

**Board Report**

File #: 2017-0139, **File Type:** Informational Report**Agenda Number:** 17.

PLANNING AND PROGRAMMING COMMITTEE**APRIL 19, 2017****CONSTRUCTION COMMITTEE****APRIL 20, 2017****SUBJECT: AIRPORT METRO CONNECTOR 96TH STREET TRANSIT STATION****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE this **quarterly status report on the Airport Metro Connector (AMC) 96th Street Transit Station** including an update on the environmental clearance process and project design.

ISSUE

This report provides an update on the following: (1) environmental review process; (2) architectural and engineering design services; and (3) Crenshaw/LAX Project design accommodations.

DISCUSSION

Staff, in coordination with Los Angeles World Airports (LAWA), continues to advance the environmental clearance, design and accommodations for the AMC 96th Street Transit Station. Over this past quarter, work continued toward completing the environmental clearance and Schematic Design (15%). For LAWA, the Board of Airport Commissioners (BOAC) certified the Final Environmental Impact Report (EIR) on March 2, 2017 for the Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP). As part of LAMP, LAWA is planning an Automated People Mover (APM) system that includes a station located adjacent to the AMC 96th Street transit station. As currently planned, rail and bus transit passengers will be able to transfer to the APM system to reach the Central Terminal Area at LAX.

Environmental Review Process

On January 26, 2017, the Board certified the AMC 96th Street Transit Station Final EIR. For the federal requirements per the National Environmental Policy Act (NEPA), an environmental memorandum was prepared to document the environmental findings for the AMC 96th Street Transit Station and to support a determination by FTA that the project meets the criteria for a Categorical Exclusion (CE). The CE was submitted to FTA in March 2017 and staff will provide a verbal update as part of this report on the status of FTA's review and determination.

Architectural and Engineering Design Services

Staff completed the Schematic Design (15%) in March 2017 (Attachment A) and will initiate the next phase of Design Development (30%) in May 2017. Staff continues to work with LAWA on coordinating the connection between the Metro and LAWA stations as well as coordinating on the station design guidelines identified in the approved June 2014 Metro Board motion (Attachment B). The table below shows how the completed schematic design addresses Board-directed design guidelines.

Board Directed Design Guidelines	Schematic Design
a) Enclosed facility	<i>Schematic design includes partially-enclosed facility</i>
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 Wi-Fi/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, bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras	<i>Bike programming/sizing is being revised to address bike demand at various project components</i>
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	✓
Other Program Component	
Bus Plaza	✓

Crenshaw/LAX Design Accommodations

On January 26, 2017, the Board approved the negotiated amount with Walsh/Shea Corridor Constructors for the construction of accommodations as part of the Crenshaw/LAX Line Project to not preclude a future Light Rail Transit (LRT) station at 96th Street. The accommodations include modifications to the LRT mainline tracks within Metro-owned right-of-way, relocation of a turn back facility, and upsizing certain equipment and enclosures to accommodate future AMC station requirements.

Staff is working with LAWA to install three columns within the Southwest Yard area as a component of the Airport's Automated People Mover. Installation of these columns will avoid conflicts with yard lead-in tracks.

NEXT STEPS

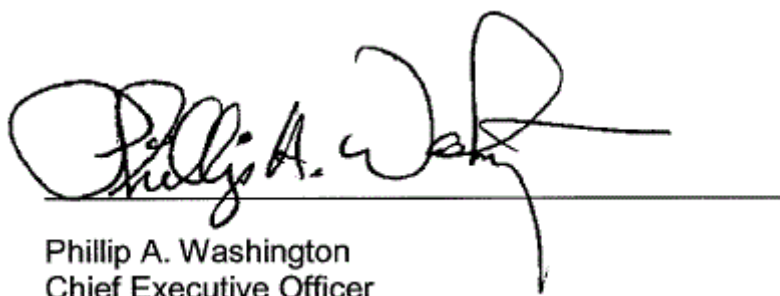
With the conclusion of the environmental clearance process, staff will proceed with other pre-construction activities including property acquisition and utility investigation/ relocation. Also, during the design development phase, staff will provide stakeholder briefings on the project design and the ongoing coordination with LAWA. As the project advances toward construction, staff will continue to update the Board at key project milestones.

