



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**PLANNING AND PROGRAMMING COMMITTEE  
SEPTEMBER 17, 2014  
CONSTRUCTION COMMITTEE  
SEPTEMBER 18, 2014**

**SUBJECT: AIRPORT METRO CONNECTOR**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file this report in response to the June 26 and July 24, 2014 Board directives regarding:

1. the feasibility of remote baggage check service at the LAX Station (formerly 96<sup>th</sup> Street Station);
2. the LAX Station design approach;
3. strategic steps to accelerate completion of the Airport Metro Connector (AMC) Project including funding, coordination with partner agencies, and streamlining the environmental review; and
4. revisions to the scope of work for the design and construction of accommodations on the Crenshaw/LAX project so as not to preclude the AMC LAX Station.

**ISSUE**

On June 26, 2014, the Board approved the LAX Station along the Crenshaw/LAX Line as the Locally Preferred Alternative (LPA) for the AMC Project. Also at the June 2014 meeting, the Board instructed the Chief Executive Officer (CEO) to provide information on existing baggage check amenities that are available at other airports, consult with the Los Angeles World Airports (LAWA) on the feasibility of offering remote baggage check amenities at the future LAX Station, and to provide a conceptual station design approach for the station's implementation including specified amenities. Attachment A contains the June Board motion. At the July 24, 2014 meeting, the Board instructed the CEO to provide written details on the strategic next steps necessary to accelerate completion of the AMC Project to align with the opening of the Crenshaw/LAX Project. Strategic measures include, but are not limited to, project funding, coordination with partner agencies, and streamlining the environmental review process. Attachment B contains the July Board motion. This report responds to the Board directives.

## **DISCUSSION**

### **Feasibility of Remote Baggage Check Service at the LAX Station**

In August 2014, LAWA provided a memo (Attachment C) with preliminary information on existing remote baggage check systems at other airports, their operational requirements, and initial considerations for implementation at the LAX Station. Of the airports explored, only the Phoenix Sky Harbor International (PHX) remote baggage check system is similar to that being proposed at LAX. PHX implemented their remote baggage check system in Spring 2013. It provides service at the East Economy Parking Lot, 44<sup>th</sup> Street Metro Station (which provides intermodal connections with light rail, municipal buses, passenger drop-off, and an APM system), and at the Consolidated Rental Car Center. The PHX system is operated by a third-party vendor with passenger baggage transported to the terminal area via a secure truck. Bags must be checked at least 90 minutes prior to the flight departure time. The service is free to passengers, but is subsidized by the Airport and participating airlines, meaning that only passengers flying certain airlines can utilize the remote baggage check. The baggage check services at the East Economy Parking Lot and the Rental Car Center have been highly utilized. However, the 44<sup>th</sup> Street Metro Station has seen lower utilization due to the difference in passenger profile using this location.

To determine operational feasibility and integration with existing baggage screening systems, LAWA needs to consider passenger volumes and demand, new technology for baggage processing, potential pricing structures for the service if appropriate, cut-off times prior to flight departure, and Transportation Security Administration (TSA) security requirements. Further, since a remote baggage check operation is being evaluated for the Airport's proposed Intermodal Transportation Facility (ITF), LAWA needs to evaluate the feasibility of expanding the baggage check operations to also include the future LAX station. LAWA is currently in the process of identifying the opportunities and constraints associated with implementing a remote baggage check system at LAX facilities and identifying a range of potential operating scenarios.

### **LAX Station Design Approach**

Staff continues to meet with LAWA and Metro departments to develop the LAX Station program which will include amenities such as flight information, Metro Bike Hub, bus plaza, etc. Metro staff will lead the design of the LAX Station and is currently in the process of developing a Scope of Work (SOW) to procure a qualified architectural design team. Staff is considering a Design-Bid-Build approach for the LAX Station due to the complexity of integrating two different rail systems and agencies with differing specifications. This will allow oversight by the architect/design team throughout the design and construction phases. Some preliminary schematics will be completed prior to the architectural contract award by the Board.

