

**PORT  
AUTHORITY  
NY NJ**



# **AirTrain LaGuardia Program Program Briefing Book**

December 17, 2019

**AIR LAND RAIL SEA**

**The Federal Aviation Administration (FAA) is currently conducting an environmental impact review of the Port Authority's proposed AirTrain LaGuardia Program pursuant to the National Environmental Policy Act (NEPA). Final authorization to proceed with the AirTrain LaGuardia Program is subject to completion of the NEPA review and issuance of a Record of Decision (ROD) by the FAA approving the AirTrain project. Some of the design details discussed in Section 2 of this document below may be subject to change based on the ongoing FAA NEPA review process. The Port Authority's issuance of this document is not intended to modify, limit, influence, or otherwise constrain the ongoing environmental review process the FAA is undertaking for the AirTrain LaGuardia Program in any manner whatsoever.**

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## **1. INTRODUCTION**

### **1.1 Purpose of the Program Briefing Book**

This Program Briefing Book (PBB) provides an opportunity for our industry partners to gain an insight into the AirTrain LaGuardia Program (“AirTrain Program”) and heralds the start of the official procurement process which is anticipated to follow the timeframes set forth in Section 3.2. This document provides an overview of the AirTrain Program, the anticipated procurement process, and details of the form of contract (DBOM Agreement).

### **1.2 A Unique Opportunity**

The AirTrain Program presents a unique opportunity for a Developer team to undertake the work necessary to deliver a new AirTrain at LaGuardia Airport. The Port Authority will commence a two-step (RFQ and RFP) procurement process in Q1 2020 to identify a Developer team who will be responsible for the design, construction, commissioning, and operations and maintenance of a new AirTrain at LaGuardia Airport. The Developer team will also be responsible for performing work for specifically identified Associated Projects that will support the development of the new AirTrain. At the conclusion of the AirTrain Program’s procurement process, the Port Authority expects to enter into a Design-Build-Operate-Maintain (DBOM) Agreement with the selected Developer for the performance of the work for the AirTrain Program. Under the DBOM Agreement, the Developer will assume full responsibility for the design, construction, and commissioning of the new AirTrain, and performance of the Associated Projects work, subject to Port Authority oversight.

### **1.3 More Information**

Interested parties are encouraged to visit the AirTrain Program website at <https://anewlga.com/airtrain/> to learn more about the AirTrain Program. Questions regarding the AirTrain Program and anticipated procurement process may be submitted via email to Timothy J. Pullen (“Contact Person”) at [tpullen@panynj.gov](mailto:tpullen@panynj.gov). Questions received will be responded to and made publicly available on the Port Authority’s Procurement webpage.

Firms and teams who intend to participate in the future competitive procurement process for the AirTrain Program are encouraged to notify the Contact Person via e-mail in order to receive future updates on the procurement process.

## **2. THE AIRTRAIN LAGUARDIA PROGRAM**

### **2.1 LaGuardia Airport at a Glance**

LaGuardia Airport (LGA or Airport) is a 680-acre airport situated in the northern part of the Borough of Queens (Queens), New York City. The Airport is approximately six miles northeast of midtown Manhattan in a densely developed metropolitan area consisting of Airport, commercial, and residential areas. Other transportation facilities in the area include a parkway, interstate highways, city streets, subway transit, and commuter rail facilities.

LGA is currently the only major U.S. East Coast airport without direct rail mass transit access. Under current congested traffic conditions, travel times are unpredictable for automobiles, taxis, and buses, creating the potential for missed flights. With passenger demand at LGA expected to reach 35 million passengers annually in 2030, adding a convenient, predictable, and reliable AirTrain connection to LGA is a crucial component of modernizing the Airport for an improved customer experience, reducing the Airport's impact on the environment, and reducing the Airport's impact on the congestion-plagued roadway network leading to and from the Airport.