ATTACHMENTS

Attachment A - Project Design Update
Attachment B - June 2014 Board Motion

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Phillip A. Washington
Chief Executive Officer

Airport Metro Connector 96th Street Transit Station

Project Design Update

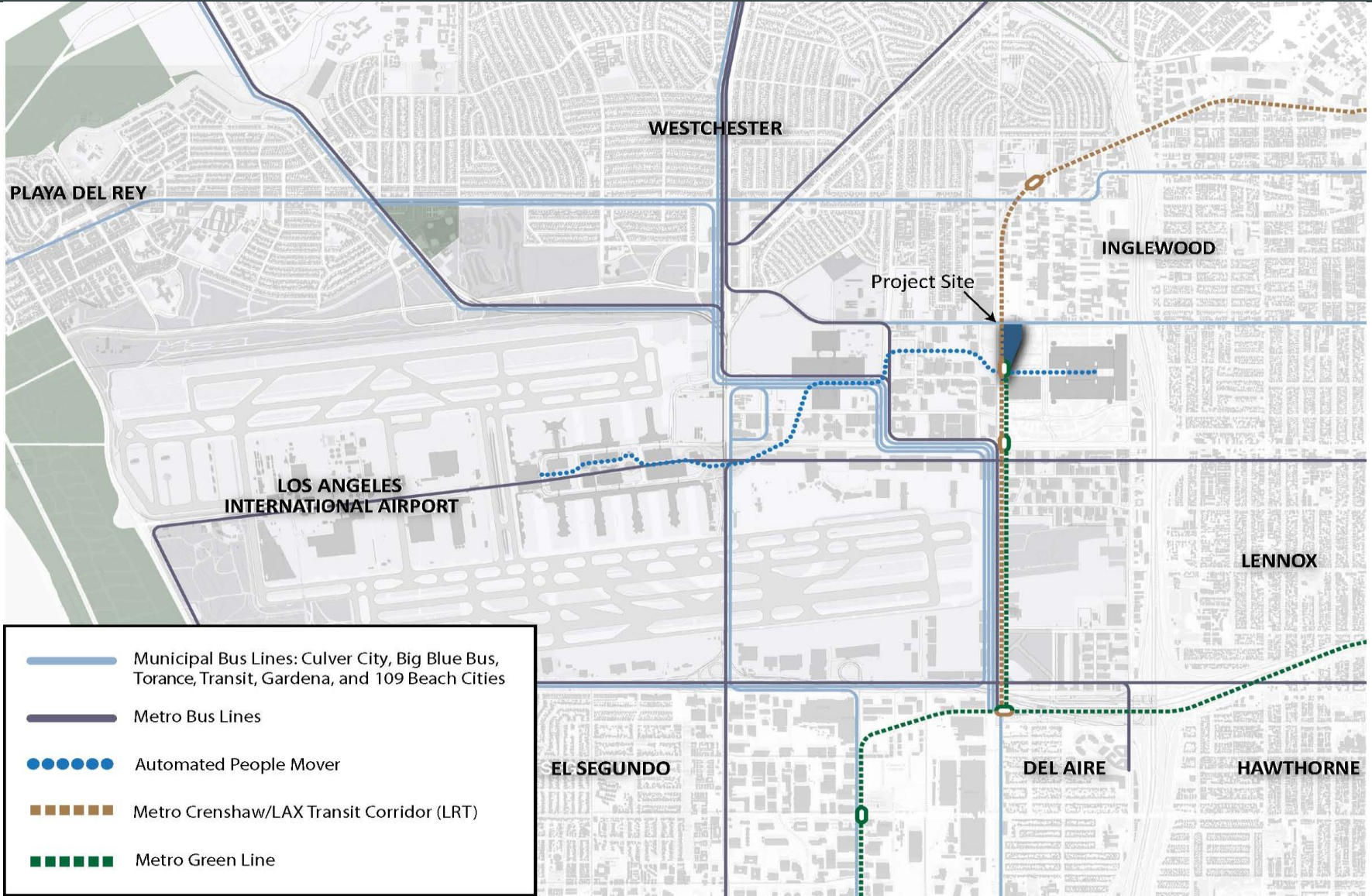