### **Accelerated AMC Project Schedule**

For the LAX Station, Metro is responsible for environmentally clearing, designing, and constructing the light rail transit elements as well as the bus plaza and a portion of the

transit center building. LAWA is responsible for delivering the APM system and the final phase of the fully-enclosed transit center building. The new LAX station is envisioned to be an iconic facility shared by Metro and LAWA that is designed to provide seamless intermodal connections and a world-class transit experience. The design of the full transit center building that houses both the Metro and APM stations is contingent upon LAWA making a final determination on the APM alignment and exact location of the APM station. The final phase of the transit center building will include LAWA's construction of the APM station, systems and amenities specific to airport functions.

For Metro, implementation of the LAX Station is comprised of three main phases: 1) environmental clearance, 2) Design, and 3) Construction. Currently, in consultation with LAWA and the Federal Transit Administration (FTA), staff is refining the project definition prior to initiating the appropriate environmental clearance process. The environmental clearance process is anticipated to take up to 18 months from initiation to completion. Concurrent with the environmental clearance process, staff will proceed with the conceptual design of the LAX Station program. However, further design development and construction would be contingent upon acceleration of AMC Project funding which is programmed between 2024 and 2028 (see the Project Funding Acceleration section below for more detail). The design phase is anticipated to require up to 18 months plus design support during construction. The construction phase is anticipated to require up to 36 months.

For LAWA, implementation of the Automated People Mover (APM) system and its connection to the Metro LAX Station is part of a larger Ground Transportation Program that includes the Intermodal Transportation Facility (ITF), a Consolidated Rent-A-Car Center (CONRAC), roadway improvements and enhancements to the LAX Central Terminal Area (CTA). LAWA is committed to implementing the LAX Ground Transportation Program and constructing the APM system, however, several important steps are required before construction can begin. This work includes environmental clearance, system procurement, funding approvals, right-of-way acquisitions and final design/construction. Once these steps are completed, it will take approximately 7-9 years to construct and commission the APM. LAWA is currently scheduled to initiate their Notice of Preparation for the environmental clearance of the LAX Ground Transportation Program in January of 2015. As part of these efforts, and in collaboration with Metro, LAWA is currently exploring methods to expedite the delivery of the APM system.

Due to the longer schedule for the LAX Ground Transportation Program, Metro staff is examining a phased approach to the construction of the LAX Station. Although matching the completion date of the Crenshaw/LAX Line will be difficult to achieve, the first phase of the LAX Station to be delivered by Metro could consist of constructing the Metro Light Rail platforms, bus plaza, and potentially a portion of the transit center building. AMC staff is currently working with LAWA and the Crenshaw/LAX team to determine how the separate projects can be coordinated. Staff will continue to evaluate the feasibility of meeting an accelerated schedule including financial feasibility.

### Project Funding Acceleration

The November 2008 approval of Measure R included up to \$200 million for the AMC project with the caveat that the project definition depends on the final environmental process and that the project schedule is contingent upon a LAWA financial contribution. Due to uncertainty about the LAWA contribution, the Measure R Expenditure Plan had a broad range of possible funding from FY 2010 to FY 2028.

In March 2014, the financial modeling completed by Metro in support of its Short Range Transportation Plan did not include the acceleration of the AMC project. Instead, \$330 million in year of expenditure dollars is forecasted to occur over the five year period beginning in FY 2024 and ending in FY 2028. A finance plan to accelerate the AMC funds into the first decade is very dependent on an environmentally cleared project with a final project definition and identifying a lower cost estimate than the now second decade cost of \$330 million. Staff will continue to evaluate Metro's ability to finance acceleration of the AMC Project as it moves through the project development phase for its portion of the project and LAWA has more certainty of its Ground Transportation program, financial capability and schedule.

