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APRIL 25, 2014

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *AL*
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA *MW*
CHIEF PLANNING OFFICER

SUBJECT: AIRPORT METRO CONNECTOR

ISSUE

Staff was requested to provide information on the chronology related to the alternatives being evaluated for the Airport Metro Connector (AMC) project. Specifically, the chronology for the operating scenarios and the ridership modeling assumptions. This memo responds to the request.

DISCUSSION

Staff has compiled the chronology of events from September 2011, the date the Metro Board certified the Crenshaw/LAX Environmental Impact Report (EIR) and adopted the project definition, through March 2014 (Attachment A). The chronology references Board documents, technical reports, correspondence, and milestones related to coordination with the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), Los Angeles World Airports (LAWA), and the Crenshaw/LAX project.

NEXT STEPS

Staff continues to coordinate with LAWA to complete the Supplemental Analysis of Alternatives Report as directed by the Board in January 2014.

Attachment

A. Chronology of Events

Airport Metro Connector (AMC) Chronology

September 2011

- Metro Board certifies the Crenshaw/LAX Environmental Impact Report (EIR) and adopts project definition.

December 2011

- FTA issues Record of Decision (ROD) for Crenshaw/LAX project Environmental Impact Statement (EIS).

April 2012

- Metro Board receives Alternatives Analysis Report for AMC which identifies the alternatives to be carried forward in the Draft EIS/EIR.

September 2012

- Metro is notified of TIFIA Loan award for the Crenshaw/LAX project.

December 2012

- LAWA staff presents three potential APM/LRT connection points to the Board of Airport Commissioners (BOAC).
- LAWA sends letter to Metro which identifies the Intermodal Transportation Facility (ITF), Consolidated Rental Car Facility (CONRAC) at Manchester Square, and the Central Terminal Area (CTA) as three proposed APM/LRT connection points.

January 2013

- LAWA staff presents three potential APM/LRT connection points to the Metro Board.

February 2013

- Board of Airport Commissioners certifies the EIR prepared for the LAX Specific Plan Amendment Study (SPAS).
- APM is included as part of the SPAS.

May 2013

- Los Angeles City Council approves the SPAS.
- Metro staff gives consideration to potentially modifying the award of the Crenshaw/LAX Construction contract to replace the alignment and station

location between Arbor Vitae Street and Century Boulevard with the alignment and station location associated with Alternative B (Through ITF). It is determined that such an approach could bring considerable risk to the award of the Crenshaw/LAX Design/Build contract, the delivery of the project and meeting federal funding requirements. A separate procurement process for the Through ITF Alternative is recommended.

June 2013

- Metro Board directs (Item 73) staff to include a Metro Rail connection at the ITF using the existing Crenshaw/LAX and Green Line alignments as an alternative in the AMC EIS/EIR.
- Crenshaw/LAX Design/Build Contract awarded to Walsh/Shea Corridor Constructors.

September 2013

- Metro issues Notice To Proceed to Walsh Shea Corridor Constructors.
- Director Knabe transmits questions concerning the AMC funding, APM alignments, modeling, etc. A Board Box responding to the questions is issued.

October 2013

- Metro Board receives AMC Technical Refinement Study.
 - Alternative B, Through ITF ("Bump"), operating plan **did not** serve the Aviation/Century Station (page 13-14). Study notes that this alternative is therefore incompatible with the Crenshaw/LAX project and would require changes to the active construction contract and presents risks in terms of schedule and federal funding requirements.
 - Ridership sensitivity analysis is completed along with other alternatives, but not released with the report due to LAWA's concern with the modeling assumptions.
- Director Bonin transmits letter raising concerns with regard to the modeling assumptions used for the Technical Refinement Study.
- Metro Board motion (Item 18-A) by Director DuBois to conduct a feasibility study of relocating the ITF to Metro's Southwest Maintenance Yard (ITF to include APM/LRT connection).
- Metro Board motion (Item 18-B) by Directors Knabe, Bonin, and O'Connor to instruct the CEO to report to the Board on a monthly basis regarding the coordination efforts between Metro and LAWA staff on both Crenshaw/LAX and AMC.

November 2013

- Metro and LAWA staff meet with FTA and FAA to determine a path forward for initiating the federal environmental clearance process for the AMC project given FTA/FAA's reluctance to start the process. During the meeting, it is agreed that Metro would be responsible for environmentally clearing the LRT and LAWA would be responsible for environmentally clearing the APM. It is agreed that the EIR would be completed prior to initiating the EIS.

December 2013

- BOAC authorizes a five-year MOU between LAWA and Metro for modifications to Aviation/Century Station to allow for planned roadway improvements and allocated \$250,000 for design costs.
- Metro Board approves funding for vertical circulation elements using AMC resources to allow for a future potential APM connection at Aviation/Century Station.
- Both Boards approve the MOU.

January 2014

- Groundbreaking for the Crenshaw/LAX project.
- Staff recommends elimination of Alternatives C-2, C-3, and C-4 from further consideration in the AMC EIR.
- Metro Board motion (Item 15) by Directors Ridley-Thomas and Knabe as amended by Bonin to direct the CEO to provide a Supplemental Analysis Report on Alternatives C-3 and C-4.

February 2014

- For all alternatives, the LRT operating assumptions are refined to reduce the number of transfers required for non-airport bound passengers and to ensure service to Aviation/Century Station. Service to the Aviation/Century Station is deemed necessary as the Crenshaw/LAX Line is under construction and both LAWA and Metro are funding additional modifications to the station to allow for a future potential APM connection.
- For all alternatives, the ridership modeling assumptions are updated to include LAWA's proposed APM system that serves the CTA and extends east to serve the ITF, ConRAC and Metro Rail. Alternative Maps are updated to reflect new APM alignment provided by LAWA and to show two integrated projects.

- A fourth APM/LRT connection point is added at Aviation/96th St as a result of the feasibility study conducted as directed by the Board in October 2013.

March 2014

- BOAC approves allocation of \$560,000 for construction of Aviation/Century Station modifications in accordance with the MOU between LAWA and Metro.