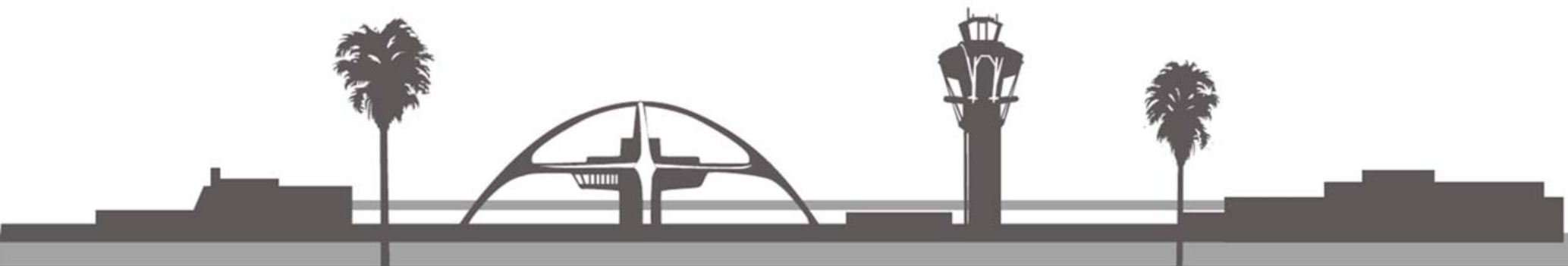


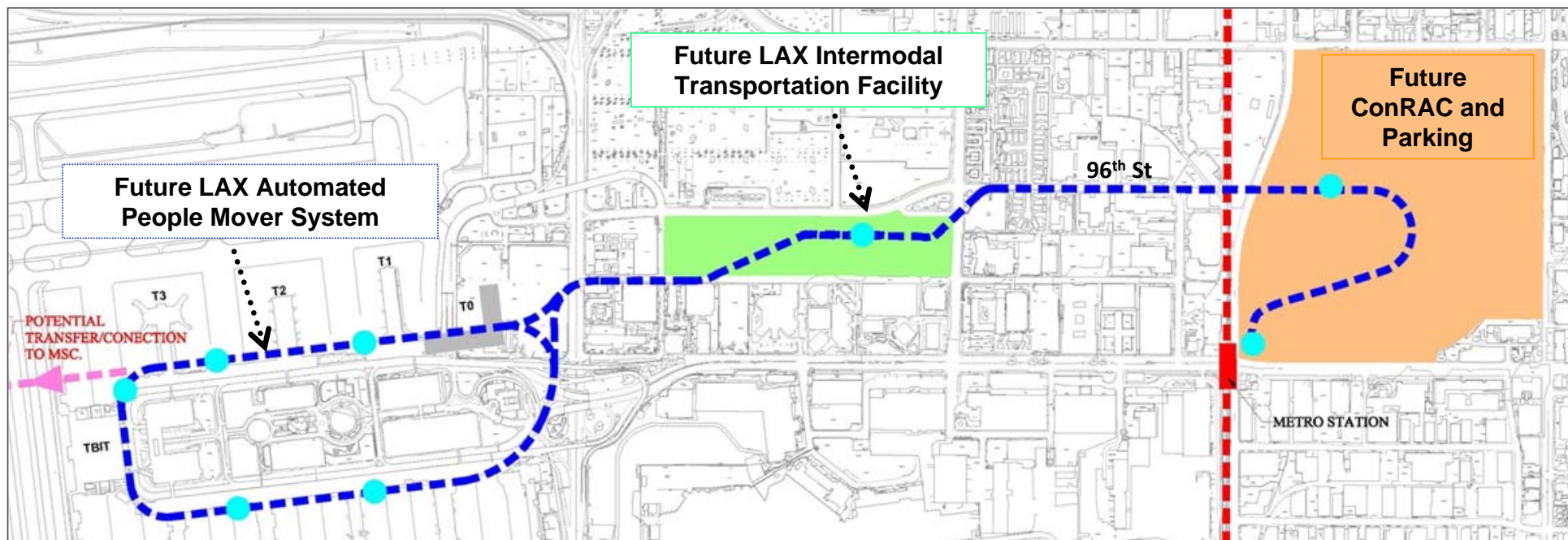
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# Los Angeles World Airports Airport Metro Connector Project