Attachment A

April 2017

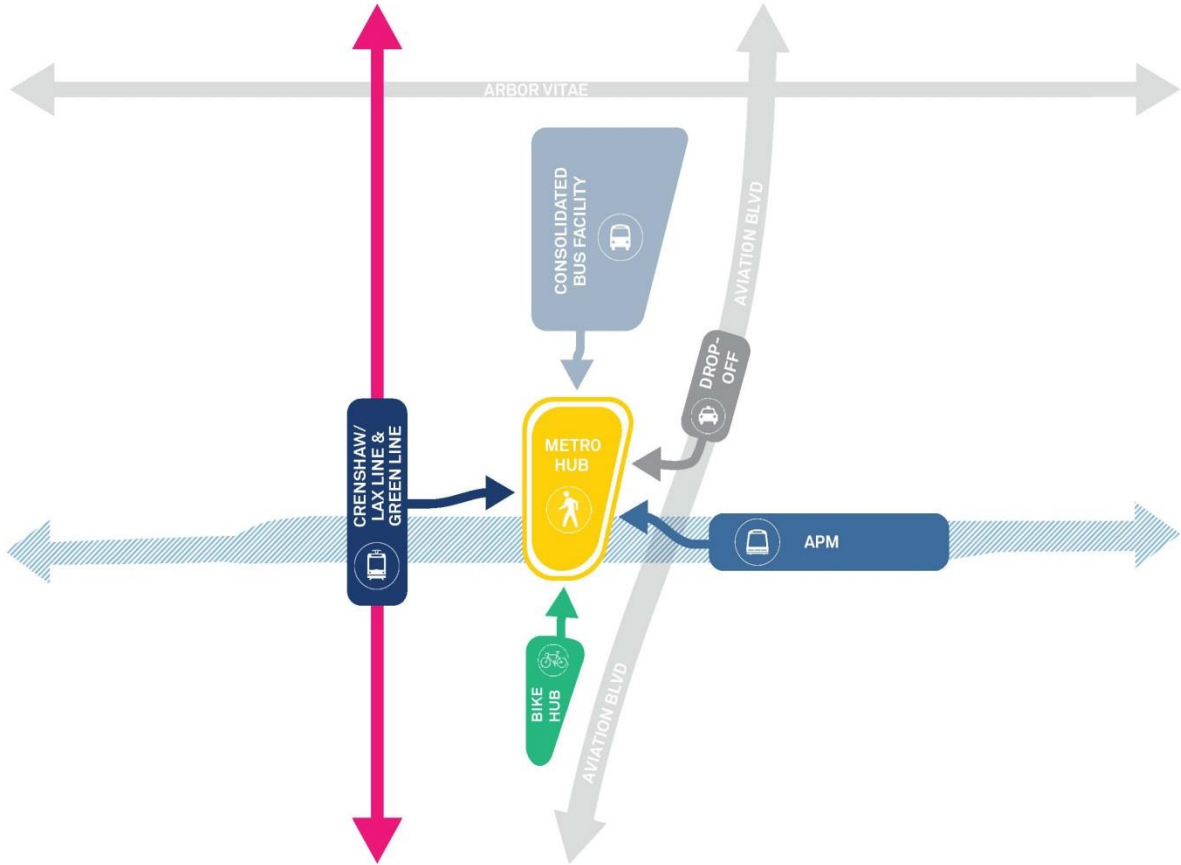


Metro

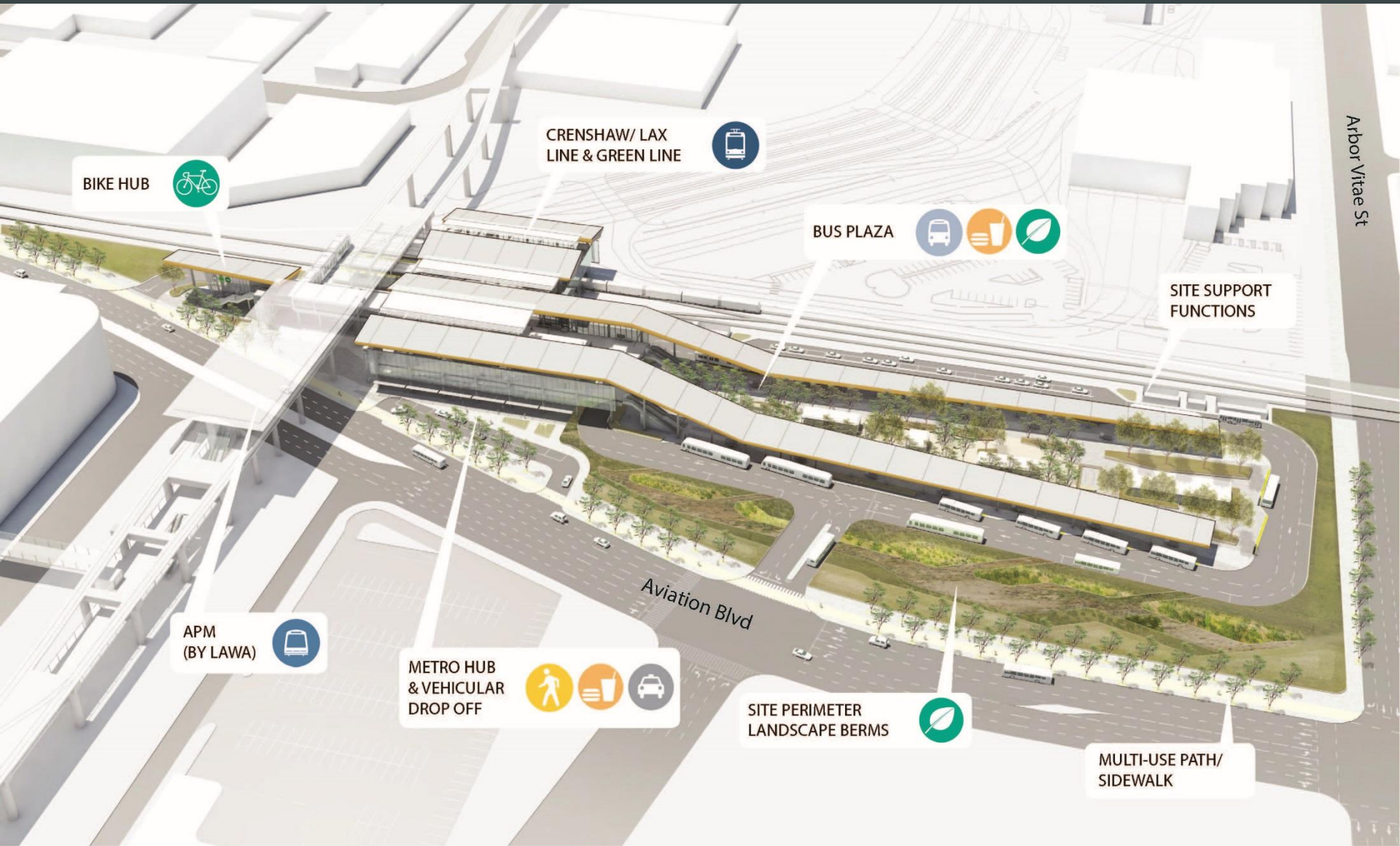
Neighborhood & Transit Context



Programmatic Components



Aerial with Programmatic Components



BIKE HUB



CRENSHAW/ LAX
LINE & GREEN LINE



BUS PLAZA



SITE SUPPORT
FUNCTIONS

APM
(BY LAWA)