### Federal Advocacy Coordination

Metro's advocacy efforts in support of the AMC Project will be focused on both streamlining the federal environmental permitting and review processes and the identification of federal funding to support project delivery. To achieve this goal, staff will, among other efforts, seek to hold meetings between Metro, LAWA, the FTA, and the Federal Aviation Administration (FAA) in Washington, DC and Los Angeles. Our goal is to hold the first such meeting during Fall 2014.

Consistent with the Obama Administration's "We Can't Wait" Initiative, the U.S. Department of Transportation (US DOT) can require enhanced coordination and action by Federal agencies to streamline the multiple permitting and review processes required to deliver a transportation project on an accelerated schedule. Our advocacy efforts will focus on efforts to responsibly expedite the federal permits and reviews needed to build the AMC Project.

In order to secure federal transportation funds to accelerate the construction of the Project, Metro will partner with LAWA to identify and secure federal funds. This effort would include, but not be limited to, seeking formula and grant funds from both the FTA and the FAA. These funds may include Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program funds and/or other surface transportation programs. The use of airport-specific programs such as Passenger Facility Charges or Customer Facility Charges requires sponsorship by the Airport authority and a determination by the FAA that the proposed project is eligible under the restrictive requirements governing airport-related funding. (Projects are eligible only to the extent that they support the capacity, safety, or security of the airport). Therefore, Metro will work in close partnership with LAWA, FAA, FTA, senior officials at the US DOT and our state and federal representatives to expedite confirmation of eligible funding sources and secure the funding necessary to keep the project moving.

### Crenshaw/LAX Project Coordination

On December 5, 2013, the Board executed a Memorandum of Understanding (MOU) between Metro and LAWA to design and construct accommodations for pedestrian and vehicular circulation near the Crenshaw/LAX Aviation/Century Station. With the Board selection of the LAX Station as the LPA, the pedestrian vertical circulation accommodations at the Aviation/Century Station are no longer necessary. Metro staff is currently working with LAWA and the Crenshaw/LAX Project team to amend the existing MOU's scope of work to eliminate the construction phase for the pedestrian vertical circulation elements.

AMC and Crenshaw/LAX Project staff have been meeting to discuss the interface of the two projects given that the Crenshaw/LAX Line is under construction. The goal of these discussions is to optimize the accommodations which need to be made to the Crenshaw/LAX Line now, so as to protect for the LAX Station and minimize impacts to the construction and operation of Metro Rail. Additional accommodations under consideration may include redesigning the LRT track alignments between Century Boulevard and Hillcrest Boulevard. Some of the accommodations under consideration may require an addendum/supplement to the Crenshaw/LAX environmental document and/or additional contract modification(s) to Contract C0988 with Walsh/Shea Corridor Constructors.

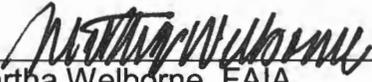
### NEXT STEPS

Staff will finalize the accommodations recommended to be designed and built by the Crenshaw/LAX Project. Following the time-sensitive coordination with the Crenshaw/LAX Project, staff will complete refinement of the LPA in order to initiate the environmental process. Parallel with the LPA refinement, staff is preparing the scope of work for architectural design services for the LAX Station. The request for proposal will be released in Fall 2014.

### ATTACHMENTS

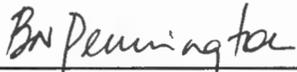
- A. June 26, 2014 Board Motion
- B. July 17, 2014 Board Motion
- C. LAWA Remote Baggage Check Memo

Prepared by: Cory Zelmer, Project Manager (213) 922-1079  
David Mieger, Executive Officer (213) 922-3040  
Kimberly Ong, Director (323) 903-4112  
Rick Meade, Deputy Executive Officer (213) 922-7917  
Raffi Hamparian, Director (213) 922-3769  
David Yale, Managing Executive Officer (213) 922-2469  
Renee Berlin, Managing Executive Officer (213) 922-3035



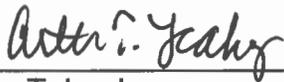
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Martha Welborne, FAIA  
Chief Planning Officer



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Bryan Pennington  
Executive Director  
Engineering and Construction



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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 (96<sup>th</sup> 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 96<sup>th</sup> 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 96<sup>th</sup> 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 96<sup>th</sup> 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 96<sup>th</sup> 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.