Metro Planning and Programming Committee  
January 15, 2013



# LAX Ground Access Program



- **The LAX Ground Access Program includes future:**
  - Automated People Mover (APM) System
  - Intermodal Transportation Facility (ITF)
  - Consolidated Rental Car Facility (ConRAC)
- **Implementation of the APM, ITF and ConRAC at LAX will accomplish the following goals:**
  - Reduce traffic congestion within the airport’s Central Terminal Area (CTA) and adjacent local streets
  - Improve airport passengers traveling experience
  - Improve access into the airport by providing alternative access points into the CTA from new off-airport facilities via the APM system
  - Improve air quality by reducing number of vehicles used to access the airport
  - Accommodate future growth of commerce in the Los Angeles region and southern California

# LAWA / Metro Coordination

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## 1. Where we are?

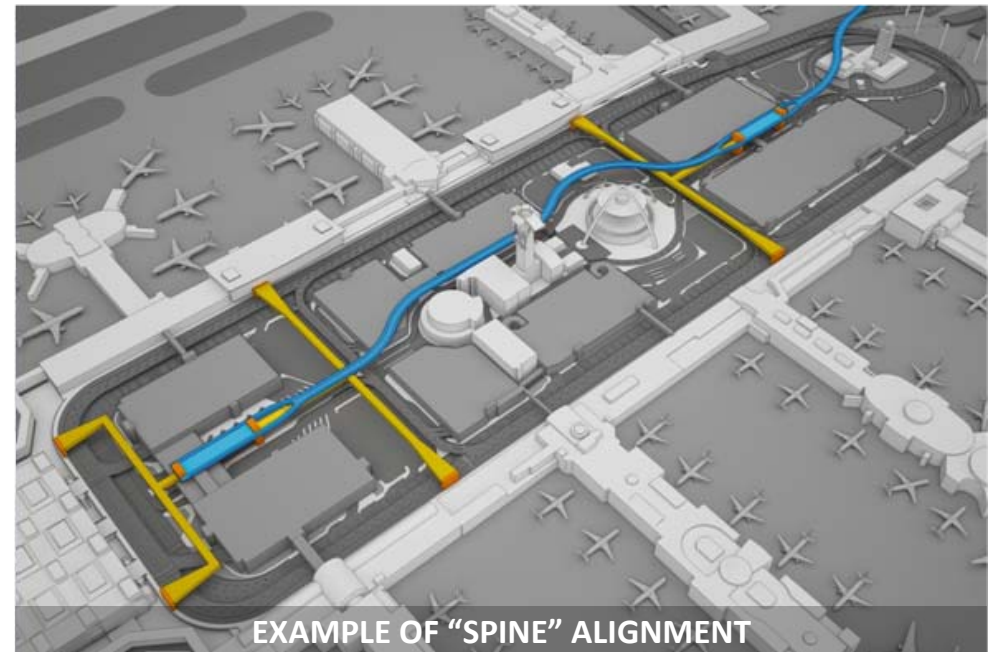
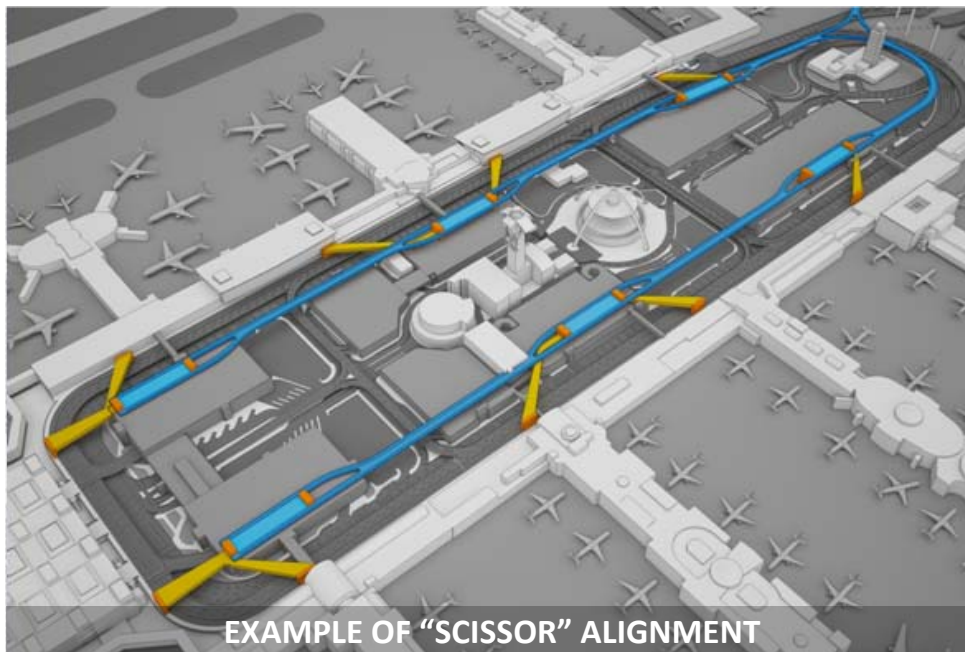
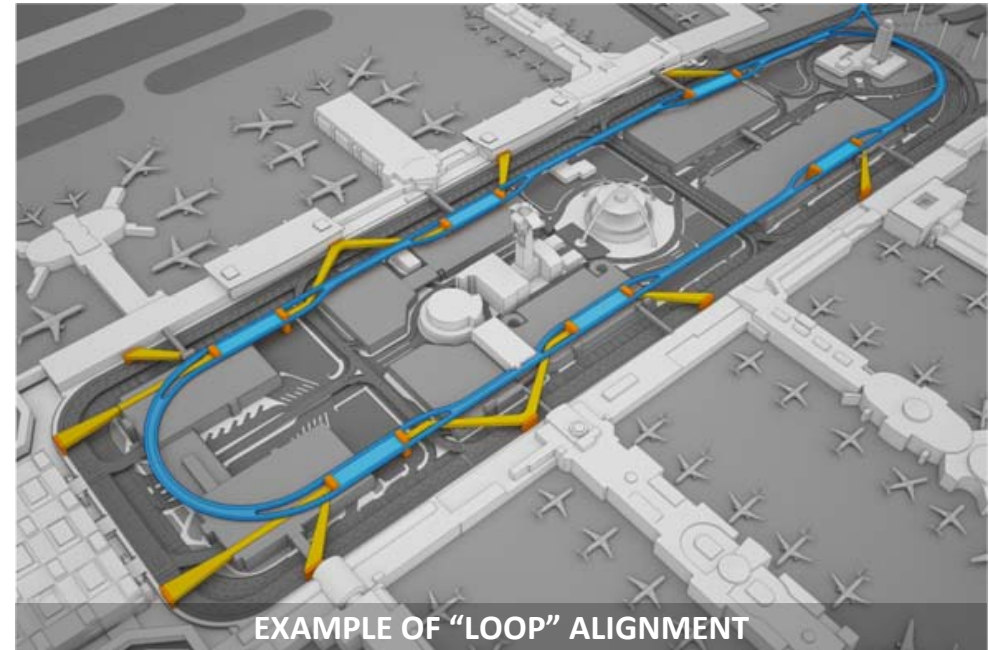
- Successfully executed MOU with Metro for accommodations/modifications to the Aviation/Century station
- Agreed on entitlement strategy with FAA and FTA for AMC
  - Metro to go forward with EIR process to identify LPA for independent AMC Project
  - LAWA to proceed with APM and ITF EIR Project
- Identified mutually agreeable AMC alternatives for further study
- LAWA consultant teams hired and completing analysis for APM and ITF program to feed LAWA environmental approvals and design/construction

## 2. Next steps: Work Ahead

- Coordinate data needs, assumptions and analytic inputs for AMC and LAWA environmental and establish corresponding environmental timelines
- LAWA to define details of “Project Description” for EIR
  - Ultimate APM Alignment
  - Terminal Interface
  - Roadways
  - ITF
  - Construction Schedule and Implementation

