SUBJECT: AIRPORT METRO CONNECTOR

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this quarterly status report on the Airport Metro Connector (AMC) including: (1) initiation of environmental review; (2) procurement of architectural/engineering design services; and (3) refinement of the project implementation schedule in response to the July 2014 Board motion (Attachment A).

ISSUE

On June 26, 2014, the Board approved the AMC transit station (96th St/Aviation Blvd.) on the Crenshaw/LAX Transit corridor as the preferred alternative for the AMC Project and directed staff to initiate the environmental review process and select an architect for the project.

In December 2014, staff provided a preliminary draft schedule which included several possible implementation scenarios. At that meeting, the Board approved pursuing $33.2 million in Congestion Mitigation and Air Quality (CMAQ) and Measure R transit sub funds currently planned for the project in later years to accelerate the project’s implementation. Staff is currently processing the Transportation Improvement Program (TIP) amendment and anticipates federal approval in March. Since December, staff in conjunction with the Crenshaw/LAX team, has further evaluated the opportunities and constraints for the phased versus unphased project delivery in light of the Crenshaw/LAX Transit project and Los Angeles World Airports (LAWA) Automated People Mover (APM) opening dates.

DISCUSSION

Staff has been working with LAWA representatives to coordinate the two separate and independent environmental efforts for both the AMC transit station and the Los Angeles International Airport (LAX) Landside Access Modernization Program that are on parallel
schedules, as well as the transit station’s initial program of elements. The LAWA APM Project will provide a connection between Metro’s AMC transit station, the LAX Central Terminal Area, and LAWA’s Intermodal Transportation Facilities and the Consolidated Rental Car Facility.

Staff also has been working with the Crenshaw/LAX project team to evaluate accommodations to the Crenshaw/LAX Transit project for modification to the base design to protect for the future AMC transit station. The accommodations identified to date require the acquisition of right-of-way and utility conflicts to be resolved by July 2015 so as not to impact Crenshaw/LAX project schedule. Timeline required for completing some or all accommodations may not be achievable by the July deadline, in which case, the baseline Crenshaw/LAX design will be constructed. Rework will then be required after the Crenshaw/LAX project is complete and in operation in order to accommodate the ultimate track location, platforms and station. Accommodations include: reconfiguration of the mainline tracks for the future station platforms, relocation of special track work, bridge and wall modifications, grade crossing modifications at Arbor Vitae, and utility relocation. Work has also been proceeding to perform the necessary financial analysis for possible acceleration of funding for the AMC transit station. Staff currently plans to report to the Board on this effort in April 2015.

1) Initiation of Environmental Review
Metro issued the Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for the AMC project on February 6, 2015. A public scoping meeting to accept comments on the scope of the Draft EIR was held on February 23, 2015. The scoping comment period closed on March 9, 2015. Staff will provide an oral report on comments received to date.

LAWA issued a NOP for the Draft EIR for the LAX Landside Access Modernization Program on February 5, 2015. Two public scoping meetings to accept comments on the scope of the Draft EIR were held on February 19 and 22, 2015. The scoping comment period closed on March 9, 2015. LAWA representatives will provide an oral report on comments received to date.

2) Procurement of Architectural and Engineering Services
A Request for Proposals (RFP) for Architectural/Engineering Services was issued on February 2, 2015. A pre-proposal conference for potential bidders was held on February 10, 2015. The proposal due date was extended from February 27, 2015 to March 13, 2015 at the request of several potential proposers. Staff is on schedule to recommend award of the architectural contract at the July 2015 Board meeting. The procurement is currently in the “black-out” period.

3) Project Implementation Schedule
Staff in conjunction with the Crenshaw/LAX project team continues to explore incorporating AMC transit station accommodations, as part of the Crenshaw/LAX project so as not to preclude the future AMC transit station and possibly achieving better efficiencies between current and future construction activities as well as reducing

Airport Metro Connector
impacts to future Metro Rail service during construction. This analysis was initiated in response to the Board's directive to explore strategic steps necessary to accelerate completion of the AMC project.

