



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza,  
Los Angeles, CA 90012-2952

**Phillip A. Washington**  
*Chief Executive Officer*  
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washingtonp@metro.net

September 8, 2015

Lucy Garliauskas  
Office of Planning and Environment  
Federal Transit Administration  
1200 New Jersey Avenue SE, Room E45-119  
Washington, DC 20590

RE: EXPRESSION OF INTEREST REGARDING PILOT PROGRAM FOR EXPEDITED PROJECT DELIVERY -- AIRPORT METRO CONNECTOR/96<sup>th</sup> STREET STATION

Dear Ms. Garliauskas:

On behalf of the Los Angeles County Metropolitan Transportation Authority, I am submitting an Expression of Interest related to the Pilot Program for Expedited Project Delivery for the \$330 million Airport Connector/96<sup>th</sup> Street Station project. Our Expression of Interest is for a grant of a \$77.0 million that is the critical next step to help develop this important transportation link from the Los Angeles International Airport (LAX) to downtown with connections to Metro's transportation network enabling travelers to reach destinations throughout Los Angeles County.

We appreciate USDOT's continuing support of significant and meaningful regional transportation projects. These projects are crucial to improving mobility in Los Angeles County and create jobs in the long term by improving our economic competitiveness and livability. We appreciate your consideration of this Letter of Interest and also look forward to executing a Full Funding Grant Agreement to keep Los Angeles moving.

Should you have any questions regarding this Letter of Interest, please contact David Yale at (213)-922-2469 or via email at [yaled@metro.net](mailto:yaled@metro.net).

Sincerely,

  
Phillip A. Washington  
Chief Executive Officer

cc: Brian Jackson, Federal Transit Administration ([Brian.Jackson@dot.gov](mailto:Brian.Jackson@dot.gov))  
Therese McMillan, Federal Transit Administration ([Therese.McMillan@dot.gov](mailto:Therese.McMillan@dot.gov))  
[ExpeditedProjectDelivery@fta.dot.gov](mailto:ExpeditedProjectDelivery@fta.dot.gov)

## **Introduction**

Los Angeles International Airport (LAX), operated by the Los Angeles World Airport (LAWA), is the sixth largest airport in the world serving the second largest urban region in the U.S., yet public transit access hovers at under two percent of airport users. 70,663,519 passengers fly in and out of Los Angeles Airport daily and over 50,000 jobs are directly associated with LAX. The airport is spread out with eight separate airline terminals so that visitors seeking information services and linkages to public transit are not well coordinated and, as a result, many overseas and domestic visitors are left at the curbside of the central terminal loop searching for transit vehicles that are not presently allowed into the central terminal area due to heavy traffic congestion.

The Los Angeles Metropolitan Transportation Authority (Metro) and LAWA are working together to remedy this condition. The LAWA Board of Airport Commissioners in late 2014 approved the Landside Access Modernization Program which includes the construction and operation of an Automated People Mover (APM) system, while the Metro Board of Directors approved earlier in the same year a new light rail station at 96<sup>th</sup> Street along the Crenshaw/LAX Line currently under construction. The new 96<sup>th</sup> Street Station of the Crenshaw/LAX Line will connect to the APM, serve as the new terminus of the Green Line to Norwalk and El Segundo, and house a bus terminal connection. These coordinated projects are the linchpin of the Landside Access Modernization Program for LAX that will reduce reliance on automobiles and provide significantly expanded opportunities for public transit, active transportation and shared ride services. Both Boards are looking for creative funding and project delivery solutions to accelerate this program by four to five years. The goal of this acceleration is to have both the APM (to be constructed by LAWA) and the Airport Multi-Modal Transit Center (Airport Metro Connector/96th Street Transit Station), to be constructed by Metro, to open concurrently in 2023.

The United States Olympic Committee has selected Los Angeles for its bid to host the 2024 Olympic and Paralympic Games in the United States. The Airport Metro Connector/96th Street Transit Station will be critical links from LAX to Los Angeles for the millions of international visitors and global media attending the games.

Metro is pleased to submit an expression of interest to FTA for the Pilot Program for new fixed guideway or core capacity project as defined under the Section 5309 Capital Investment Grant (CIG) program that demonstrates innovative project development and delivery methods, or innovative financing arrangements. We believe that this joint effort by Metro and LAWA would be a highly visible demonstration of interagency cooperation between the Federal Transit Administration, Federal Highway Administration, Federal Aviation Administration, California Department of Transportation, the City of Los Angeles and Metro. This project would also be a very high profile demonstration of the types of innovative project delivery methods and innovative financing arrangements that the Section 5309 Capital Investment Grant Program is seeking to showcase.

