

**Board Report**

File #: 2015-1660, **File Type:** Informational Report

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE

FEBRUARY 17, 2016

CONSTRUCTION COMMITTEE

FEBRUARY 18, 2016

SUBJECT: AIRPORT METRO CONNECTOR STATUS UPDATE (OPERATION SHOVEL READY)

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE quarterly **status report on the Airport Metro Connector (AMC) 96th Street transit station** in response to the June 2014 Board motion.

ISSUE

At the June 26, 2014 meeting, the Board directed that quarterly status reports be provided on the AMC 96th Street transit station in coordination with Los Angeles World Airport (LAWA) staff. The report provides updates on the status of the AMC project including: (1) environmental review process; (2) architectural and engineering design services; and (3) Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station. This report responds to the Board directive which is contained in Attachment A.

DISCUSSION

Staff in coordination with LAWA continues to advance the AMC 96th Street transit station. Over this past quarter, work continued on the preparation of the Draft Environmental Impact Report (EIR), station design and on the Crenshaw/LAX Line accommodations to allow for the construction of the station. LAWA continues its environmental clearance of its Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP) including the Automated People Mover (APM).

On September 8, 2015, Metro submitted an expression of interest for the AMC 96th Street transit station for the Federal Transit Administration's Expedited Delivery Pilot Program. As was reported in the December 22, 2015 memo to the Board, the AMC 96th Street transit station project was determined to be ineligible for the program as it is a station rather than a new fixed guideway or an extension to an existing fixed guideway. Staff continues to explore other funding opportunities.

Environmental Review Process

Staff continues to work with LAWA representatives to coordinate the environmental efforts for both the AMC transit station and LAMP project, which are on parallel schedules. LAWA staff provided Metro with existing and projected traffic data to help ensure that both separate and independent

projects are fully synchronized. In addition to exchanging data with LAWA representatives, Metro staff continues to attend the bi-weekly multi-agency ground access technical coordination meeting led by LAWA with Caltrans, the Southern California Association of Governments (SCAG) and the Los Angeles Department of Transportation (LADOT) to discuss roadway concepts, freeway access, traffic modeling, and details of the LAX LAMP.

Architectural and Engineering Design Services

Work progresses on defining the station's program elements to help prepare site concepts depicting square footage and programming and building(s) footprint. Staff continues to work with LAWA representatives on coordinating proposed project elements as well as are coordinating on station design guidelines for the AMC transit station and LAWA's proposed LAMP APM station as identified in the approved June 2014 Metro Board motion.

Crenshaw/LAX Design Accommodations

Staff is negotiating the final Design and Construction contract modification with Walsh-Shea Corridor Constructors and has issued a limited notice to proceed to complete the design for the track, guideway and systems accommodations. Design for the track work is currently at 100% and is progressing to release for construction. Designs of the guideway and systems are approximately 85% and are progressing to 100%. Additional property acquisition is no longer needed on the east side of the Metro ROW for the accommodations.

NEXT STEPS

Staff in close coordination with LAWA representatives will continue to work on the environmental document, station design and the Crenshaw/LAX design accommodations. Staff anticipates the release of the Metro Draft EIR in Summer 2016.

ATTACHMENTS

Attachment A - June 26, 2014 Board Motion

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Phillip A. Washington
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.