# Work Underway: LAX Automated People Mover System

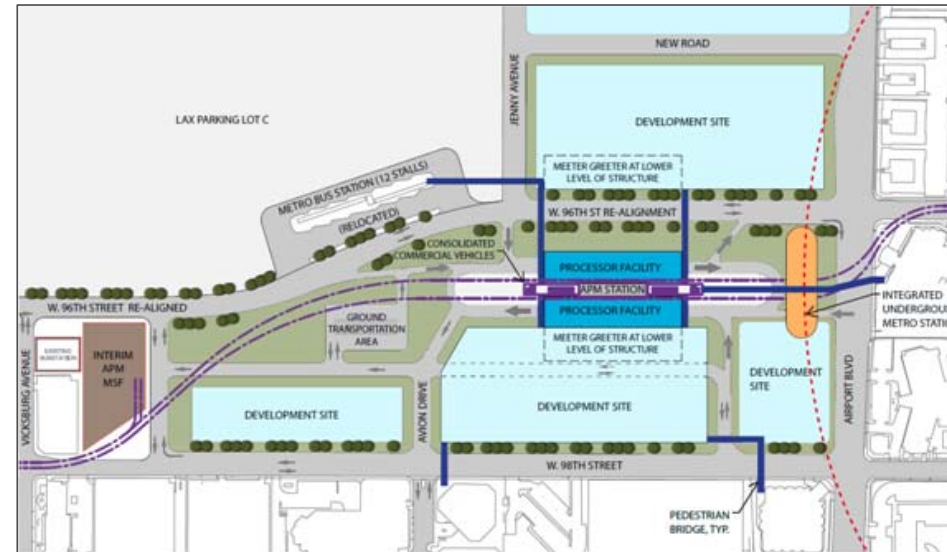
- LAWA is evaluating each alternative and will select preferred alignment for APM system
- APM alignments under study within the Central Terminal Area (CTA) include three basic types:
  - Scissor Alignments
  - Loop Alignments
  - Spine Alignments



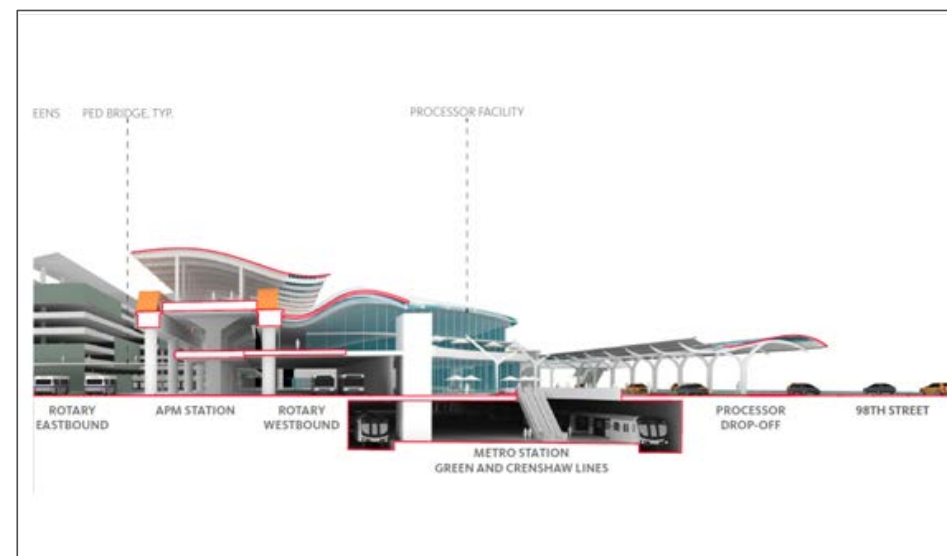


# Work Underway: Refining ITF Program

- The ITF will seamlessly deliver all transportation modes to the new Gateway to LAX
- LAWA is refining the ITF Program:
  - Commercial vehicle operation plan
  - Property acquisition
  - Facility plan/building design/site plan
  - Internal circulation plan
  - Remote parking plan
  - Roadways to ITF and CTA with direct connections to the I-405; avoiding residential and commercial areas
  - Skyway bridge relocation
  - Passenger processing functions
  - Urban design and pedestrian connection concepts
  - Potential regional bus and rail connections