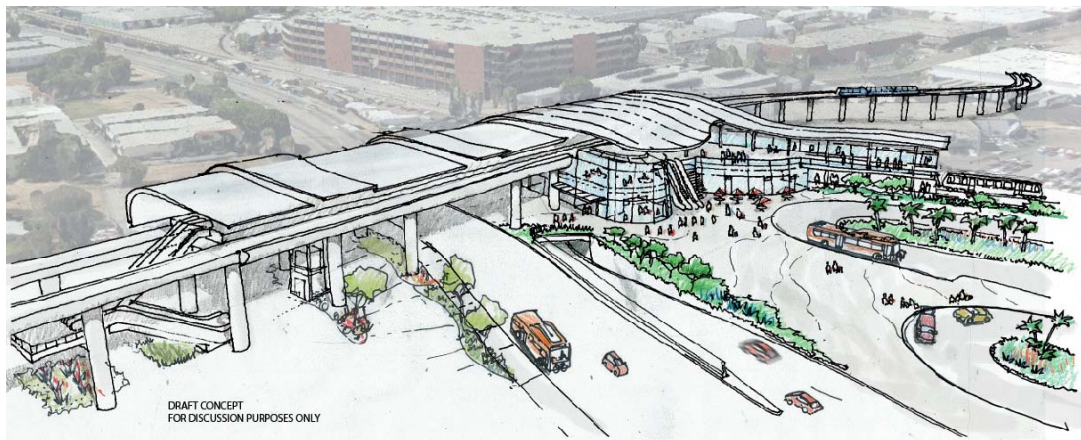
### **Metro Request of the Pilot Program for Expedited Project Delivery**

Metro has already committed the funds necessary for project development and is seeking a \$77 million grant to construct a much needed multi-modal transportation link from LAX to nearly 20 million people living in the Southern California region. The \$77 million grant would be approximately 23.3 percent of the proposed \$330 million total project cost, and 25 percent of the project cost assumption going forward. We propose a fixed grant amount by assuring that any additional costs will be met by Metro with non-New Starts funds.

### **Overall Organization Structure**

Metro was created by State of California Assembly Bill 152, Los Angeles County Metropolitan Transportation Authority Reform Act of 1992, which became effective on February 1, 1993. Metro is the state-chartered Regional Transportation Planning Agency (RTPA) and public transportation operating agency for Los Angeles County. As such, Metro is unique among the country's transportation agencies because it serves as the transportation planner and coordinator, designer, builder and operator for the country's most populous county. Ten million people (about 26 percent of California's residents and three percent of the population of the United States) live, work, and play within Los Angeles County's 4,079 square miles.

Attachment 1 includes an annotated copy of the statutory authority under which the Metro was created, as codified in California's Public Utilities Code. A complete copy of the relevant Public Utilities Code can be found at <http://www.leginfo.ca.gov> in section 130050-130059.



Conceptual rendering of the LAX APM to the Crenshaw LRT

### **Project Description**

The proposed project includes a new intermodal Airport Metro Connector/96th Street Transit Station located along the Crenshaw/LAX Light Rail Transit LRT Project. The 8.5 mile Crenshaw/LAX LRT Project is currently under construction. The project site is southwest of the Arbor Vitae Street/Aviation Boulevard intersection and will be located immediately adjacent to Metro's

Southwest Maintenance Facility currently under construction and will contain a connection to LAWA's APM.

As a part of the environmental evaluation, the proposed project is envisioned to include the following basic components:

- LRT station to be served by the Metro Green and Crenshaw/LAX Lines;
- Bus plaza for Metro and municipal buses;
- Passenger pick-up, drop-off, pedestrian, and bicycle amenities; and
- Enclosed transit center/terminal building that connects the Airport Metro Connector/96th Street Transit Station with LAWA's Automated People Mover station.

The proposed LRT station could include up to three at-grade platforms to be served by the Metro Green Line (proposed service extension) and Crenshaw/LAX.

East of the LRT station, the proposed bus plaza is envisioned to consolidate bus terminal and layover functions currently available at the LAX City Bus Center and the Aviation/LAX Metro Green Line Station. Bus lines currently serving facilities in the LAX area are operated by the following transportation providers: Beach Cities Transit, Culver City Bus, Gardena Bus, LAWA (Shuttles C & G), Metro, Santa Monica Big Blue Bus, and Torrance Transit. The bus plaza could include between 15 to 20 bus bays, a bus layover space, a bus operator restroom, canopies/shelters, ticket vending machines, real-time transit information, and clear signage and wayfinding. Dedicated areas for passenger pick-up/drop-off, a pedestrian plaza, and bicycle amenities are also envisioned, including clear signage and wayfinding throughout the entire project site.

Specific to the enclosed transit center/terminal building, potential amenities could include passenger-oriented retail/restaurants, civic space, and potential airport-related uses. The vertical circulation elements (i.e., escalators, elevators and stairs) would provide connections between the proposed project components and LAWA's aerial APM station. To provide vehicular access to the proposed project, up to two new signalized intersections may be installed along Aviation Boulevard.