In December, staff presented a possible phased project delivery schedule to open a portion of the AMC Station at the same time as the Crenshaw/LAX project in 2019. This would have involved opening the light rail station platforms and some bus facilities several years ahead of LAWA's planned opening of their APM project, currently scheduled to open in 2023. It would have also resulted in a condition where two different contractors from the Crenshaw/LAX Transit project and the AMC project would be working in the same construction zones at the same time resulting in potential delays to the timely completion of the Crenshaw/LAX Project. The phased opening would also be contingent upon property acquisition which requires a certified environmental document and approved federal environmental document to allow the use of federal funding. Funding acceleration is still being explored.

In coordination with LAWA, staff is now working to coordinate construction schedules with LAWA for an opening of its APM and the AMC transit station at the same time. Environmental clearance and conceptual engineering designs are currently being conducted so that both separate and independent projects are fully synchronized during the design and construction phases and opening dates. Attachment B provides the AMC's unphased implementation schedule and Attachment C provides LAWA's LAX Landside Access Modernization Program schedule.

**NEXT STEPS**

Staff will continue to work on the environmental document, architectural procurement and coordinate closely with LAWA staff. Staff will also return in April 2015 with the financial plan.

**ATTACHMENTS**

A. July 17, 2014 Board Motion  
B. AMC transit station’s unphased implementation schedule  
C. LAWA’s Landside Access Modernization Program

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ATTACHMENT A

July 17, 2014 Board Motion

MTA Board Meeting
July 17, 2014

MOTION BY
DIRECTORS KNABE AND RIDLEY-THOMAS
ACCELERATING THE LAX/AIRPORT METRO CONNECTOR GREEN LINE EXTENSION TO LAX

Connecting Los Angeles International Airport (LAX) directly to the Metro Rail System is among our highest priorities. Completing an accelerated transit connection to LAX by 2019, concurrent with the planned opening of the Crenshaw/LAX Line, would show our prospective Federal funding partners and regulatory agencies that we are serious about working with them to build a transit system that makes sense and that we value a regional rail system directly connected to LAX.

Last month the MTA Board approved a preferred alternative rail connection that moves forward into the environmental review process. However, Metro’s most recent Countywide Financial Forecasting Model (FY 2013-2040, Draft Short Range Financial Plan, March 13, 2014) continues to show that Metro’s piece of the LAX transit connection won’t be completed until 2028. We can and should do better than having the Green Line to LAX/Airport Metro Connector Project completed by 2028, an incredible 14 years from now. Working together to successfully align our planning, advocacy, and funding efforts, we can reach the goal of completing the project in less than half the time.

WE, THEREFORE, MOVE THAT THE MTA BOARD:

Instruct the CEO to report back to the Board in September at the Planning and Construction Committees and at the September 25, 2014 full Board Meeting, with written details on the strategic next steps and plan to “accelerate” completion of the Green Line to LAX/Airport Metro Connector Project, for project delivery by 2019, on a timeline that complements both the Crenshaw/LAX Light Rail Project and the South Bay Green Line Extension Project, which are connected to and share the Green Line Corridor. The report is requested to include the following:

A. A detailed action plan that includes an array of funding alternatives, formal arrangements for working with LAWA, as well as local, state, and federal partners, to fund and implement the Green Line to LAX/Airport Metro Connector Project on an accelerated schedule to deliver the project by 2019;

B. A specific approach to advocacy efforts with relevant federal agencies including the FTA and FAA to better coordinate and align with the federal review process,
including resolving any road blocks to project funding, implementation, and acceleration;
C. A detailed timeline and the specific MTA Board actions that are needed to accelerate delivery of the project including the environmental review, or other actions that may be necessary to complement, align, and expedite project delivery to match the completion date of the Crenshaw/LAX Light Rail Project in 2019.
## AMC transit station Preliminary Schedule

**METRO: Airport Metro Connector (AMC) transit station**

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**NOTE:**

Preliminary draft schedules for discussion purposes only.

Schedules are contingent upon environmental clearance, project design and funding availability.

*Prepared on 02/12/15*
## LAX Landside Access Modernization Program Preliminary Schedule

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