

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.