METRO HUB
& VEHICULAR
DROP OFF



SITE PERIMETER
LANDSCAPE BERMS

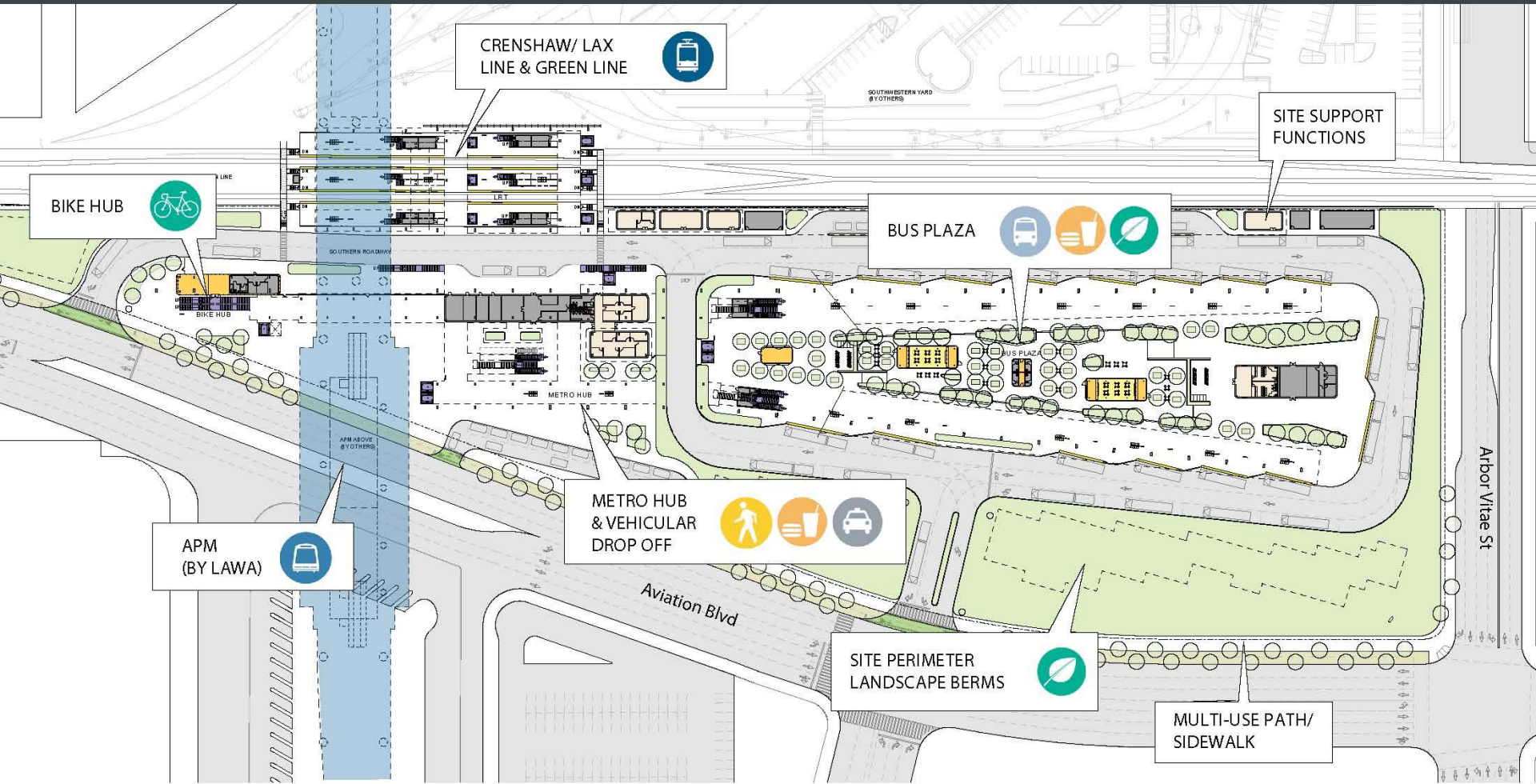


MULTI-USE PATH/
SIDEWALK

Arbor Vitae St

Aviation Blvd

Ground Floor Plan



Passenger Amenities (Enclosed)

