


Metro

 Los Angeles County
 Metropolitan Transportation Authority

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 metro.net

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 5, 2014
CONSTRUCTION COMMITTEE
NOVEMBER 6, 2014

SUBJECT: AIRPORT METRO CONNECTOR
ACTION: APPROVE PURSUING ACCELERATED FUNDING AND RENAMING PROJECT
RECOMMENDATION
A. Approve:

1. Pursuing acceleration of up to \$33.2 million in federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure R Transit Sub-funds currently planned for the Airport Metro Connector (AMC) project in Fiscal Years (FY) 2024 and 2025 to cover the cost of accommodations implemented as part of the Crenshaw/LAX Transit Project (Crenshaw/LAX) and design of the new station; and
2. ~~Renaming the Airport Metro Connector project to "LAX Gateway Station";~~

B. Receive and File:

1. Preliminary project schedule, developed in coordination with Los Angeles World Airports (LAWA), for the environmental review phase only; and
2. Status report on the station design guidelines directed by the Board in June 2014.

ISSUE

On June 26, 2014, the Board approved a new Metro Rail station (LAX Station) on the Crenshaw/LAX transit corridor as the preferred alternative for the AMC Project. On the same date, the Board also approved a motion containing a set of design guidelines for staff to incorporate during the development of this new rail station. Attachment A includes the June 2014 Board motion. At the October 2, 2014 meeting, the Board directed, among other items, that staff report to the Board at the November 2014 meeting with a financial plan, in coordination with LAWA, to accelerate completion of the AMC project to complement the opening of the Crenshaw/LAX project in 2019. Attachment B includes the October 2, 2014 Board motion. This report responds, in part, to the October Board directive, ~~requests Board approval to change the project name~~ and provides a status report on the station design elements and environmental

clearance schedule. Staff will report to the Board in February 2015 with a financial plan and updated project schedule.

DISCUSSION

At the July 2014 meeting, the Board approved increasing the total contract value for Contract No. C0988 with Walsh/Shea Corridor Constructors by \$3 million to design and construct accommodations so as not to preclude a future Metro Rail station, near Aviation Boulevard and 96th Street, being developed as part of the AMC project. The accommodations presented in July included relatively minor modifications to the alignment design and involved work within the current Metro-owned Right-of-Way (ROW).

Since July, AMC and Crenshaw/LAX staff have explored expanding the scope of the accommodations, beyond the current Metro-owned ROW, in an attempt to realize better efficiencies between current and future construction activities as well as reducing impacts to future Metro Rail service. This analysis was initiated in response to the Board's directive to explore strategic steps necessary to accelerate completion of the AMC project.

The expanded scope for accommodations is part of a possible three-step phasing strategy intended to accelerate AMC project completion. As suggested in the September 2014 staff report, a phased implementation plan could include:

1. Not-to-preclude accommodations as part of Crenshaw/LAX
2. Construction of light rail platforms and bus plaza
3. Construction of fully-enclosed transit center building, in coordination with LAWA's construction of the APM station

All three phases are contingent upon the acceleration of AMC funding. Phase 3 may also require a financial contribution by LAWA and/or other parties. ~~Metro and LAWA~~ Staff will continue to explore cost and funding strategies as the building program is developed.

Project Funding Acceleration

The proposed first phase of the AMC project is estimated to cost approximately \$33.2 million. This cost includes right of way acquisition, construction of the Crenshaw/LAX accommodations, and design of the full transit facility (excluding the APM station).

To finance and deliver the Crenshaw/LAX accommodations, Metro staff is proposing to accelerate the use of as much CMAQ funds as possible from the \$33.3 million currently planned for AMC in fiscal years 2024 and 2025. Subject to approval by the Federal Transit Administration (FTA), these funds would be made available to the Crenshaw/LAX project so that this work could be done as part of the construction. Some Measure R Transit Sub-fund revenues may be used to fulfill matching requirements or project needs that pre-date the availability of the CMAQ funds. The Crenshaw/LAX project budget includes federal Transportation Infrastructure Finance

and Innovation Act (TIFIA) funds and Metro staff anticipates that federal action to amend the current Crenshaw/LAX TIFIA agreement will need to occur. The balance of CMAQ funds along with available Measure R funds programmed to AMC will be used for architectural services for the transit center.

Crenshaw/LAX Accommodations

AMC and Crenshaw/LAX project staff continue to evaluate the accommodations which could be made to the Crenshaw/LAX project so as to protect for the future Metro station and minimize impacts to future Metro Rail operations. The accommodations identified to date involve the acquisition of right-of-way, utility relocation, redesign and construction of mainline tracks, relocation of special track work, and grade crossing modifications. Completion of these accommodations is contingent upon accelerated AMC funding and Board approval of Crenshaw/LAX contract modification.

Potential Impacts to Crenshaw/LAX Project

A Notice to Proceed was issued to the Crenshaw/LAX design-builder C0988 Walsh/Shea Corridor Constructors (WSCC), on September 10, 2013. WSCC is completing final design and has already begun construction work in several areas of the project alignment.