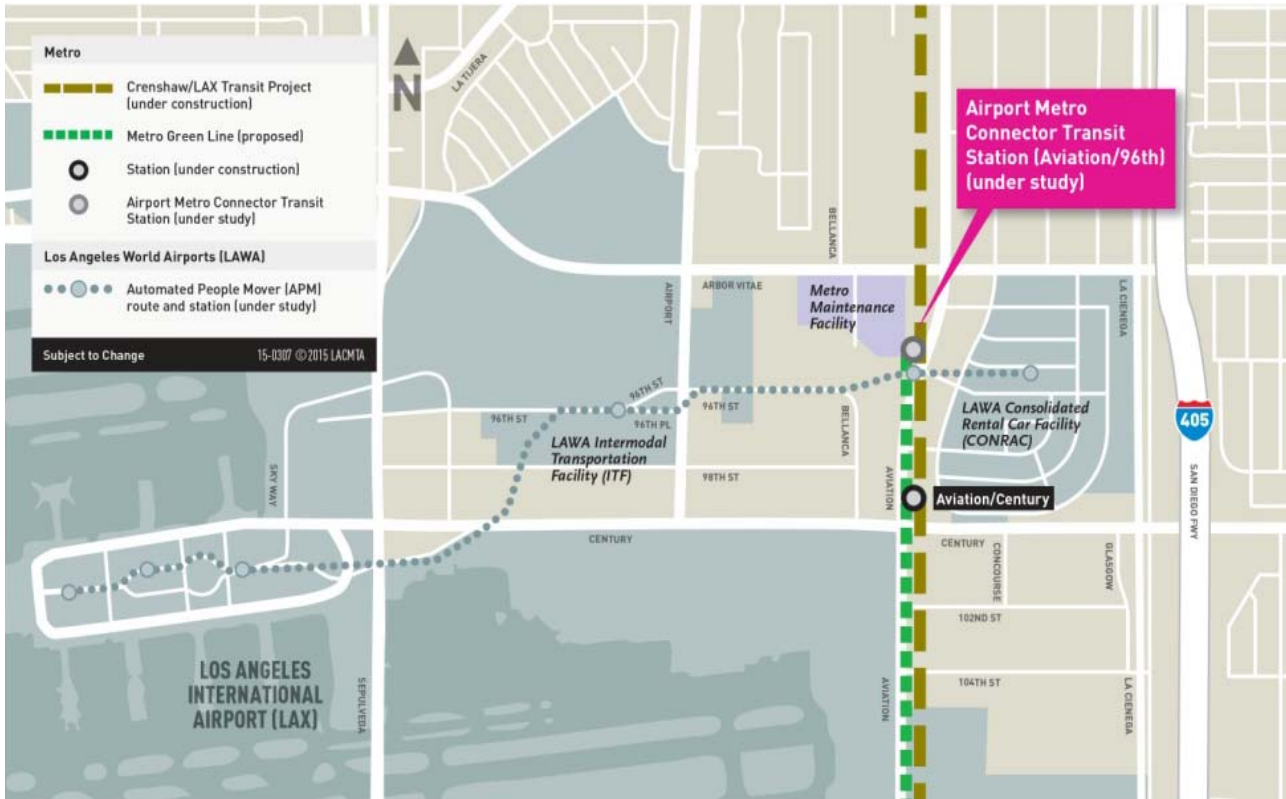
### **Inclusion in Transportation Plans and Programs**

The Project is included in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and is in the Regional Transportation Improvement Program (TIP), the State TIP, and the Federal TIP. A copy of the TIP ID can be found in Attachment 2.

### **Project Location**

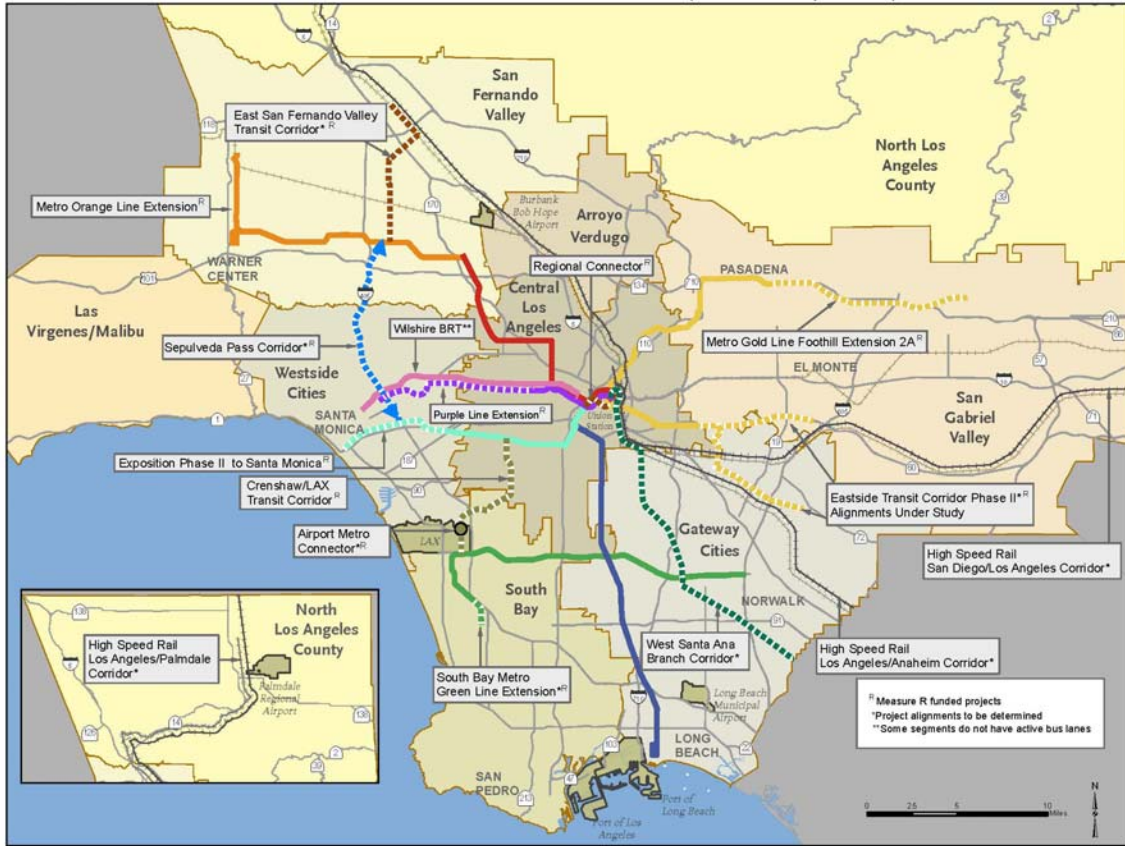
The Airport Metro Connector/96th Street Transit Station (near Aviation Boulevard/96th Street) Project Area is generally bounded by Manchester Avenue to the north, Aviation Boulevard to the east, Century Boulevard to the south, and Bellanca Avenue to the west. An overview of the AMC transit station Project Area and its integration with the LAWA APM is shown in the figure below.

