



Metro

Los Angeles County
Metropolitan Transportation Authority

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DECEMBER 24, 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 PROJECT

ISSUE

In November 2014, in response to the July 2014 Board motion (Attachment A) to accelerate the Airport Metro Connector (AMC) project to complement the Crenshaw/LAX project opening in 2019, staff reported that it may be possible to open the AMC project in phases. This date is contingent upon sufficient funding being accelerated and Right of Way (ROW) acquisition. Staff has been asked to provide a preliminary draft schedule for the previously proposed phases showing best case and worst case scenarios. This memo provides the requested information.

DISCUSSION

Attachment B provides preliminary draft schedules for both the AMC and Los Angeles World Airports' (LAWA) Automated People Mover (APM) projects. Schedules for both are contingent upon several stages of project development that have only recently begun including; environmental clearance, project design and development of a funding plan. Additionally, the accelerated AMC project schedule is closely tied to the Crenshaw/LAX project's construction schedule and requires the identification of funding and timely ROW acquisition to ensure that the Crenshaw/LAX construction schedule is not adversely affected. These schedules are preliminary and subject to change.

The Metro schedule includes four steps:

1. Crenshaw/LAX Accommodations

This work includes accommodations to the Crenshaw/LAX project to allow future rail connections with reduced impacts on the line once it has commenced service. The accommodations identified to date involve utility relocation, redesign and construction of mainline tracks to provide for future

station platforms at 96th Street, relocation of special track work, and grade crossing modifications. The environmental documentation is expected to be completed in January 2015 with construction completion anticipated by December 2016.

Through Board action in October 2014, \$33.2 million in Congestion Mitigation and Air Quality Improvement (CMAQ) funding is being pursued. Additionally, a small amount of ROW is required and staff has begun initial discussions with the property owners.

2. Environmental Clearance

The California Environmental Quality Act (CEQA) environmental review process will precede the federal National Environmental Policy Act (NEPA) process. It is anticipated that both CEQA and NEPA will be completed by early 2017, consistent with LAWA's schedule for the APM clearance. Metro and LAWA are currently coordinating with the Federal Transit Administration (FTA) and the Federal Aviation Administration (FAA), respectively, to keep both federal partners apprised of the projects and to explore strategies for streamlining the federal environmental review phase.

3. Architectural & Engineering Services

This work will be completed in coordination with environmental clearance leading to the development of bid documents and design services during AMC construction. It is anticipated that a request for proposal will be released in January/February 2015, with contract award scheduled for the summer.

4. Construction & Pre-Revenue Testing

The timing of construction activities for the accommodations, platforms and new AMC Station is highly dependent on whether an accelerated funding plan can be developed to improve upon the Long Range Transportation Plan (LRTP) opening date of 2028 and that ROW can be acquired in a timely manner once funding is secured. "Best Case" and "Worst Case" scenarios include the following:

A. "Best Case-2019/2023 Phased Schedule"

Phase 1 would include the Light Rail Transit (LRT) platforms and supporting bus facilities with construction completion in 2019 to complement the Crenshaw/LAX project schedule. Phase 2 would include the AMC Station building with construction aligned with LAWA's APM schedule.

Given the Crenshaw/LAX project current construction schedule, staff is working with the Crenshaw/LAX project team to determine the feasibility of this phased implementation. Should the AMC construction phase begin as early as 2017, this may create a condition where two different contractors from the Crenshaw/LAX project and the AMC project would be

working in the same construction zones at the same time. This could potentially delay both projects. Staff will continue to coordinate with the Crenshaw/LAX project to identify opportunities as well as risks associated with delivering the LRT platforms and potential bus plaza of the AMC Transit Station in conjunction with the opening of the Crenshaw/LAX project.

B. "Best Case-2023 Unphased Schedule"

The entire project is scheduled to complete construction by 2023 to coincide with LAWA's APM schedule. This will allow the AMC Transit Station including construction of all facilities (LRT platforms, bus plaza, passenger amenities etc.) to occur after the Crenshaw/LAX project opening and concurrent with the LAWA APM. This will avoid the risks identified in the above phased scenario.

C. "Worst Case-2028 Unphased Schedule"

Opening based on the adopted LRTP schedule of 2028.

NEXT STEPS

Staff will continue to work with the Crenshaw/LAX project team to determine opportunities and constraints for the phased implementation and will provide an update in February 2015.

ATTACHMENTS

- A. July 17, 2014 Board Motion
- B. Preliminary Draft Schedule

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.

METRO AND LAWA PRELIMINARY DRAFT SCHEDULES

METRO: Airport Metro Connector (AMC) Transit Station														
Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1. CRENSHAW/LAX PROJECT ACCOMMODATIONS	█	█												
2. AMC ENVIRONMENTAL	█	█												
3. AMC ARCHITECTURAL & ENGINEERING (A&E) SERVICES	█	█	█	█										
4. AMC TRANSIT STATION CONSTRUCTION SCENARIOS														
A. 2019/2023 Phased Schedule ^a				Phase 1 ^b				Phase 2 ^c		Best Case				
B. 2023 Unphased Schedule ^a							Phases 1 & 2 ^d			Best Case				
C. 2028 LRTP Schedule											█	█	█	█

Worst Case

- a. Contingent upon Metro Board approval to accelerate project funding.
- b. Phase 1 includes the LRT platforms and supporting bus facilities with construction completion in 2019 to complement the Crenshaw/LAX project schedule.
- c. Phase 2 includes AMC station building with construction aligned with LAWA's APM schedule.
- d. Phases 1 & 2 includes LRT platforms, supporting bus facilities, and AMC station building with construction aligned with LAWA's APM schedule

LAWA: Automated People Mover (APM)														
Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1. ENVIRONMENTAL & ENGINEERING PROCESS	█	█												
2. GROUND BREAKING & HEAVY CONSTRUCTION			█	█	█	█	█	█						
3. SYSTEM TESTING & FINAL CONSTRUCTION									█					
4. OPENING										█				

NOTE:
 Preliminary draft schedules for discussion purposes only.
 Schedules are contingent upon environmental clearance, project design and funding availability.