Crenshaw/LAX and AMC staff are currently validating the expanded scope of work for the accommodations, which includes executing a separate design process that will proceed in parallel with WSCC's base contract work. The expanded scope of accommodations, that is proposed to be implemented as part of the Crenshaw/LAX project, requires supplemental environmental approval (California Environmental Quality Act [CEQA]/National Environmental Policy Act [NEPA]) and property acquisition prior to construction. The supplemental environmental approval would need to be completed by Spring 2015 and the property acquisition would need to be completed by Summer 2015 in order to avoid delays to the Crenshaw/LAX project. The full impacts to the Crenshaw/LAX construction schedule, if any, will not be known until the environmental and property acquisition processes are initiated and progressed. Crenshaw/LAX and Metro Real Estate staff are in the process of initiating the environmental and property acquisition processes, respectively.

Another potential impact to the Crenshaw/LAX project is the timing of the future AMC construction. Currently, construction of the LAX Station cannot begin until after the environmental clearance process is completed and funding for Phase 2 (light rail platforms and bus plaza) is accelerated. Should the AMC construction phase begin as early as 2017, this would create a condition where two contractors from different projects would be working in the same area which could result in delay claims by one or both contractors. In addition, the AMC construction activities could potentially impact local area systems installation and testing as well as pre-revenue testing for the Crenshaw/LAX project, which could delay completing the project on schedule.

AMC Project Schedule

Over the last several months, Metro and LAWA have worked to better define the respective projects, including the development of initial studies which are intended to streamline the environmental review phase.

As currently planned, both Metro and LAWA will initiate preparation of separate, yet coordinated, CEQA Environmental Impact Reports (EIR) in January/February 2015. The CEQA environmental review process will precede the federal process. 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 in accordance with the NEPA. Attachment C contains the preliminary schedule, developed in coordination with LAWA, for the environmental review phase, including CEQA and NEPA clearance. The procurement for architectural services is still scheduled to begin in January 2015 with the project design phase estimated to begin in July/August 2015.

The acceleration of the Metro construction phase is contingent upon three factors:

- Metro Board approval to accelerate project funding;
- LAWA commitment to deliver the APM; and
- Ability to integrate AMC and Crenshaw/LAX construction activities.

Staff will continue to coordinate with LAWA and the Crenshaw/LAX project to identify opportunities as well as risk associated with delivering Phase 2 of the AMC project in conjunction with the opening of the Crenshaw/LAX line. Staff will also coordinate with LAWA to ensure bus service to the LAX terminals remains in operation with the Crenshaw/LAX opening and the implementation of AMC, as appropriate.

Initial Design Phase

Metro staff has worked closely with internal and external stakeholders over the last several months to better define the various transit operations planned for the new LAX station and how those operations influence the design of the new intermodal transit facility. Following initial meetings with Metro Rail and Bus Operations, staff held a design workshop with local municipal bus operators to gather input on the design and operation of the planned bus terminal. Design elements such as bus access/egress, quantity and design of bus bays, layover spaces, passenger and operator restrooms, real-time bus information, passenger wayfinding, and connectivity to rail platforms were discussed during this workshop. On October 13th, staff held a second workshop with various Metro Departments to gather initial input on the services, amenities and ancillary spaces needed on the planned station site and within the enclosed building. With a preliminary list of requirements, staff then met with LAWA on October 20th to begin identifying airport-specific functions and amenities that would share space in the new LAX station. The information gathered during these workshops will be used to prepare the Statement of Work (SOW) for the architectural design contract anticipated to be released in January 2015. Workshop information will also be used to better define

the project in the Notice of Preparation for the start of the CEQA environmental review process.

Below is a listing of the 16 transit station design elements (A through P), approved by the Board in June 2014, broken down by agency(s) responsible for implementation:

<u>Metro</u>	<u>Metro/LAWA</u>	<u>LAWA</u>
<ul style="list-style-type: none"> • Metro Bike Hub 	<ul style="list-style-type: none"> • Enclosed facility • Integrated LRT/APM Station • Concourse area • Station restrooms • Free public WiFi • Device charging areas • Private vehicle drop-off • Pedestrian plaza • Retail • Connectivity to surrounding areas • LEED Classification • Public art • Passenger safety 	<ul style="list-style-type: none"> • LAX airline check-in • Flight information boards • LAX information • Misc. airport traveler amenities

DETERMINATION OF SAFETY IMPACT

There is no impact to the safety of our customers and employees.

FINANCIAL IMPACT

Metro’s Countywide Financial Forecast currently identifies the \$33.3 million of CMAQ funds for the AMC project in fiscal years 2024 and 2025 as part of the total revenues planned for the project in that same period of time. While accelerating the use of the \$33.2 million in CMAQ funds and any necessary matching funds from Measure R is not anticipated to have any negative financial impact on any other Metro projects or projects sponsored by local agencies in Los Angeles County, accelerating the entire AMC Measure R funding now programmed in FY25 through FY28 is expected to involve such trade-offs.