## Project Area Overview



Nearby land uses are generally related to LAX and include hotels, parking lots, commercial uses, and industrial uses. An overview of how the Project connects with Metro’s transit system can be seen on the next page, in the LA Metro Transit Corridors figure.

## LA Metro Transit Corridors



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Date: 7/6/2015, 5:29:48 PM

### Proposed Project Schedule

If we are able to accelerate this project from its current Long Range Transportation Plan opening date of 2028 to accommodate our 2023 goals, we propose an eight year delivery schedule as outlined below.

Airport Metro Connector (AMC) transit station														
Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
CRENSHAW/LAX PROJECT ACCOMMODATIONS (Within Metro ROW)														
ENVIRONMENTAL (CEQA-NEPA sequentially)														
ARCHITECTURAL & ENGINEERING (A&E) SERVICES														
CONSTRUCTION PROCUREMENT, BID & AWARD														
CONSTRUCTION														
OPENING														
2028 LRTP CONSTRUCTION PERIOD														
1) DRAFT schedule - subject to change														
2) Schedule contingent upon environmental clearance and funding availability														

\* Long Range Transportation Plan (LRTP)

### METRO AND LAWA PRELIMINARY SCHEDULES

METRO: Airport Metro Connector (AMC) Transit Station														
Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Environmental														
Design and Construction														
Opening									★					

LAWA: Automated People Mover (APM)														
Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Environmental														
Design and Construction														
Opening									★					

### Innovative Project Development and Innovative Financing

The AMC project represents a critical linchpin in a multi-billion dollar multi-modal project that promises to transform the way residents and visitors travel in and out and through the Los Angeles region. 70,663,519 passengers fly in and out of Los Angeles Airport daily, the large majority of whom have few other efficient options than to travel by automobile on Los Angeles' already busy highways. As FTA knows, Metro has been undergoing a massive expansion to make transit a realistic travel alternative throughout the Los Angeles region and between its major centers, and an all-rail connection to LAX would make the effort tremendously more valuable. For its part, LAWA understands the urgency for the transportation improvement generally, but the project is especially urgent in the light of Los Angeles hosting the Olympics in 2024. LAWA also understands the complexity of the project it is undertaking and is currently evaluating innovative public-private partnership approaches to delivering the entire land side modernization program.

Given the complexity of the overall project, it will be incumbent on Metro to fully coordinate and integrate its AMC project into LAWA's program. Metro is committed as well to harnessing private sector participation to ensure a successful project. However, while LAWA's project may call for an innovative focus on project delivery, Metro's project will call for innovative approaches to project funding to close the funding gap and innovative approaches to revenue generation, operations and marketing of the project to ensure maximum and efficient use of the connection.

There are many aspects of innovation in this project, but key among them is interagency coordination: While designing and constructing the Crenshaw/LAX LRT project and Southwest Yard Light Rail Maintenance Facility, the Airport Metro Connector/96th Street Transit Station and LAWA's APM, Intermodal Transportation Facility and rental car facility are still in planning and environmental processes. As these later projects progress through the environmental process their elements will be brought more into focus, three project teams and their federal partners, the FTA, FHWA, and FAA, came together to resolve numerous problems raised with the Design Build plan for the LRT and Light Rail Yard projects. From APM routing and station location to LRT station locations

and platforms, from Rental Car facilities to bus bays locations, from LRT yard interfaces and LRT routing to utility relocation planning, innovation in project delivery strategies has been critical to expediting the project's development. As we enter a more detailed design phase for all the associated multi-modal portions of the station interface, we expect that there will be a continuing need to innovate, including expediting and streamlining reviews with federal partners, if we are to achieve our goals.

Other innovative aspects of delivery approach include the financial potential of airport amenities like check-in counters, vendor services, currency exchange, advertising, joint development agreements and other types of value capture that we think this station could achieve to help fund the project. These arrangements are still in the preliminary stages of development, but we do believe they could bring meaningful contributions to the project.

Approximately 34.1 percent of the total Airport Connector/96th Street Station Project capital cost will be funded with federal sources; approximately 65.9 percent of the total Airport Connector/96th Street Station Project capital cost will be funded with non-federal sources, of which 30.3 percent will come from Measure R funds, and 32.2 percent will come from lease revenues, airport taxes, or other airport concessions and 3.4 percent will come from equity/local agency funds.



Table 1, below, outlines the planned sources and uses for the Project.