### **2.2 The Vision for AirTrain LaGuardia**

AirTrain LGA will become “*the way to get to LGA*” with a visionary operator on the Developer team responsible for delivering an end-to-end customer experience between Midtown Manhattan and LGA. Through elements such as single-ticketing, digital tools and innovative marketing and branding, the Developer will consider each part of the customer journey (despite only operating the two-mile AirTrain link). Seamless, intuitive and fast, with the reliability and predictability Airport passengers require, AirTrain LGA provides a premier opportunity for the industry to design and deliver a state-of-the-art customer experience that will transform access to LGA.

The Developer, in collaboration with the Port Authority and MTA, will drive design and delivery of a unified, end-to-end customer experience from both Penn Station and Grand Central Terminal, with specific focus on the Long Island Railroad (LIRR) – AirTrain journey between Midtown Manhattan and LGA. The passenger journey will include a seamless transfer between LIRR and AirTrain and an “at-the-Airport” look and feel at the transfer station. While Midtown Manhattan is the largest passenger market for trips to and from LGA, the AirTrain will also link to the entire subway system and LIRR network, improving access to the Airport from the across the region. The Port Authority seeks innovative customer experience concepts from the Developer, who will design, deliver, operate and maintain a state-of-the-art customer experience for all AirTrain passengers, under oversight from the Port Authority.

## **2.3 The AirTrain Program**

The AirTrain Program includes the following elements. These elements are subject to change and refinement pending the ongoing NEPA process.

- (a) An elevated fixed guideway Automated People Mover (APM or AirTrain) system with three APM stations (two on-Airport and one off-Airport) connecting the Airport to the Metropolitan Transportation Authority's (MTA) LIRR Port Washington Branch and New York City Transit (NYCT) Subway 7 Line (Subway)
- (b) Three new climate-controlled passenger stations with world-class amenities that complement a 21st century airport; two stations on-Airport and one transfer station at Mets-Willets Point
- (c) A new robust, fully automated, service-proven, operating system that exceeds the projected ridership demands by providing a premium level of customer experience
- (d) Passenger walkway corridors, with necessary vertical circulation (elevators, escalators, and stairs), connecting the APM stations to passenger terminals, parking garages, public transportation, and ground transportation facilities
- (e) APM vehicles and systems sufficient for safe, convenient, automated travel on the fixed guideway
- (f) An APM operations, maintenance, and storage facility (OMSF)
- (g) An APM power substation
- (h) Parking for employees of the Airport and AirTrain, and replacement parking for existing spaces displaced by AirTrain infrastructure
- (i) Utilities infrastructure, both new and modified, to support the AirTrain Program
- (j) Associated Projects to allow construction of the new AirTrain, including utility relocation and demolition of certain existing facilities, some of which will be reconstructed.

### **2.3.2 Automated People Mover System**

The Developer will be responsible for the design and construction of the APM system and providing a service-proven, open (steel or rubber tire) technology. The APM will be an automated fixed guideway transit system that will provide convenient, predictable, and reliable access to the Airport for passengers, employees, and all other users. The APM system will provide a direct connection between Airport Terminals B and C and the region's existing mass transit system, including the LIRR and NYCT Subway.

The APM system will be a grade-separated train system consisting of an elevated dual-lane/track fixed guideway with three stations. The APM system must be

designed to initially accommodate a projected passenger demand of approximately 1,000 passengers, with luggage, per hour per direction in 2025 with service operations to match the Airport flight schedules. The APM system must provide flexibility for expansion to accommodate growth to 1,500 and 2,300 passenger per hour per direction in years 2045 and 2075 respectively. The APM must be designed to operate at service headways of 4 minutes or less on a dedicated guideway that connects the Airport to an off-Airport station where passengers can transfer to the NYCT Subway or LIRR for the remainder of their trip. Pedestrian bridges and vertical circulation cores will be provided to ensure a convenient, direct transfer between these modes. The APM will operate 24 hours a day (with necessary maintenance intervals), 7 days per week, with a nominal fee for using the off-Airport station.

