

**Metro**Los Angeles County
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metro.net**PLANNING AND PROGRAMMING COMMITTEE****MAY 14, 2014****CONSTRUCTION COMMITTEE****MAY 15, 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 planning and 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. Also in October, the Board directed the CEO to prepare a preliminary assessment of the feasibility of locating LAWA's proposed Intermodal Transportation Facility (ITF) near the Crenshaw/LAX Southwest Yard Maintenance Facility, including an alternate connection point for the Metro Green Line, Crenshaw/LAX Line and AMC with LAWA's proposed Automated People Mover (APM). 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.

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 and major construction activities are anticipated 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. LAWA has agreed with the design for the two vehicular accommodations and on March 18, 2014, the Board of Airport Commissioners (BOAC) approved funding for the accommodations to move to construction. The AMC project is providing funding for the pedestrian circulation accommodation.

Supplemental Analysis of Alternatives

As we reported last month, Metro staff continues to coordinate with LAWA representatives to finalize the Supplemental Analysis of Alternatives report. The report will include updated definitions of all alternatives, updated capital and operating costs, ridership estimates, and evaluation of passenger convenience factors. In the April 2014 monthly report, it was noted that placing the ITF over the Southwest Maintenance Facility was not recommended, but an additional LRT station at Aviation/96th Street was feasible for a possible connection to LAWA's APM. The Supplemental Analysis of Alternatives report will provide details on the assessment and findings.

NEXT STEPS

Coordination efforts will continue with LAWA staff. It is anticipated that the Supplemental Analysis of Alternatives report will be presented to the Board in June 2014.

ATTACHMENTS

- A. October 24, 2013 Board Motions
- B. January 2014 Board Motion

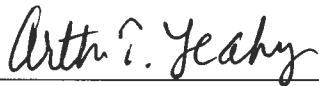
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October 24, 2013 Board Motions

**MTA Board Meeting
October 24, 2013**

Relating to Item 18-A

**MOTION BY
DIRECTOR DUBOIS**

To include a quick feasibility study of the ITF [Intermodal Transportation Facility] 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).