<b>Table 1</b>	
<b>Airport Connector/96th Street Station</b>	
<b>Proposed Sources and Uses of Funds</b>	
<b>A. Sources of Funds:</b>	
1 <u>Federal Grant Funds</u>	
CIG Funds (Pilot Project)	77,000,000
CMAQ	35,500,000
Subtotal Federal Funds:	112,500,000
2 <u>Local Funds</u>	
Measure R	100,000,000
Lease Revenues/Taxes/Concessions	100,000,000
Joint Development/Value Capture	6,400,000
Other Local/Innovative Financing	11,100,000
Subtotal Local Funds:	217,500,000
4. Total All Sources:	330,000,000
<b>B. Uses of Funds:</b>	
Crenshaw/LAX Accommodations	\$20,000,000
Architect	\$21,348,000
ROW Full Take	\$68,200,000
LAX People Mover Connectivity Contribution	\$96,652,000
LRTP Platform	\$17,000,000
Bus Plaza	\$14,800,000
Iconic Station	\$64,200,000
Environmental Planning	\$9,800,000
Southwestern Yard Contribution	\$18,000,000
<b>Total Project Cost:</b>	<b>\$330,000,000</b>

The capital cost Airport Connector/96th Street Station will be funded through the following sources:

Measure R Revenue: \$100 million – Measure R is a half-cent transportation sales tax approved in November 2008 by Los Angeles County voters to meet the transportation needs of the County. Collection of the tax, dedicated to public transit and highway improvements, began on July 1, 2009 and continues over a period of 30 years through June 30, 2039. Metro is responsible for administering Measure R revenues. These funds are considered committed. Additional detail on Measure R is provided below. The \$100 million in Measure R funding represents 30.3 percent of the total Project capital cost estimate, and it will be utilized as cash.

Lease Revenues/Taxes/Concessions Joint Development: Metro is working with the Los Angeles World Airports to help fund parts of this station improvement potentially contributing \$106.4 million to the Project. Potential revenues could come from rental car assessments, lease revenues and other innovated airport taxes or concession arrangements.

Local Agency funds: \$11.1 million – The Measure R Expenditure Plan, as delineated in Ordinance #08-01, assumes that local jurisdictions will provide 3 percent of proposed total project costs. Funds from the City of Los Angeles are currently anticipated, but are not yet committed or budgeted. Metro is also evaluating other joint development and value capture opportunities within the Project corridor. The funding from these innovative funding sources is preliminary and should not be considered committed to the project and should be considered planned. The funding from this equity sources is approximately 3.4% of the project costs.

### **Analyze the efficiencies of the project**

Metro is committed to constructing and operating cost-effective public transit service in Los Angeles County. To document the impact of this Project, in addition to a Value for Money (VfM) analysis, Metro will conduct a thorough review of the impact of the project to the transportation network as well as the efficacy of Metro's proposed innovative financing options. This report will include a discussion of any differences between projected outcomes and those documented in the report. This report will be submitted no later than nine months after revenue operations of the project and will include the VfM analysis.

To document the impact of the Project, Metro will conduct before and after assessments of ridership of the Project as well as the impact to ridership on the overall Metro Rail System. For the Project, Metro will compare ridership after six months of revenue operation compared to the ridership forecast in the EIR and appropriate federal document which will be determined in consultation with FTA prior to the conclusion of CEQA. This ridership assessment will be consistent with the data collection methods Metro uses currently to assess system-wide and line-by-line ridership.

In terms of ridership impact to the overall public transit system, Metro will assess the ridership change on the overall Metro Rail System (including line-by-line ridership changes). Additionally, Metro will also provide an assessment of the ridership changes resulting from the relocation of the LAX City bus center from the existing location (Lot C) to the new 96<sup>th</sup> Street Station. This analysis will evaluate ridership on both Metro and municipal bus service. Particular attention will be paid to bus service which connects riders to the Project. Analysis of the Metro Rail and connecting bus service ridership will be consistent with the data collection methods Metro uses currently to assess ridership.

Metro will also conduct a customer satisfaction survey of riders within the corridor. The survey will be consistent with Metro's annual customer survey and will also include specific questions about the Project including customer's perception of cleanliness, convenience, and safety. The survey will also include a demographic component to document ridership composition and the impact of the Project on disadvantaged and transit-dependent populations.

Metro is also committed to supporting a multimodal transportation system in Los Angeles. To that end, Metro will also conduct before and after counts of bicycles and pedestrians who are accessing the Project. This approach will utilize the latest technology to accurately count bicycles and pedestrians who are currently moving through the corridor and assess the increase or decrease in bicyclists and pedestrians within the corridor. To capture this data, Metro will deploy bicycle and pedestrian counters within ½-mile of the station. This is consistent with the FTA's pedestrian access shed as well as Metro's First/Last Mile Strategic Plan. Metro will also document the utilization rate of bicycle lockers and racks over the first six months of revenue operations. Metro will assess the customer satisfaction, revenue generation, and utilization rates of the bike share kiosk.

Once Metro has collected bicycle, pedestrian, and ridership data, Metro will conduct a greenhouse gas (GHG) emissions assessment. This assessment will analyze before and after GHG emissions from travel within the corridor and estimate the GHG reduction from the project and ancillary benefits such as an improved transit connection and the increase in non-motorized travel. This assessment will help Metro and the FTA better understand the impact of transit on GHG emissions.

To document the success of the innovative finance strategies, Metro will conduct a three and six month evaluation of the joint development, value capture, and other revenue generating activities at the project site. This evaluation will compare actual lease and advertisement revenue against what Metro and LAWA's assumptions were prior to revenue service. Metro will also survey customer satisfaction with the quality and range of amenities at the station.