July 17, 2014 Board Motion

**MTA Board Meeting  
July 17, 2014**

**Relating to Item 62**

**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.

**96<sup>th</sup> Street Metro Station – Remote Bag Check Considerations**

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**To:** Renee Berlin – Managing Executive Officer, Countywide Planning and Development, Metro  
**From:** Lisa Trifiletti – Director, Environmental and Land Use Planning Division, Los Angeles World Airports  
**Date:** August 4, 2014  
**RE:** **96<sup>th</sup> Street Metro Station – Remote Bag Check Considerations**

**Background**

Continued coordination between LAWA and Metro has resulted in an agreement on a preferred alternative to connect rail transit to LAX via an APM connection at a joint LAWA/Metro station near 96<sup>th</sup> Street and Aviation Boulevard. The feasibility of providing remote bag check facilities at the station is being considered as part of the overall development program. This memo is intended to provide an overview of typical remote bag check facilities at other U.S. airports, their operational requirements and key considerations for possible implementation at the 96<sup>th</sup> Street Metro Station.

**Existing Airport Remote Bag Check Systems**

Airport remote bag check systems are typically set up for a specific site and operation. For the purpose of this memo, remote bag check systems are classified into two basic types:

1. **Airport Close-In Facilities:** these are systems that operate at parking facilities, rental car centers, or transportation facilities adjacent to the airport. These systems intercept passenger baggage just prior to reaching the airport terminal, allowing passengers to make their last ground travel mode to the terminal without baggage, and without having to stop at the ticketing/check-in counters. They are typically operated by a 3<sup>rd</sup> party service with specific cut off times prior to flight departures for which they can accept bags. This system type is conceptually what is envisioned for the 96<sup>th</sup> Street Metro Station. There is little precedent for this type of system, other than:
  - a. **Phoenix Sky Harbor International Airport:** Phoenix implemented their program in the spring of 2013 when they began to accept bags at two locations: the East Economy Parking Lot; and the 44<sup>th</sup> Street Station, which receives light rail, municipal buses and Kiss ‘N’ Fly passengers. Both locations are connected to the terminals via an APM. In early 2014, Phoenix began offering the same service at their consolidated Rental Car Center, which is currently connected to the terminals via a shuttle bus, but ultimately will be connected to the Airport’s APM system. Noteworthy features and observations on the Phoenix system include:
    - i. The system is operated by a 3<sup>rd</sup> party vendor
    - ii. Bags are transferred to terminal bag screening areas via a secure truck
    - iii. The service is free to passengers, but is subsidized by the Airport and participating airlines
    - iv. Airlines participating include: US Air, American, Southwest, AirTran and Delta
    - v. Bags must be checked at least 90 minutes prior to flight departure time
    - vi. Service is not available to international travelers

96<sup>th</sup> Street Metro Station – Remote Bag Check Considerations
 

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- vii. The East Economy Parking lot and Rental Car Center locations have been highly utilized. However, the 44<sup>th</sup> Street Station location has seen much lower utilization, mainly due to the difference in passenger profile using this location.
  