### **2.3.3 APM Operating System**

The Developer will be responsible for installing the APM operating system and the production, delivery, and testing of APM cars. The APM operating system will comprise various subsystems (including APM cars, automated train control, power distribution, guidance, and propulsion) to create a fully functional, automated, and driverless system.

### **2.3.4 APM Guideway**

The Developer will be responsible for the design and construction of the APM guideway. The APM guideway will be approximately 2.3 miles in length. The dedicated guideway will be elevated between approximately 30 to 75 feet above the ground (approximately 45 to 85 feet above sea level). Stations are anticipated to provide center platforms of adequate size to allow for boarding and alighting from both platform sides for peak passenger demand.

### **2.3.5 APM Stations and Pedestrian Walkways**

Three stations will provide access to the APM:

- (a) **Central Hall APM Station:** the on-Airport Central Hall APM Station is the western terminus of the APM guideway, situated on the eastern end of the Central Hall. This station connects with and will serve the future Central Hall and the Airport's Terminal B. Central Hall and Terminal B are currently under construction as part of an unrelated Airport project and anticipated to be existing and occupied prior to award of the DBOM contract.
- (b) **East APM Station:** the on-Airport East APM Station is located to the south of the Airport's existing East Garage, parallel to and immediately north of the Grand Central Parkway. This station serves the Airport's future Terminal C via a connection to the Garage-Terminal passenger connector. The Garage-Terminal passenger connector is also currently under construction as part of

an unrelated Airport project and anticipated to be existing and occupied prior to award of the DBOM contract.

- (c) **Willets Point APM Station:** The off-Airport Willets Point APM Station is the eastern terminus of the APM guideway, located between the Mets-Willets Point Subway Station and the LIRR Station. This station provides connections to public transportation, including the NYCT 7 Line Subway and LIRR.

The APM stations are planned to facilitate the transfer of passengers and employees to and from the terminals or other transportation connections. The APM stations will include features such as escalators, elevators, stairs, wayfinding and signage. The on-Airport APM stations will provide access between the APM and passenger terminals. All stations will include customer amenities commensurate with world-class airports including fully integrated information systems, wayfinding, Wi-Fi, and flexibility to accommodate ticketing for LIRR and NYCT service. The Central Hall APM Station will be built adjacent to the Central Hall which will connect to Terminal B. The East APM Station will connect to Terminal C via walkways. The Willets Point APM Station will have vertical circulation directly connecting to the LIRR Mets-Willets Point Station on one end of the station and a walkway to the NYCT 7 Line Subway platform on the other end of the station. The Willets Point APM Station design is subject to consultation with the State Historic Preservation Office and consulting parties as part of the ongoing Section 106 of the National Historic Preservation Act of 1966 associated with the NEPA review process. Walkway sizes and dimensions will vary according to the APM station location but must safely accommodate the anticipated ridership.

The area available for each station will accommodate a platform and tail track zone of approximately 300-foot total length. This allows for a range of technologies, train lengths and operating headways to meet the needs of the APM system on opening day and for the anticipated life of the APM.

### **2.3.6 APM Operations, Maintenance, and Storage Facility**

The Developer will be responsible for the design and construction of the APM Operations, Maintenance, and Storage Facility (OMSF). The OMSF is a necessary component of the APM system, where the APM train cars can be cleaned and repaired and where the APM system operating center can be located. The OMSF will provide space for train storage and for regular and periodic maintenance. The OMSF will be located within the existing MTA NYCT Casey Stengel Bus Depot and the existing Southfield Parking Lot. The OMSF will include a new parking structure providing at least 1,000 parking spaces.

## **2.4 Associated Projects**

The construction of the new AirTrain system will require the Developer to perform work for certain Associated Projects.