### **State of Good Repair / Metro Transit Asset Management (TAM) Program**

Metro's continuing investment in its asset base is critical to the economic vitality and quality of life in the Los Angeles Metropolitan Region. Metro is committed to maintaining assets in a State of Good Repair (SGR) through financial stewardship by promoting a culture that supports good asset management using accurate and relevant information as the basis for good reinvestment decision making. In August 2009, Metro introduced an SGR initiative to begin the task of assessing the condition of the agency's assets. Metro Rail Operations took the lead in developing the program and began work on identifying assets. In September 2009, FTA requested asset data for the 2010

National SGR study. Metro staff collected the data from many internal sources; the resultant data submittal became the genesis of Metro’s TAM Database.

Development of Metro’s TAM Plan began in March 2014 and was completed and approved by the CEO in July 2015. Metro’s Enterprise Transit Asset Management Department was formed in July 2014 to create and implement Metro’s Asset Management Program. In July 2015 the department was combined with Safety and Risk Management. Metro is taking action to comply with requirements of MAP-21 and will amend its TAM program as further regulations are promulgated. Metro’s TAM Database was used to inform Metro’s commitment of \$4.8 billion for asset renewal the next 10 years and can be used to prioritize asset renewals in a financially constrained environment.

Metro’s TAM Database uses deterioration schedules from an early version of FTA’s TERM Lite software to estimate condition of assets based on their age. Metro is using a modified version of the TERM 5-point rating system as defined in Table 2. The threshold for considering an asset to be in a state of good repair is when the condition rating is 2.5 (the mid-point between “adequate” and “marginal”) or higher.

Table 2: Metro TAM Database Condition Ratings

Condition Rating	Description
4.8–5.0	Excellent, new or like new asset; no visible defects
4.0–4.7	Good asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s)
3.0–3.9	Adequate asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s)
2.5–2.9	Marginal asset reaching its useful life (condition 2.5); increasing number of deteriorated components
2.0–2.4	Substandard asset just past its useful life (condition 2.5); increasing number of deteriorated components
1.0–1.9	Poor asset past its useful life; in need of replacement; may have critically damaged component(s)

Metro asset conditions vary between substandard and excellent. The TERM deterioration schedules were used to obtain decay conditions for the assets in the capital asset inventory. The results are summarized in Table 3.

Table 3: Metro Rail System Condition Ratings

Term	Condition Rating	Age	Cost-Weighted Average
Heavy Rail	1.09 - 5.00	0 - 24	3.99 (Adequate)
Light Rail	1.30 - 5.00	0 - 26	4.21 (Good)
Heavy/Light Rail Common Assets	1.00 - 5.00	0 - 37	2.50 (Marginal)

Since the FTA deterioration schedules are based on nationwide empirical data without accounting for varying geographical or weather conditions, it is likely that Metro assets are in a better condition than the deterioration schedules suggest, as the Los Angeles region is not subject to the extreme winter conditions experienced by other metropolitan regions. In some cases, Metro’s expected useful life is longer than suggested in the deterioration schedules, while in other cases constant vandalism and abuse results in shorter lifespans on some assets. As part of the long-term actions identified in Metro’s new TAM Plan, Metro plans to develop asset deterioration schedules from its own condition assessment data to better estimate current and future asset conditions. Metro is beginning to systematically conduct and collect asset condition inspections and assessments for use within the TAM Database.

State of Good Repair costs for future rail lines in the capital expenditure forecast are based on a methodology developed for a Metro asset inventory study. The methodology is based on actual rehabilitation and replacement costs experienced by the Washington Metropolitan Area Transit Authority (WMATA) compared to original installation capital costs. The Metro rail SGR costs were calculated in the same manner based on the original installation capital costs of the Metro Blue, Red, Gold, and Green Lines. The SGR costs are estimated to begin 6 years after a rail line begins revenue operations. SGR costs for future rail lines were assumed to escalate at the CPI growth rates specified in the UCLA Anderson Forecast

**NEPA Documentation**

Both the Airport Connector/96th Street Station and the LAX APM are in the environmental phase of project development. FTA and FAA have worked with Metro and LAWA to develop parallel environmental clearance paths for both projects under NEPA. It has been decided that the projects should proceed with sequential environmental efforts; first State of California environmental reviews (CEQA) which were initiated in February 2015. In 2016, after local agency issues and decisions have been addressed, both federal agencies would address the appropriate level of NEPA review. The NEPA process is expected to begin in calendar year 2016.

Attachment 3 provides a copy of the Notice of Preparation (NOP) for the EIR that was released February 6, 2015. Final NEPA clearance is expected by the end of calendar year 2016.

# PUBLIC UTILITIES CODE

## SECTION 130050-130059

130050. There is hereby created a commission in Los Angeles County, in Orange County, in Riverside County, and in San Bernardino County.

130050.1. There is hereby created the Ventura County Transportation Commission. The commission shall be the successor agency to the Ventura County Association of Governments and shall assume all assets and liabilities of that association.

Notwithstanding Section 180050, the Board of Supervisors of Ventura County may designate the commission as the authority to carry out the provisions of Division 19 (commencing with Section 180000).

130050.2. There is hereby created the Los Angeles County Metropolitan Transportation Authority. The authority shall be the single successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission as provided by the act that enacted this section.