- b. **Park ‘N’ Fly Lot at Atlanta Airport:** this privately operated lot near the Atlanta Airport offers bag check services to its customers via a 3<sup>rd</sup> party vendor. Noteworthy features and observations on the system include:
  - i. Service is offered only at the Park ‘N’ Fly lot in Atlanta
  - ii. Service is \$10 per bag (free to customers in a preferred parking program)
  - iii. Cut off time prior to flight is not published
  - iv. American, AirTran and Delta airlines are served
  - v. Service is not available to international travelers
  
- c. **Miscellaneous Airline Specific Locations:** airline specific operations appear to be at some airports. An example: American Airlines advertises remote bag check at San Francisco Airport’s Rental Car Center and Long Term Parking Areas, as well as a Kiss ‘N’ Fly lot at Chicago. Operations like this appear to be on an ad-hoc type basis to help relieve long wait times at the terminal ticket counter areas and provide additional processing capacity. Details and performance characteristics of these types of operations are not readily available.
  
- 2. **Off-Airport Destination Facility:** these are systems tied to off-airport destinations that attract passengers for multiple days or long term stays. They are generally offered as a convenience to patrons of the facilities: bags are checked on their departure date while there is still time to utilize the amenities at the facility. Typically bags are checked several hours prior to flight departure, although some locations offer the service up to two hours prior to departure. The systems are typically operated by a 3<sup>rd</sup> party service for a fee. Fee structure, service terms and airlines served vary widely between locations. Examples of locations offering this type of service are:
  - a. Convention Centers (multiple major U.S. cities)
  - b. Multiple hotels chains (typically in large metropolitan areas)
  - c. Disney World (Orlando)
  - d. Nearly all major cruise lines at major U.S. ports

The attached matrix highlights remote bag check systems at major U.S. airports and various details associated with their services/operations.

## 96<sup>th</sup> Street Metro Station – Remote Bag Check Considerations

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### **Remote Bag Check Customer and Operational Amenities**

Typical remote bag check facilities for both close-in and off-airport destinations are relatively simple operations. They generally consist of:

1. A TSA certified operator and operational protocol. Staff, facilities and baggage transport means must meet current TSA requirements for securing the bags and transporting them to their screening location.
2. A check-in counter that can access airline specific systems to create flight specific baggage tags, bag claim vouchers and boarding passes. This is typically through a secure internet connection or a direct link to the airport or airline local enterprise/COM systems. The counter is typically very similar to a Skycap type operation.
3. A loading area near the counter for easy bag transfer to a secure vehicle.
4. Common use passenger kiosks can also be located nearby for passengers who only require a boarding pass.

### **Considerations for Remote Bag Check Operations**

Remote bag check systems have been implemented with varying degrees of success. Critical considerations for implementation include:

1. **Operational Feasibility:** can a remote system be integrated into the airports existing baggage screening systems? Operational screening parameters and airline specific requirements can vary widely from airport to airport. How remote checked bags can be logistically sorted and integrated into specific screening systems requires study. Participating airlines, airports and the 3<sup>rd</sup> party vendor must be able to agree upon the required operational and contractual terms.
2. **Cost Model:** the pricing structure for a remote system needs to be carefully considered. The subsidized Phoenix Airport system is well liked by passengers as a free convenience. The airport and the airlines felt the investment was justified by reduced demand on terminal check-in facilities and increased customer service. However, this approach may not make sense for all airports and airlines. System costs passed on to passengers must be within a palatable range to get sufficient utilization of the system.
3. **Cut-Off Times:** the ability to check a bag within a reasonable time frame prior to flight departure is critical. For systems located close-in to airports, 90 minutes seems to be reasonable goal to intercept passengers who will check bags.
4. **Passenger Profile:** successful systems tend to be located where they can intercept large groups of long term travelers with multiple bags. Resort destination hotels, convention centers, cruise ships and long term parking lots are typical to this passenger profile. Short term and business travelers will normally not utilize the system.

## 96<sup>th</sup> Street Metro Station – Remote Bag Check Considerations

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5. **Check-In Technology:** The use of radio frequency identification (RFID) bag tags is an emerging technology now being used at several airports. These electronic tags make it possible to constantly track the bag location and provides for a more efficient and accurate handling and sorting process. A remote bag system will need to be able to accommodate the RFID systems as it evolves.
  
