



Board Report

File #: 2016-0315, **File Type:** Informational Report

Agenda Number: 18

PLANNING AND PROGRAMMING COMMITTEE

MAY 18, 2016

CONSTRUCTION COMMITTEE

MAY 19, 2016

SUBJECT: AIRPORT METRO CONNECTOR (OPERATION SHOVEL READY)

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **quarterly status report on the Airport Metro Connector (AMC)** including clarification on the project's target delivery date in response to the April 2016 Board Motion (Attachment A).

ISSUE

This report provides an update on the following: (1) environmental review process; (2) architectural and engineering design services; (3) Crenshaw/LAX Transit Project design accommodations; and (4) project schedule and funding opportunities.

DISCUSSION

Staff, in coordination with Los Angeles World Airports (LAWA), continues to advance development of the AMC 96th Street transit station. Over this past quarter, work continued on the preparation of the Draft Environmental Impact Report (EIR), conceptual station design, and accommodations as part of the Crenshaw/LAX Line Project to allow for future construction of the AMC station. Staff continues to explore additional funding options. LAWA continues its environmental clearance and design processes for the Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP), including the Automated People Mover (APM). LAWA's APM system includes six new stations with one of the stops located at the AMC transit station. Metro riders will be able to transfer to the APM system in order to reach the Central Terminal Area at LAX.

Environmental Review Process

Staff continues to work with LAWA representatives to coordinate the respective environmental efforts for both the AMC transit station and LAMP program, which are on parallel schedules. LAWA provided Metro with existing and projected traffic data to help ensure that both separate and independent projects are fully synchronized. In addition to exchanging data, Metro staff continues to attend the bi-

weekly multi-agency ground access technical coordination meetings led by LAWA with Caltrans, the Southern California Association of Governments (SCAG) and the Los Angeles Department of Transportation (LADOT) to discuss roadway concepts, freeway access, traffic modeling, and details of the LAX LAMP.

Architectural and Engineering Design Services

Work progresses on defining the station's program elements to help prepare site concepts depicting square footage and programming and building(s) footprint. Staff continues to work with LAWA on coordinating proposed project elements as well as coordinating on the station design guidelines as identified in the approved June 2014 Metro Board motion (Attachment B).

Crenshaw/LAX Design Accommodations

Staff is negotiating the final Design and Construction contract modification with Walsh-Shea Corridor Constructors for the AMC station accommodations and has issued a limited Notice to Proceed for the design of the track, guideway and systems accommodations. Design is substantially complete and released for construction. Staff is currently working with Walsh-Shea Corridor Contractors on the construction costs and anticipates seeking Metro Board approval for the contract modification in June 2016.

Schedule and Funding

In March 2015, based on further analysis and coordination with the LAWA, staff informed the Metro Board that the AMC station would open with LAWA's APM in calendar year 2023 (Fiscal Year 2024). There has been no change to this schedule, which is subject to additional funding being secured for the project. This project which is a regional project is scheduled for delivery in the first 15 years of the draft Potential Ballot Measure (PBM) Expenditure Plan currently under public review. The calendar year (Fiscal Year 2024) delivery date accelerates the project by five years from the 2028 date in the currently adopted Long Range Transportation Plan (LRTP). In addition to PBM funding, staff is pursuing other funding opportunities, including the State Transit and Intercity Rail Capital Program (TIRCP) Grant, Federal Transit Administration (FTA) Transportation Investment Generating Economic Recovery (TIGER VII) Discretionary Grant, the FTA Bus and Bus Facilities Discretionary Grant and the State Active Transportation Program.

NEXT STEPS

Staff will continue to coordinate with LAWA on the station design. Staff anticipates releasing the Draft EIR in June 2016 for public comment and returning to the Board in the Fall for certification of the document. During this time period, discussions will continue with the FTA on the type of the federal environmental clearance needed for this project.

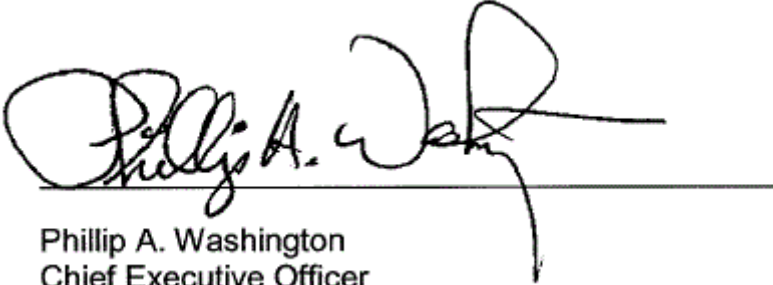
ATTACHMENTS

Attachment A - April 28, 2016 Board Motion

Attachment B - June 2014 Board Motion

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Metro

Board Report

ATTACHMENT A
Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #:2016-0339, File Type:Motion / Motion
Response