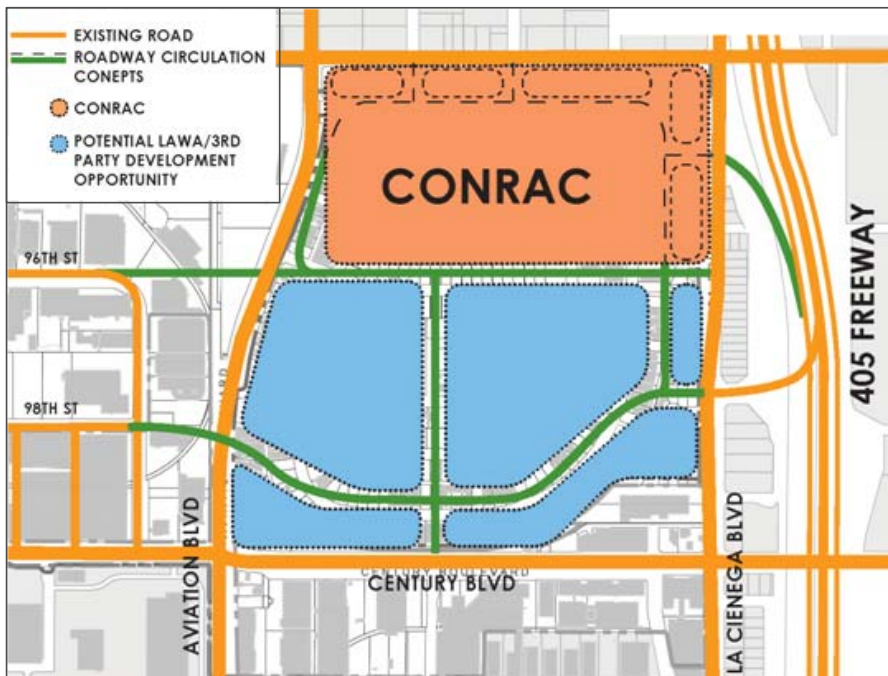


LAX Intermodal Transportation Facility



LAX Intermodal Transportation Facility

# Work Underway: Developing Manchester Square/ConRAC Program



LAX ConRAC



San Jose International Airport ConRAC

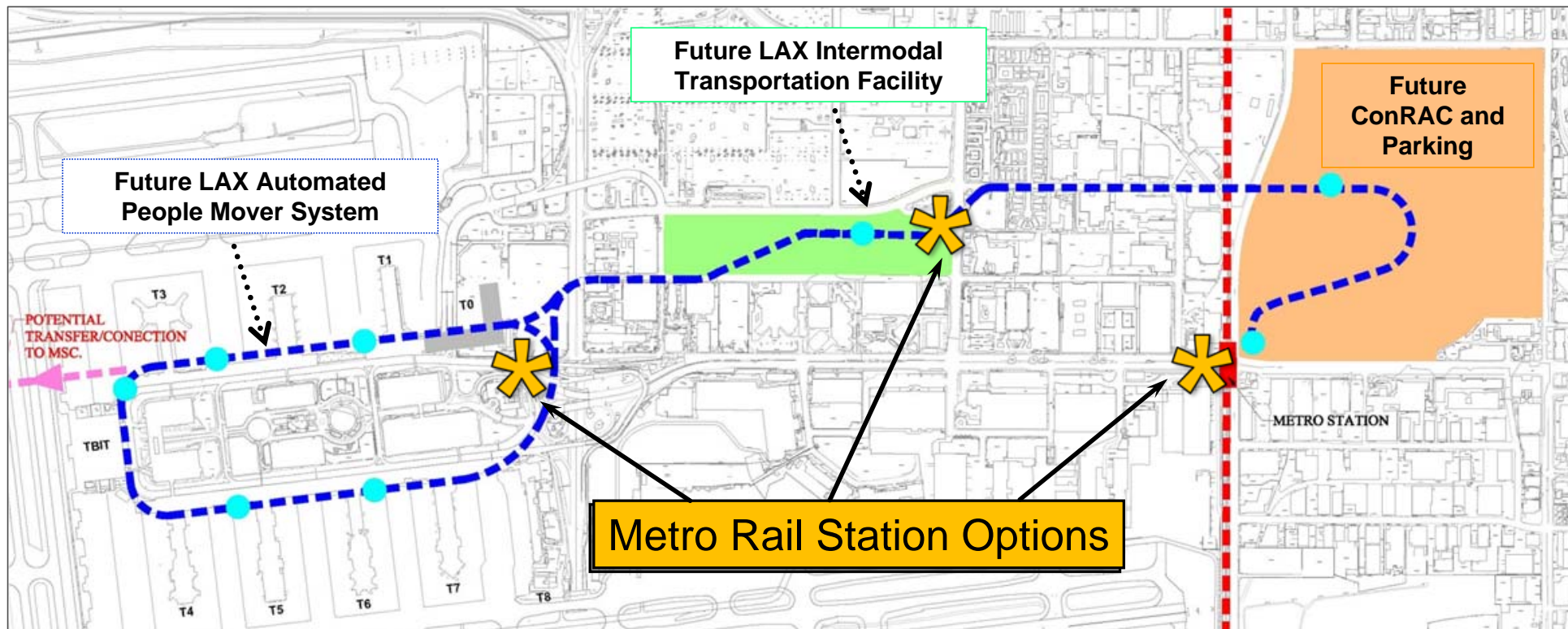


Miami International Airport ConRAC

- Hire ConRAC Planning and Development team in February 2014
- Complete real estate acquisition of Manchester Square, including LAUSD property
- Negotiate deal with rental car operators to consolidate in ConRAC