130051. The Los Angeles County Metropolitan Transportation Authority consists of 14 members, as follows:

(a) Five members of the Los Angeles County Board of Supervisors.

If the number of members of the Los Angeles County Board of Supervisors is increased, the authority shall, within 60 days of the increase, submit a plan to the Legislature for revising the composition of the authority.

(b) The Mayor of the City of Los Angeles.

(c) Two public members and one member of the City Council of the City of Los Angeles appointed by the Mayor of the City of Los Angeles.

(d) Four members, each of whom shall be a mayor or a member of a city council, appointed by the Los Angeles County City Selection Committee. For purposes of the selection of these four members, the County of Los Angeles, excluding the City of Los Angeles, shall be divided into the following four sectors:

(1) The North County/San Fernando Valley sector.

(2) The Southwest Corridor sector.

(3) The San Gabriel Valley sector.

(4) The Southeast Long Beach sector.

The League of California Cities, Los Angeles County Division, shall define the sectors. Every city within a sector shall be entitled to vote to nominate one or more candidates from that sector for consideration for appointment by the Los Angeles County City Selection Committee. A city's vote shall be weighted in the same proportion that its population bears to the total population of all cities within the sector.

The members appointed pursuant to this subdivision shall be appointed by the Los Angeles County City Selection Committee upon an

**Los Angeles Metropolitan Transportation Authority  
2015 Federal Transportation Improvement Program (\$000)**

TIP ID		Implementing Agency										
<b>LA0G632</b>		<b>Los Angeles County MTA</b>										
Project Description: South Bay Green Line Extension-Follows Harbor Subdivision from Metro Green Line to the proposed Redondo Beach Transit Center. From Marine Avenue Station to Redondo Beach. Transit Center (Galleria)								SCAG RTP Project #: 1TR0101 Study: N/A Is Model: NO Model #: PM: Randy Lamm - (213) 922-2470 Email: Lammr@metro.net LS: N LS GROUP#: Conformity Category: EXEMPT - 93.126				
System :Transit	Route :	Postmile:	Phase: No Project Activity					Completion Date 09/21/2035				
Transit Rt:	Transit Mode:	Fare:	Trans Fee:	Prk Ride Loc:	Air Basin: SCAB	Envir Doc: DRAFT ENVIRONMENTAL IMPACT STATEMENT						
Headway Peak: Headway OP: Stop Time : Parking \$: Stop Dist:					Uza: Los Angeles-Long Beach-Santa Ana	Sub-Area:	Sub-Region:					
Program Code: PLN40 - PLANNING Stop Loc:					CTIPS ID:	EA #:	PPNO:					
			PHASE	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	PROG TOTAL
			PE									
			RW									
			CON									
			SUBTOTAL									
LTF - Local Transportation			PE	\$4,500								\$4,500
			RW	\$0								\$0
			CON	\$0								\$0
			SUBTOTAL									\$4,500
Measure R			PE							\$328,200		\$328,200
			RW							\$0		\$0
			CON							\$0		\$0
			SUBTOTAL									\$328,200
PROPA - Los Angeles County Proposition "A"			PE							\$187,500		\$187,500
			RW							\$0		\$0
			CON							\$0		\$0
			SUBTOTAL									\$187,500
STPL - STP Local			PE	\$500								\$500
			RW	\$0								\$0
			CON	\$0								\$0
			SUBTOTAL									\$500
STPL-R - STP Local Regional			PE							\$34,300		\$34,300
			RW							\$0		\$0
			CON							\$0		\$0
			SUBTOTAL									\$34,300
			TOTAL	\$5,000						\$550,000		\$555,000
			TOTAL PE:	\$555,000						TOTAL RW: \$0		TOTAL CON: \$0
- General Comment: Carried over with no changes. - Mdelling Comment: - TCM Comment: - Narrative: Project cost stays the same No change in project funding Total project cost remains the same at \$555,000												
<b>Last Revised Adoption 15-00 - APPROVED</b>					Change reason: Carry Over, Carry over from 13-0					Total Cost <b>\$555,000</b>		

## NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

**DATE:** FEBRUARY 6, 2015

**TO:** AGENCIES, ORGANIZATIONS AND INTERESTED PARTIES

**SUBJECT:** NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT

**PROJECT TITLE:** AIRPORT METRO CONNECTOR PROJECT

**FROM:** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

**PROJECT LOCATION AND ENVIRONMENTAL SETTING:** The Airport Metro Connector (AMC) transit station (near Aviation Boulevard/96<sup>th</sup> Street) Project Area is generally bounded by Manchester Avenue to the north, Aviation Boulevard to the east, Century Boulevard to the south, and Bellanca Avenue to the west. An overview of the AMC transit station Project Area is shown in Figure 1. Nearby land uses are generally related to Los Angeles International Airport (LAX), operated by the Los Angeles World Airport (LAWA) and include hotels, parking lots, commercial uses, and industrial uses.

**PROJECT INITIATION:** The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated a Draft Environmental Impact Report (Draft EIR) for the AMC transit station Project pursuant to the California Environmental Quality Act (CEQA). Metro is the lead agency for the proposed project. The Draft EIR will be prepared in accordance with Section 15120 through 15132 of the CEQA Guidelines. The purpose of this notice is to alert interested parties to the preparation of the Draft EIR, invite public participation in the CEQA scoping process, and announce the public scoping meeting.