These Associated Projects include:

- Replacement and relocation of New York City Department of Parks and Recreation's Passerelle Pedestrian Bridge
- LIRR Mets – Willets Point Station Improvements and replacement of LIRR Flushing Creek Culvert
- Relocation of certain World's Fair Marina Facilities
- Temporary and Permanent Relocation (permanent relocation to be within OMSF parking structure) of a small portion of Mets parking
- Temporary MTA-Bus Parking and Potentially Permanent Relocation (permanent relocation to be within OMSF parking structure) of MTA vehicle parking

#### **2.4.1 Passerelle Pedestrian Bridge**

The Developer will be responsible for the construction of a new Passerelle Pedestrian Bridge based on 100% ready-for-construction (RFC) design documents provided by the Port Authority. The Passerelle Pedestrian Bridge is an existing wood-plank boardwalk that connects Roosevelt Avenue and the Mets-Willets Point NYCT 7 Line Subway Station to the LIRR Station at Mets-Willets Point, and also provides access into Flushing Meadows-Corona Park. The existing Passerelle Pedestrian Bridge, eligible for listing on the National Register of Historic Places, is partially located within the footprint of the planned APM guideway and the LIRR Mets-Willets Point Station. In order to maintain access between the Mets-Willets Point NYCT Line Subway Station and the LIRR Station, and to avoid interference with the new AirTrain guideway and station, a new Passerelle Pedestrian Bridge alignment will be constructed to the east of the existing alignment; the existing pedestrian bridge will be demolished upon completion and commissioning of the new pedestrian bridge.

#### **2.4.2 Long Island Railroad Mets – Willets Point Station Improvements**

The Developer will be responsible for the design and construction of improvements at the LIRR Railroad Mets-Willets Point Station, based on preliminary design documents.

In 2017, LIRR advanced the preliminary design for a new Mets-Willets Point Station and its associated infrastructure in order to modernize the facility and provide for full ADA compliance. However, in order to support the development of the new AirTrain, several additional improvements, both physically and operationally, will be required for the Mets-Willets Point Station. Operation of the new AirTrain is dependent on the Mets-Willets Point Station being upgraded from an event-only station to a full-time station, which requires additional trains to operate to and from the station to Penn Station and Grand Central Terminal and provide an increase in frequency of service from approximately every 30 minutes to approximately every 15 minutes.

The Developer will be required to construct the following infrastructure at the station to support the new AirTrain:

- two new 27-foot wide platforms capable of handling 12 car trains with full length canopies and two new station accessways (west and east)
- four new tracks within the station
- a modified crossover to the west, two new station turnouts, and a new universal interlocking to the east
- new signaling equipment and signal bridges
- back-of-house operations and equipment buildings for essential station personnel to support ticket selling, collection, gating/queuing, and security, and to support the new station, platform and track elements

In addition, an existing culvert structure which LIRR trains travel over when passing Flushing Creek, immediately east of the Mets-Willets Point Station, needs to be replaced. This replacement of the Flushing Creek Culvert is a long-established state of good repair investment need identified by the LIRR that is independent from those related to the new AirTrain but would be required by the Developer to construct due to proximity and efficiency purposes.

#### **2.4.3 World's Fair Marina Facilities**

The Developer will be responsible for the demolition and reconstruction of certain facilities at the World's Fair Marina, which is located adjacent to the Flushing Bay Promenade on the north edge of the Flushing Meadows-Corona Park. The Marina comprises several facilities, some of which will require relocation to accommodate the APM guideway. These facilities will be demolished, wholly or in part, to enable construction of the APM guideway, and replacement facilities constructed by the Developer at a site approximately 1,600 feet southeast of the current location. Due to the nature of the Marina services, all Marina facilities will need to be relocated and commissioned for use prior to demolition of the existing Marina facilities.

