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JUNE 25, 2014

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *AL*
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA *MW*
CHIEF PLANNING OFFICER

SUBJECT: AIRPORT METRO CONNECTOR

ISSUE

On June 24, 2014, a memo was transmitted responding to 17 questions from Director Bonin on the Airport Metro Connector (AMC) project. Upon receipt of the responses to those questions, Director Bonin had three follow-up questions concerning the recommended 96th Street Light Rail Transit (LRT) Station and the Los Angeles World Airport's proposed Consolidated Rental Car (CONRAC) facility. This memo provides the requested responses.

DISCUSSION

Attachment A provides the responses to the three additional questions submitted by Director Bonin. The responses were developed in coordination with representatives from the Los Angeles World Airports (LAWA). Attachment B shows a concept for the proposed 96th Street LRT Station that would be integrated with LAWA's Automated People Mover.

NEXT STEPS

Recommendations for the AMC project are scheduled for Board consideration at the June 26, 2014 Board meeting. LAWA representatives will be attending the meeting.

ATTACHMENTS

- A. Responses to Director Bonin's Supplemental Questions
- B. 96th Street Station Concept

ATTACHMENT A

Supplemental Director Bonin questions on the Airport Metro Connector

1. Please elaborate on the last paragraph of the document: “LAWA and Metro envision that the 96th Street could be an integrated facility with LAWA’s CONRAC and could connect directly to LAX property. The station would serve as a gateway to LAX.” In what ways would the station and the CONRAC be integrated? My understanding was that the distance between the 96th Street station and CONRAC would be significant, across the street and far away. What sort of integration would there be, and what is the value of integrating a consolidated rental car facility with a train station?

Response: The 96th Street station would not be co-located with the CONRAC. The Automated People Mover (APM) as proposed by LAWA would have intermediate stops at the Intermodal Transportation Facility (ITF) and 96th Street before continuing on to the CONRAC. The initial concept is to have the APM span over Aviation Boulevard and the Metro Light Rail station thereby providing a potential link to LAWA property on the east side of Aviation Boulevard. The design for the CONRAC is still evolving and could locate certain elements closer to Aviation Boulevard. Attachment B contains a conceptual station design.

2. Would there be one big facility? I note that Metro’s maps showing the location of a CONRAC station are different from the ones I have seen from LAWA.

Response: Metro and LAWA will continue to coordinate on the design of the 96th Street APM and LRT station to ensure that they are integrated and provide a LAX transit gateway experience. As stated above, LAWA’s design of the CONRAC is evolving as a result of the APM alignment and Metro’s proposed 96th Street station.

3. In what ways would the station be a “transit gateway”? How would it differ from other stations (in appearance, function, range of use) from other stations on the Crenshaw/LAX line?

Response: There is approximately 10 acres of property surrounding the 96th Street station which could be acquired and utilized to construct an integrated APM/Light Rail station with passenger amenities such as a LAX information kiosk with bi-lingual concierge with info on the CONRAC, ITF, APM, local hotels, attractions and destinations, LAX airline check-in with flight information boards and currency exchange. Metro envisions that a municipal bus rotary and staging area including a bus operator rest area could also be constructed, along with a

private vehicle drop-off area; pedestrian plaza with landscaping, street furniture, bike hub, etc. This station would be different from Metro's traditional LRT stations in that it would provide a connection to the LAWA APM and have passenger amenities that are not provided in our traditional LRT stations.

ATTACHMENT B

96th Street Station Concept