6. **Security Requirements:** the security of a remote bag check system must be approved by, and is subject to oversight by the TSA. General requirements are:
  - a. The operator and its processes must be pre-approved by TSA.
  - b. Remotely checked bags must be immediately contained in a secured transport container at the check in counter.
  - c. The transport vehicle must be an enclosed vehicle with a secure and locked cargo carrying area. The vehicle is continuously monitored and must follow a designated route to the bag transfer point.
  - d. Bags must be capable of being transferred to an area approved by the TSA where they can be injected into the normal bag screening process (EDS system).
  - e. Baggage for international flights cannot be checked remotely due to customs requirements.

### **Successes and Failures of Remote Bag Check Systems**

Significant remote bag check systems have been in existence for the past 10 to 12 years. The first systems began at theme parks, cruise ships and destination hotels and continue to be the most prevalent and successful systems in existence. Some systems were complicated or compromised in 2008 when airlines began charging bag check fees. They could not easily accommodate the processing of airline fees into their systems and the airline fee on top of the remote operator fees made the systems cost prohibitive. The larger operations (cruise ships, theme parks, convention centers) were able to offset this by offering the remote bag check as a customer convenience with the costs being contained within the general fees associated with the destination.

LAX has also attempted to operate an off-airport remote bag check system on its FlyAway services from Van Nuys and Union Station from 2006 to 2008. This was a pilot program where a 3<sup>rd</sup> party operator provided bag check services at both FlyAway stations and delivered the baggage directly to the participating airlines for a fee. The system ended up having a number of financial/operational issues that eventually brought the program to an end. These issues included low participation levels resulting in a financial loss to LAWA, and operational difficulties that impacted the FlyAway's overall passenger level of service.

## 96<sup>th</sup> Street Metro Station – Remote Bag Check Considerations

### **Feasibility of Remote Bag Check System at the 96<sup>th</sup> Street Metro Station**

The viability of a remote bag check system at this station will be analyzed. Some initial considerations and recommendations for this analysis are listed below:

1. **Station Passenger Profiles:** the station is envisioned to be a transit hub with connectivity to LAX. Airport bound transit riders are typically made up of a large percentage of airport employees and passengers who tend to travel with limited baggage. The ability of this station to attract passengers who are likely to travel with bags to be checked will be critical to the success of a remote bag check system.
2. **Station Ridership:** LAX bound ridership projections at this station will be low in comparison to estimated LAX bound passengers at the proposed APM stations for the Consolidated Rent-A-Car Center (CONRAC) and Intermodal Transportation Facility (ITF). Further study is required to assess if the riders projected for this station can sustain a successful bag check operation.
3. **Compatibility with Other Potential Remote Bag Check Facilities at LAX:** remote bag check is under consideration for LAWA's planned ITF. The ability for a bag check system at the 96<sup>th</sup> Street Metro Station to integrate with or operate independently of a potential bag check system at the ITF needs to be assessed.

### **LAWA Next Steps**

LAWA is currently in the process of identifying the opportunities and constraints associated with implementing remote bag check systems at LAX facilities and identifying a range of potential operating scenarios. As part of the overall development of the LAX Ground Transportation Program, the execution and implementation of remote bag check systems will be analyzed.

**NOTE:** *the data presented here is based upon a brief, high level research effort. Additional detailed studies of existing bag check systems and the feasibility of creating a workable system for LAX is underway.*