#### **2.4.4 Utilities**

The Developer will be responsible for performing certain infrastructure work including work related to water, sanitary, sewer, storm sewer, gas, electrical, and communication facilities. As part of this work, existing electrical lines and existing 5 KV ductbanks may require relocation, allowing for the construction of the elevated guideway columns as well as structural elements for the APM stations, substation facilities, and OMSF. This will require moving a portion of existing underground lines or the installation of new poles for overhead wires. As part of the APM guideway construction, it may be necessary to relocate certain other smaller water lines and hydrants. No work or relocation associated with these utilities is expected to cause disruptions to large segments of the population.

## 2.5 Environmental Permitting Status

In October 2018, the Port Authority submitted its preferred alignment to the Federal Aviation Administration (FAA) for its review and evaluation during the environmental review process. The Port Authority's preferred alignment includes two proposed on-Airport train stations, a Central Hall Station serving the future new Terminal B and an East Station serving the future new Terminal C. The FAA formally began the environmental process in May 2019 and held public scoping meetings in June 2019. In November 2019, the [FAA presented the results of their alternatives analysis](#) to a group of community leaders, where they indicated that only the Port Authority's preferred alignment advanced through their screening process to identify reasonable alternatives. As such, only the Port Authority's preferred alignment and a "No Action" alternative are being advanced to the environmental impact analysis. FAA intends to hold public information meetings in January 2020 to provide updates on the ongoing environmental review process, which is anticipated to be completed by April 2021. Further information is available at [www.lgaaccessseis.com](http://www.lgaaccessseis.com).

### **3. PROCUREMENT AND CONTRACT**

#### **3.1 Procurement Strategy**

The Port Authority intends to begin the procurement process to select a Developer for the AirTrain Program in Q1 2020 with the issuance of a Request for Qualifications (RFQ). The issuance of the RFQ will be the first step of a two-step (RFQ and RFP) best value procurement process.

#### **3.2 Procurement Schedule**

The currently anticipated procurement schedule for the AirTrain Program is set forth in the table below:

| <b>Activity</b>                | <b>Timeframe</b> |
|--------------------------------|------------------|
| Program Briefing Book          | December 2019    |
| RFQ Issued                     | Q1 2020          |
| RFP Issued                     | Q3 2020          |
| Complete Selection Process     | Q2 2021          |
| Award DBOM                     | Q3 2021          |
| Notice to Proceed (NTP) Issued | Q3 2021          |

#### **3.3 Form of Contract – The DBOM Agreement**

The Port Authority expects to enter into a Design-Build-Operate-Maintain (DBOM) Agreement with the selected Developer for the performance of the work for the AirTrain Program. Under the DBOM Agreement, the Developer, subject to Port Authority oversight, will assume full responsibility for the design, construction, and commissioning of the new AirTrain, and performance of the Associated Projects work.

The Developer will also be responsible for the operations and maintenance (O&M) of the AirTrain. During the O&M period, the Developer will have overall responsibility for ensuring high levels of availability, safety, security, customer service, asset conditions, customer experience, and environmental and aesthetic standards for the new AirTrain. Specific requirements related to these responsibilities will be specified in the RFP document, and finally set forth in the DBOM Agreement.

#### **3.4 MBE/WBE and SDVOB Participation**

It is Port Authority policy to encourage minority business enterprises (MBE) and women-owned business enterprises (WBE) to participate in all facets of the business activities of the Port Authority consistent with applicable laws and regulations. Through our Office of Business Diversity and Civil Rights, we conduct our own certification process rather than accepting the certification of any other jurisdiction. Firms should be mindful that the Port Authority's organizational MBE/WBE participation goals are 20% (MBE) and 10% (WBE). It is also Port Authority policy to

encourage service-disabled veteran-owned business enterprises (SDVOB) to participate in agency contracts. As such, the Developer will be required to make a good-faith effort to achieve a SDVOB subcontracting goal of 3%. The Developer, in connection with any work for the AirTrain Program, will throughout the term of the DBOM Agreement, commit itself to and use good faith efforts to implement an extensive program to utilize Local Business Enterprises.

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