**PROJECT OBJECTIVES:** LAX is located in southwest Los Angeles County. It is the sixth busiest airport in the world, accommodating 66.7 million annual passengers in 2013. On the national level, LAX is the third busiest airport in the U.S. By 2020, LAX is expected to handle 78.9 million annual passengers. According to the 2011 LAX Air Passenger Survey, only one percent of air passengers ride transit to LAX (bus and/or rail) due in part to an absence of a convenient transit connection. About nine percent of airport employees travel to LAX via public transit (bus, rail, and the LAWA-operated FlyAway shuttles).



Figure 1: Project Area - Overview



The proposed project is being developed to connect LAX to Metro's regional rail system. The AMC transit station will provide a connection to a planned LAX Automated People Mover (APM) to be built and operated by LAWA. The AMC transit station would also consolidate bus transit services in the LAX area and provide pedestrian and bicycle amenities. Given the high volume of daily vehicular trips to and from LAX and the absence of a convenient rail connection, the goal of the proposed project is to increase transit ridership and provide a reliable and convenient transit option to and from LAX. Three objectives are presented:

- Objective #1: Provide a reliable, fast, and convenient connection for passengers traveling between the LAX area and the regional rail system.
- Objective #2: Integrate with existing and future transit connections and airport facilities.
- Objective #3: Increase the share of transit trips to and from LAX with minimal impact to airport facilities and surrounding communities and to help reduce air pollution.

**PROJECT DESCRIPTION:** The proposed project includes a new intermodal AMC transit station located along the Crenshaw/LAX Light Rail Transit (LRT) Project. The Crenshaw/LAX LRT Project is currently under construction. The project site is southwest of the Arbor Vitae Street/Aviation Boulevard intersection and will be located immediately adjacent to Metro's Southwest Maintenance Facility.

As a part of the environmental evaluation, the proposed project is envisioned to include the following basic components:

1. LRT station to be served by the Metro Green and Crenshaw/LAX Lines;
2. Bus plaza for Metro and municipal buses;
3. Passenger pick-up, drop-off, pedestrian, and bicycle amenities; and
4. Enclosed transit center/terminal building that connects Metro's AMC transit station with LAWA's APM station.

The proposed LRT station could include up to three at-grade platforms to be served by the Metro Green Line (proposed service extension) and Crenshaw/LAX Line (project under construction).

East of the LRT station, the proposed bus plaza is envisioned to consolidate bus terminal and layover functions currently available at the LAX City Bus Center and the Aviation/LAX Metro Green Line Station. Bus lines currently serving facilities in the LAX area are operated by the following transportation providers: Beach Cities Transit, Culver City Bus, Gardena Bus, LAWA (Shuttles C & G), Metro, Santa Monica Big Blue Bus, and Torrance Transit. The bus plaza could include between 15 to 20 bus bays, a bus layover space, a bus operator restroom, canopies/shelters, ticket vending machines, real-time transit information, and clear signage and wayfinding.

Dedicated areas for passenger pick-up/drop-off, a pedestrian plaza, and bicycle amenities are also envisioned, including clear signage and wayfinding throughout the entire project site.

Specific to the enclosed transit center/terminal building, potential amenities could include passenger-oriented retail/restaurants, civic space, and potential airport-related uses. The vertical circulation elements (i.e., escalators, elevators and stairs) would provide connections between the proposed project components and LAWA's aerial APM station. To provide vehicular access to the proposed project up to two new signalized intersections may be installed along Aviation Boulevard.

**PROBABLE ENVIRONMENTAL EFFECTS:** The purpose of the Draft EIR is to disclose the impacts of the proposed project on the environment. Key impact areas to be addressed include:

- Displacement;
- Aesthetics;
- Air Quality;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise and Vibration;
- Public Services;
- Transportation and Traffic; and
- Utilities and Services.

Project design features and mitigation measures to reduce potentially significant impacts during construction and operation would be identified in the Draft EIR.

**SCOPING MEETING:** A public scoping meeting to accept comments on the scope of the Draft EIR will be held on February 23, 2015, from 6:00 to 8:00 p.m., at the Flight Path Learning Center, 6661 W. Imperial Highway, Los Angeles, CA 90045.

The scope of the Draft EIR, including the purpose and need, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meeting. All Metro meetings are held in ADA accessible facilities. Spanish translation will be provided. ADA accommodations and other translations are available by calling 213.922.4484 at least 72 hours in advance of the meeting. This meeting will be broadcast live online for those unable to attend the meeting in person. The broadcast will be accessible by visiting [metro.net/laxconnector](http://metro.net/laxconnector) or [ustream.tv/channel/laxconnector](http://ustream.tv/channel/laxconnector).

**COMMENT DUE DATE:** Written comments on the scope of the Draft EIR, including the purpose and need, project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro on or before March 9, 2015 at the postal address below.

**ADDRESSES:** Comments will be accepted at the public scoping meeting or they may be sent to Meghna Khanna, Deputy Project Manager, Metro, One Gateway Plaza, Mail Stop: 99-22-5, Los Angeles, CA 90012, or via e-mail at [laxconnector@metro.net](mailto:laxconnector@metro.net). Enter "Formal Scoping Comments" in the subject line. The location of the scoping meeting is provided above, under **SCOPING MEETING**.

Date: **February 4, 2015**

Signature: \_\_\_\_\_

Title: Arthur T. Leahy, Chief Executive Officer