

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 20, 2013
CONSTRUCTION COMMITTEE
NOVEMBER 21, 2013**

SUBJECT: AIRPORT METRO CONNECTOR**ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file this status report on the Airport Metro Connector as directed by the Board in October 2013.

ISSUE

At the October 24, 2013 meeting, the Board instructed the Chief Executive Officer (CEO), to report 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, regarding the coordination with the Los Angeles World Airports (LAWA), in order to maintain both the viability and efficient connectivity for the Airport Connector and Crenshaw/LAX Transit Projects. Attachment A contains the October Board directive. This report provides the requested information.

DISCUSSION

Metro's Construction and Planning Departments have been working together on the planning issues with regard to the interface of the Airport Metro Connector and the Crenshaw/LAX project. With regard to the Automated People Mover (APM) alternative, the interface at the Aviation/Century station assumed an alignment using 98th Street as identified in the LAWA Specific Plan Amendment Study (SPAS). Since certification of the SPAS Environmental Impact Report, LAWA has been further defining the APM alignment and is now potentially exploring a 96th Street alignment.

In June 2013, the Board directed that the "Through LAWA Intermodal Transfer Facility (ITF)" alternative be explored in the Airport Metro Connector's environmental document. At the October 2013 meeting, the Board approved the contract modification for the environmental document contractor to perform this analysis. Additionally, the Board directed that staff undertake a concept-level feasibility analysis of the ITF at the

maintenance facility located at Arbor Vitae and Bellanca Streets (Southwest Yard), consistent with LAWA's recent identification of 96th. We have started to explore the feasibility of this option.

Construction staff has been discussing with LAWA representatives modifications to the Crenshaw/LAX Aviation/Century Station to facilitate the connection with the LAWA's proposed APM. Planning staff have been involved in this effort as we further the Airport Metro Connector project. Approval of the resultant Memorandum of Understanding between Metro and LAWA and the associated potential contract changes to the Crenshaw/LAX Design-Build contract is an action item at the December Board meeting and a parallel meeting of the Board of Airport Commissioners. Additionally, there are ongoing internal discussions on the potential relocation of the ITF to the Southwest Yard area consistent with the proposed APM 96th Street alignment.

Finally, a meeting is planned for November 2013 with the Federal Transit Administration (FTA), Federal Aviation Administration (FAA), LAWA and Metro. The purpose of this meeting is to determine a path forward to initiate the environmental clearance on the Airport Metro Connector.

NEXT STEPS

Construction and Planning staff will continue to coordinate with LAWA and explore the feasibility of the ITF at the Southwest Yard. We will report on the results of the FAA/FTA meeting at the Planning and Programming Committee.

ATTACHMENT

A. October 2013 Board Directive

Prepared by: Cory Zelmer, Project Manager (213) 922-1079
Roderick Diaz, Director Systemwide Planning (213) 922-3018
Renee Berlin, Executive Officer, (213) 922-3035
Bryan Pennington, Executive Officer (213) 922-7449

Martha Welborne

Martha Welborne, FAIA
Chief Planning Officer

Arthur T. Leahy

Arthur T. Leahy
Chief Executive Officer

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.