While the initial project activities are underway, staff will be updating the Countywide Financial Forecast to determine the financial trade-offs that we will recommend to the Board to accomplish the entire AMC project in the context of that update. By necessity, these recommendations will involve a strategy for accelerating the funds necessary into the first decade of the Long Range Transportation Plan (LRTP), from where they are now forecasted in the second decade. In addition, staff will need to identify

contributions that will be needed from ~~LAWA~~ and/or other parties to accomplish the project.

Impact to Budget

The sources of funds for the AMC project are capital funds assumed in the LRTP. The recommended acceleration of these funds does not have an impact to Metro operations funding sources. Future budget amendments related to the Crenshaw/LAX accommodations funding and delivery strategies will be brought back for Board consideration and will be subject to federal approval.

ALTERNATIVES CONSIDERED

The Board could direct staff not to pursue accelerating AMC funding to cover the costs of the not-to-preclude accommodations to be implemented as part of the Crenshaw/LAX project. This is not recommended as it goes against prior Board direction to explore funding alternatives that could accelerate completion of the AMC project.

~~With regard to renaming the project, the Board could instead retain the current AMC name or approve a name other than LAX Gateway Station. Retaining the current name is not recommended as the LAX Gateway Station more appropriately describes the project as defined by the Board.~~

NEXT STEPS

Staff will finalize the accommodations recommended to be designed and built by the Crenshaw/LAX Project. Concurrent to the time-sensitive coordination with the Crenshaw/LAX Project, staff will complete an initial study intended to streamline the AMC project's environmental process. Parallel with the initial study, staff will prepare the SOW to procure architectural design services for the new station. Options for project delivery, including an updated project schedule and financial plan, will be presented at the February 2015 meeting for the Board's consideration. Staff will continue to coordinate closely with LAWA staff.


ATTACHMENTS

- A. June 26, 2014 Board Motion
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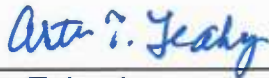
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NEXT STEPS

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ATTACHMENTS

- A. June 26, 2014 Board Motion
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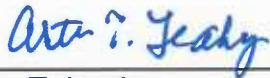
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Martha Welborne, FAIA
Chief Planning Officer



Bryan Pennington
Executive Director
Engineering and Construction



Arthur T. Leahy
Chief Executive Officer

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.

October 2, 2014 Board Motion

**MTA Board Meeting
October 2, 2014**

Relating to Item 26 and 30

**MOTION BY
DIRECTORS KNABE, GARCETTI, RIDLEY-THOMAS, AND BONIN
THE REGIONAL IMPORTANCE OF ACCELERATING THE 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.

Metro and Los Angeles World Airports (LAWA) have made significant progress towards improving regional rail access to LAX; however, lost in the discussion is the importance that the Airport Metro Connector project and associated Automated People Mover (APM)/LAWA transit connection will have throughout the region and the need to formally recognize the “regional significance” of this project.

Metro’s promise to the voters in 2008 in Measure R included expenditure plan details that subsequently informed the Board’s adoption of the 2009 Long Range Transportation Plan (LRTP) update; at that time, the regional rail connection to LAX (funds availability date starting 2010-2012; completion during 2015-2028) was acknowledged as a major transportation system priority and an important missing link in the countywide transportation system.


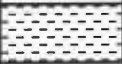

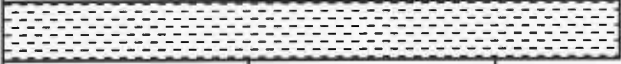
Metro staff is currently hard at work with the sub-regions to develop Mobility Matrices and the next LRTP update. However, at present, the transportation issues and financial implications relating to connecting the countywide rail system to LAX are being examined through a geographically-limited focus on the South Bay sub-region; left out of this important examination are regional entities, such as LAX/LAWA, and the value of the Airport Metro Connector to the regional transportation system, to ensure that connecting LAX to our rail system remains a significant Measure R priority that benefits travelers throughout Los Angeles County.


WE, THEREFORE, MOVE that the MTA Board instruct the CEO to:

1. Report back at the November 2014 Board meeting with an updated financial plan, in coordination with LAWA, for Board consideration to accelerate the Airport Metro Connector Project which will complement the completion of the Crenshaw/LAX Light Rail Project in 2019;
2. As part of the Mobility Matrix studies, create a regional category, separate from the individual sub-regional mobility matrix studies, which would include projects and programs countywide, cross-county entities such as LAX/LAWA, the Ports, etc;
3. Report back with recommendations as to how regional projects will not impact sub-regional funding allocations should a new sales tax ballot measure be approved.

ATTACHMENT C

Preliminary Environmental Schedule

Calendar Year	2014		2015				2016				2017				2018				
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Project Definition & Initial Studies for NOP																			
																			
Environmental																			
																			

Metro	
LAWA APM	