Station Staff Areas

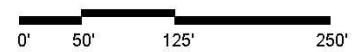
Vertical Circulation

Multi-use Path (Proposed)

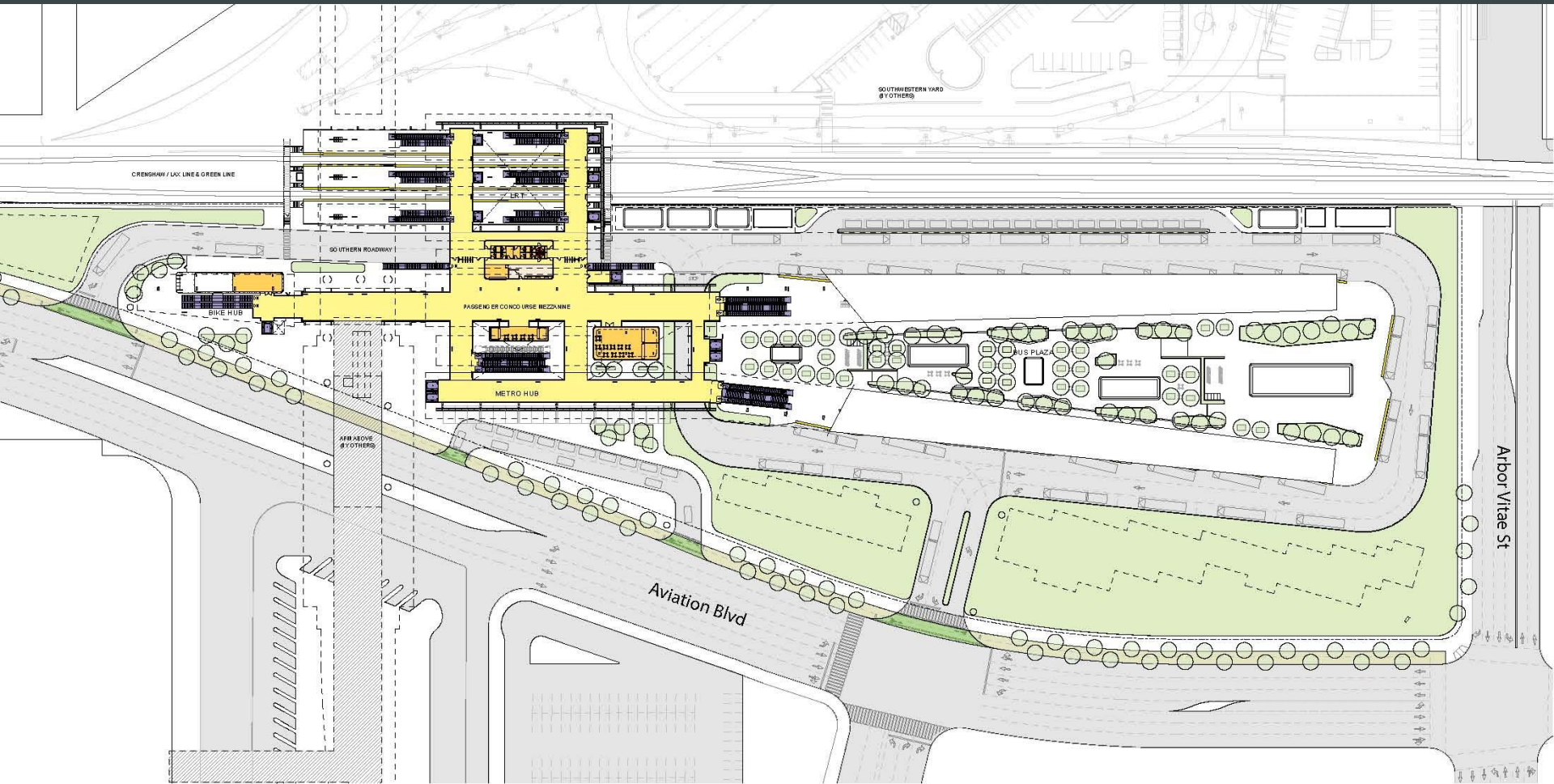
Passenger Waiting Areas (Enclosed)