### **Reference Photos of Existing Remote Bag Check Facilities at Phoenix Sky Harbor International Airport**



**Remote Bag Check, East Economy Parking Lot**



**Remote Bag Check; 44th Street Station**

Los Angeles World Airports  
Industry Benchmarking

BASIC INFORMATION							
Airport Airport Code	Los Angeles LAX	Atlanta ATL	Chicago O'Hare ORD	Las Vegas LAS	Phoenix PHX	Orlando MCO	Ft Lauderdale FLL
<b>Total Enplanements (CY 2013)<sup>1</sup></b>	32,427,115	45,308,685	32,278,906	19,923,594	19,525,829	16,885,160	11,509,361
REMOTE BAG CHECK DATA							
<b>Program Name</b>	N/A	BAGS	Bags Airline Check-In	SpeedCheck Advance	Early Bag Check	Remote Airline Check-In	Varies by Sponsor
<b>Operating Since</b>	N/A	2007	2013	2006	2012	2010	prior to 2007
<b>Operator</b>	N/A	Bags Inc.	Bags Inc.	Bags of Nevada (Remote bag check bought by Bags, Inc.)	Bags Inc.	Bags Inc.	Bags Inc.
<b>Drop-Off Locations</b>	N/A	4	1	4	3	20+	6
<b>Drop-Off Facilities</b>	N/A	Westin Atlanta Atlanta Crowne Plaza Ravina Grand Hyatt Park N' Fly Plus	Fashion Outlets of Chicago	Luxor Mandalay Bay Harrah's Rent-a-car Center	Rental Car Center East Economy Lot 44th St PHX Sky Train	20+ resorts/hotels	several cruise ship ports (e.g. Port Everglades)
<b>Facility Distance from Airport (range)</b>	N/A	1 - 23 mi	3.6 mi	2.5 - 3.5 mi	On Airport Property (via rental car shuttle or Sky Train)	10 - 22 mi	3 - 5 mi
<b>Hours of Operation</b>	N/A	0600-1400-Westin 0600-1500 M-F/ 0700-1200 Sat- Park N' Fly	1000-1700	0700-1100	0500-1800 Rental Car Center 0400-1800 East Econ Lot 0600-1000 Sky Train	0500 - 1300 Disney World Resort 0600 - 1400 Other Hotels	Varies
<b>Bag Drop Off Cut-Off Time</b>	N/A	120 min	150 min	180 min	90 min	180 min	Varies
<b>Fee</b>	N/A	Park N' Fly - free Crowne Plaza- free Westin Atlanta - free Grand Hyatt - \$12	\$15/ passenger	Luxor - \$10 Harrah's - \$10 Rent-A-Car Center - \$10 Mandalay Bay - \$12 for 1st bag and \$8 for 2nd bag	free	\$10 - \$15/ passenger	\$15 - \$20 for cruise ship passengers (2 bag limit)
<b>Participating Airlines</b>	N/A	Delta Air Tran American	Alaska American JetBlue United US Airways	American Delta JetBlue United Southwest	Southwest US Airways American	AirTran American Delta United Alaska Continental JetBlue US Airways Southwest	American Delta AirTran JetBlue US Airways Southwest
<b>Drop-Off/ Bag Delivery Process</b>	N/A	Pre-enrollment form required for convention attendees. Valid ID required before bags are weighed, accepted, tagged, and, loaded/stored in a sealed cage for transfer to the airport.	Valid ID required before bags are weighed, accepted, tagged, and, loaded/stored in a sealed cage for transfer to the airport.	Valid ID required before bags are weighed, accepted, tagged, and, loaded/stored in a sealed cage for transfer to the airport.	Valid ID required before bags are weighed, accepted, tagged, and, loaded/stored in a sealed cage for transfer to the airport. Bags are delivered via truck to designated curbside at Terminal 4 and into airline induction points/inline screening system before reaching the baggage makeup area	Valid ID required before bags are weighed, accepted, tagged, and, loaded/stored in a sealed cage for transfer to a sorting facility.	Valid ID required before bags are weighed, accepted, tagged, and, loaded/stored in a sealed cage for transfer to a sorting facility.
<b>Other Notes</b>	N/A	Volume data varies widely based on airport, drop-off location, special events, etc. However, for non-cruise ship ports, participating airports with service fees have significantly less demand for this service This party vendors such as Bags Inc. train staff with all participating airlines and prepare a standard operating procedure for federal security director review before gaining TSA approval.					