

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 ext
metro.net**PLANNING AND PROGRAMMING COMMITTEE****JULY 16, 2014****CONSTRUCTION COMMITTEE****JULY 17, 2014****SUBJECT: AIRPORT METRO CONNECTOR****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file this monthly status report on the Los Angeles World Airports (LAWA) commitment to construct and operate an Automated People Mover (APM) as directed by the Board on June 26, 2014 (Motion 65.1, Number 6).

ISSUE

At the June 26, 2014 meeting, the Board instructed the Chief Executive Officer (CEO) to work with LAWA and the Board of Airport Commissioners (BOAC) to obtain their written commitment to construct and operate an APM connecting the Airport's Central Terminal Area (CTA) to Metro Rail, and to provide a monthly status report to both the Planning and Programming and Construction Committees until this written commitment is obtained. Attachment A contains the Board motion. This report responds to the Board directive.

DISCUSSION

At the June 26, 2014 meeting, the Board approved the 96th Street/Aviation Boulevard Station along the Crenshaw/LAX Line as the Locally Preferred Alternative (LPA) for the Airport Metro Connector (AMC) project to be evaluated further in the environmental review process. To ensure that the 96th Street/Aviation Boulevard Station provides a world-class passenger experience, the Board directed that the CEO develop the Station, in consultation with LAWA, using specific design guidelines. See Attachment A for the complete list of design guidelines. Staff was directed to report back at the September 2014 Board meeting with a review of remote baggage check services available at other airports; to assess the feasibility of providing baggage check services at the 96th Street/Aviation Boulevard Station; and to report on the 96th Street Station conceptual design approach. In addition, staff was directed to provide quarterly updates, in coordination with LAWA staff, on the development, design, schedule, and cost of the 96th Street Station, Intermodal Transportation Facility (ITF) and APM.

As directed by the Board, staff is exploring procurement of a qualified consultant team for the design of the 96th Street/Aviation Boulevard Station. A report on this procurement effort will be provided in September.

Staff continues to coordinate with LAWA representatives on obtaining a written commitment to construct and operate the APM. The BOAC is expected to adopt an APM alignment in December 2014. LAWA representatives will be present at both Committees to provide an oral update.

NEXT STEPS

Staff continues to coordinate with LAWA.

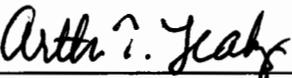
ATTACHMENT

A. June 26, 2014 Board Motion

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Martha Welborne, FAIA
Chief Planning Officer



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.