Station Support Areas

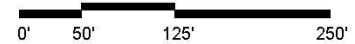
Planters / Vegetation / Site Perimeter Landscape



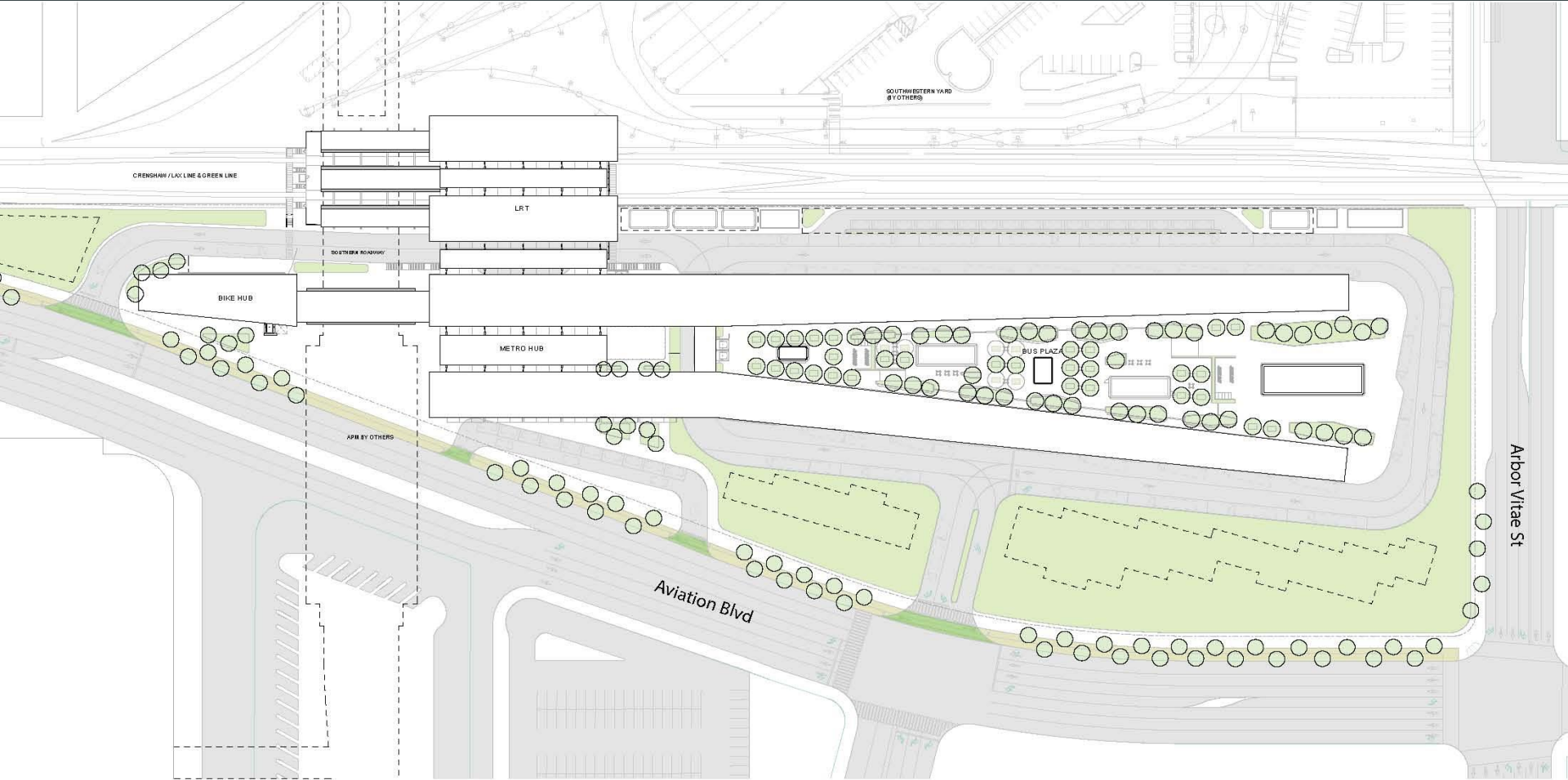
Concourse Mezzanine Floor Plan



- | | | | |
|---|---|--|---|
|  Passenger Amenities (Enclosed) |  Station Staff Areas |  Vertical Circulation |  Multi-use Path (Proposed) |
|  Passenger Waiting Areas (Enclosed) |  Station Support Areas |  Planters / Vegetation / Site Perimeter Landscape |  APM Mezzanine (by LAWA) |

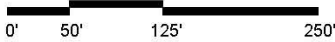


Roof Plan



Multi-use Path (Proposed)