Agenda Number:43

**REGULAR BOARD MEETING
APRIL 28, 2016**

Motion by:

DIRECTOR KNABE

April 28, 2016

Airport Metro Connector

Measure R was passed in 2008, with over two-thirds support of voters in Los Angeles County, and funds a promised transit connection to Los Angeles International Airport (LAX). Today, almost eight years later, Metro is closer to making the rail connection to the airport a reality, and is contemplating a potential ballot measure for an additional half-cent sales tax that would include important funding to accelerate the planned rail connection to LAX. Throughout 2015 and into 2016-, Metro and Los Angeles World Airports (LAWA) have indicated to our Board that the project would be completed in mid-2023. LAWA appeared at the Board meeting in February and provided a presentation showing the LAWA automated people mover completed in 2023. However, the delivery date for the Airport Metro Connector project has been inexplicable pushed out to 2024-2026 in the proposed Expenditure Plan for the potential ballot measure, which is unacceptable.

MOTION by Director Knabe that the MTA Board instruct the CEO to report back to the Board during the May 2016 Board cycle with:

- A. a quarterly report on the status of the Airport Connector project;
- B. information on why the project's delivery date may be later than previously reported to the Board and identifying options for putting the project back on schedule for accelerated delivery; and
- C. a recommendation based on staff's analysis.

June 26, 2014 Board Motion

**MTA Board Meeting
June 26, 2014**

Relating to Item 65

**MOTION BY
MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR
DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS**

For decades, the biggest missing piece of the transportation puzzle in Los Angeles has been a quick, convenient, and viable option for the traveling public to connect to our airport using our mass transit system. Making that connection has been a high priority for all Angelenos, who clearly made their position known by overwhelmingly supporting the construction of a direct airport connection as part of Measure R.

Several criteria are essential in evaluating the various alternatives that have been proposed for the Airport Metro Connector including cost, travel time, and interoperability with the regional network. However, given the considerable importance that the transit riders have placed on a seamless and robust airport connection, the final project will be judged largely by its ability to deliver on one critical aspect: passenger convenience.

The desire to provide an exceptional passenger experience should guide the Metro Board in designing this project. This airport connection will only be as good as the passenger experience it delivers, and the ridership numbers will largely reflect our ability to anticipate, meet, and exceed the expectations of the traveling public.

Done right, Alternative A2 (96th Street Station) could be the airport rail connection that Angelenos have longed for. It would provide a direct rail connection that will not only help address the ground transportation challenges at LAX, but also continue to expand MTA's regional transportation network, and has the potential to provide a world-class passenger experience to the traveling public.

The 96th Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the Chief Executive Officer to do the following:

1. Develop the 96th Street Station, in consultation with LAWA, using the following design guidelines:
 - a. Enclosed facility
 - b. Integrated APM/Light Rail station, minimizing walk distances
 - c. Concourse areas
 - d. LAX airline check-in with flight information boards
 - e. Station restrooms
 - f. Free public WiFi & device charging areas
 - g. Private vehicle drop-off area, and taxi stand
 - h. Pedestrian plaza with landscaping and street furniture
 - i. Metro Bike Hub with parking, a bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras
 - j. Retail (food/beverage and convenience)
 - k. L.A. visitor info and LAX info kiosk
 - l. Connectivity to Manchester Square and surrounding areas, including walkways
 - m. At a minimum, LEED Silver certification
 - n. Public art installation
 - o. Other amenities for airport travelers, including currency exchange and bank/ATM machines
 - p. Passenger safety

2. Report back at the September 2014 MTA Board meeting, in consultation with LAWA, with a review of baggage check amenities that are available at other transportation centers that serve major airports, including an assessment of the feasibility of offering baggage check at the proposed 96th Street Station.
3. Procure a qualified architectural firm to design the station as described under no. 1 above.
4. Provide quarterly updates, in coordination with LAWA staff, including, but not limited to, on the development of the 96th Street Station, the Intermodal Transportation Facility and Automated People Mover, of the following:
 - a. Design
 - b. Schedule
 - c. Cost Estimates
5. Report back at the September 2014 MTA Board meeting with a conceptual and station design approach plan as described above, and provide quarterly updates on implementation progress thereafter; and
6. Instruct the CEO to work with LAWA and the Board of Airport Commissioners to obtain their written commitment to construct and operate an automated people mover connecting the airport's central terminal area to a planned Metro Rail Station, and to report back at next month's (July 2014) Planning and Programming and Construction Committees, and at Committees each month thereafter until this written commitment is obtained, in order to ensure that the light rail connection to LAX that was promised to the voters in Measure R becomes a reality.