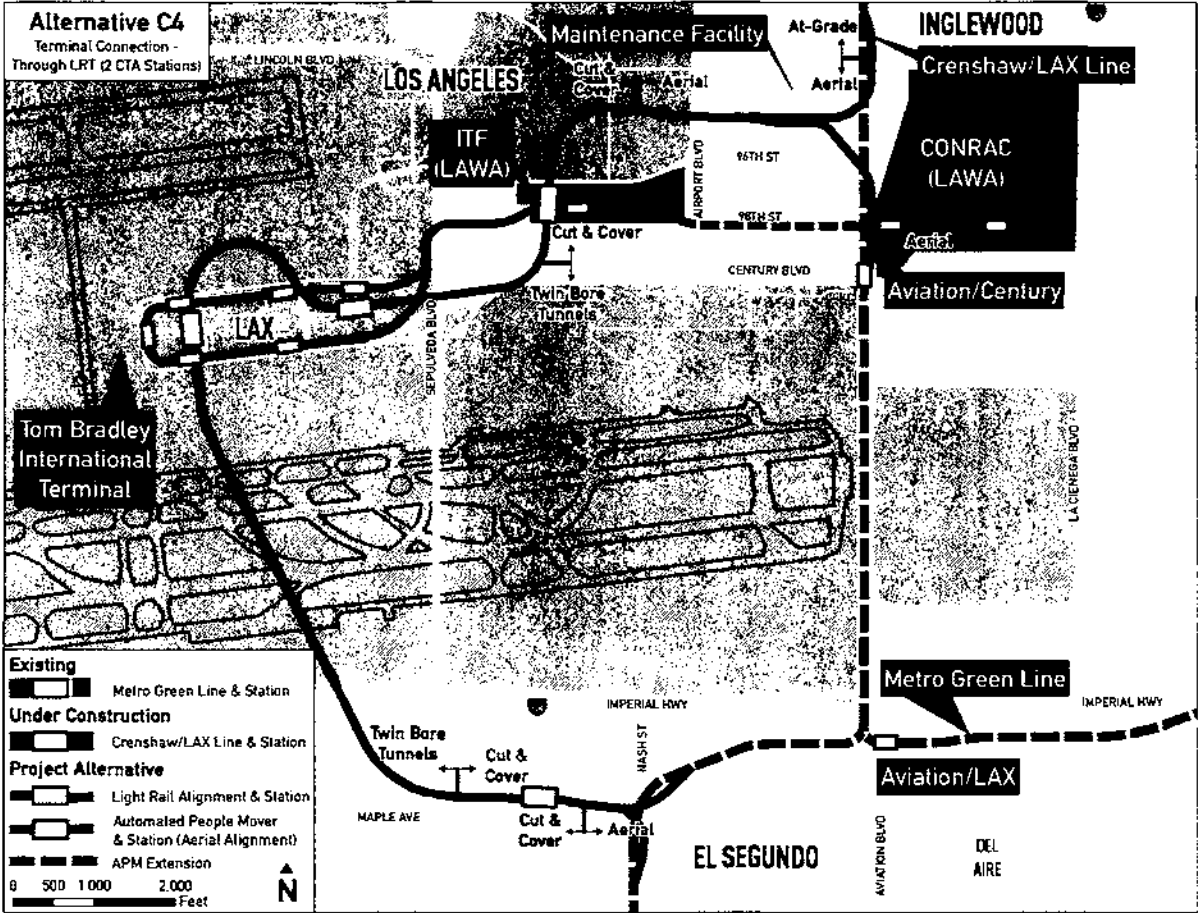


Alternative C-3



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.