Planters / Vegetation / Site Perimeter Landscape



Metro Hub

View from Aviation Blvd looking Southwest



Vehicular Pick Up/Drop Off Area



Metro Hub: Ground Level Plaza



Metro Hub: Mezzanine Level

Looking Northwest

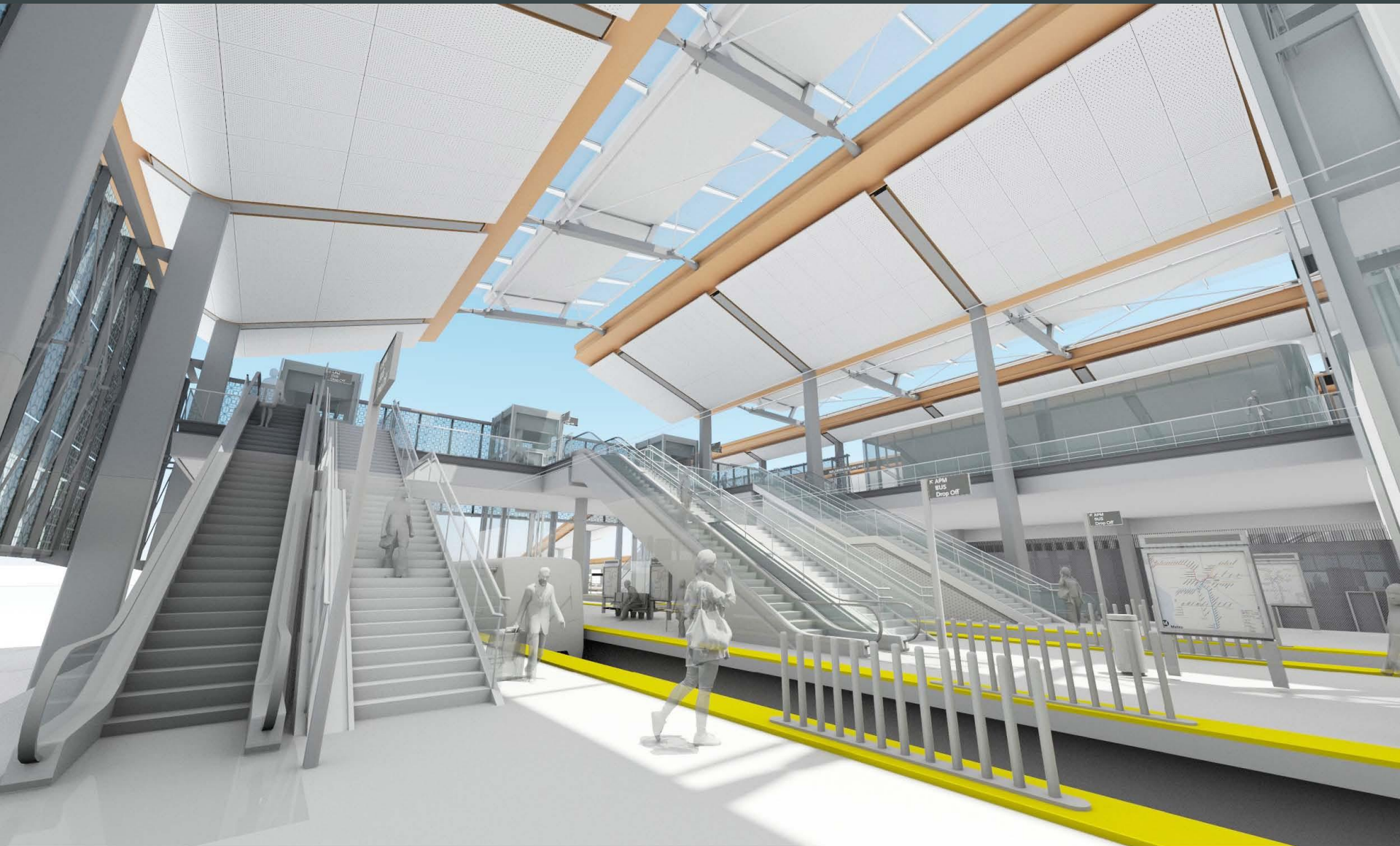


Metro Hub: Mezzanine Level

Looking Southwest

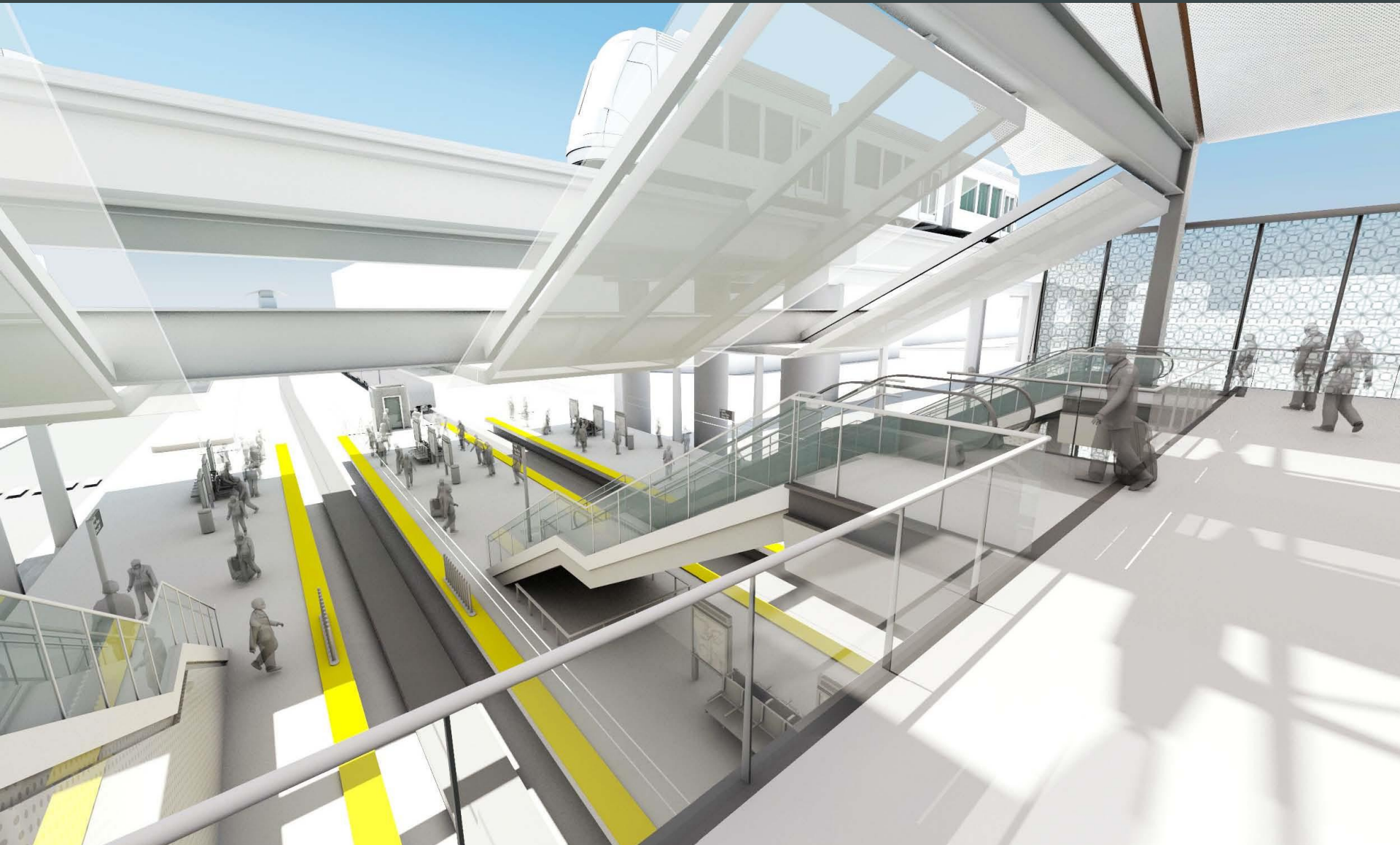


LRT Platforms



Mezzanine Walkway to LRT Platforms

Looking South



Bus Plaza

Looking South



Bike Hub

View from Aviation Blvd looking West



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.