- Finalize site development, traffic access and internal circulation plan



# Airport Metro Connector (AMC) Project



**Working together with Metro staff, we have identified three viable interface options for Metro Light Rail connection to LAX Automated People Mover:**

1. West side of Sepulveda Blvd., east of the Central Terminal Area (CTA)
2. Intermodal Transportation Facility (ITF)
3. Aviation/Century Station and Manchester Square/ConRAC

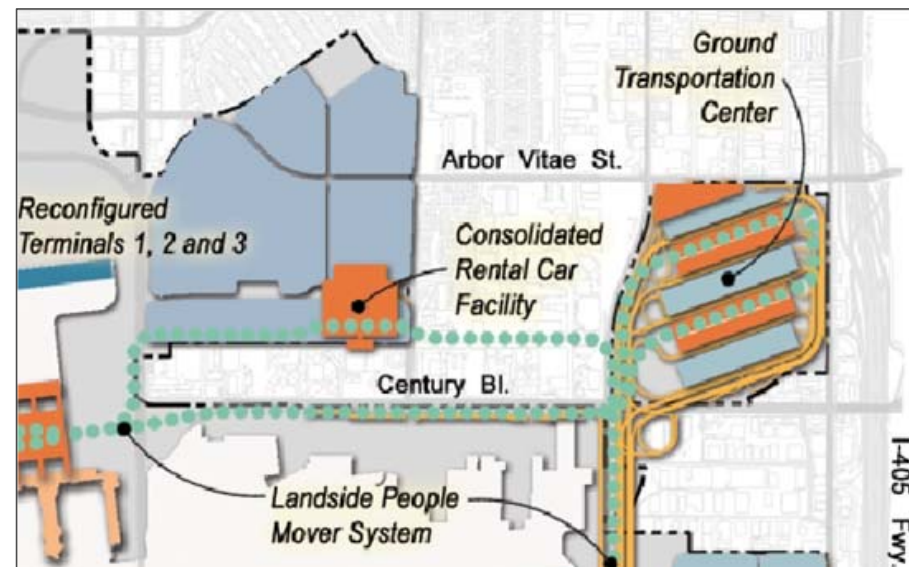
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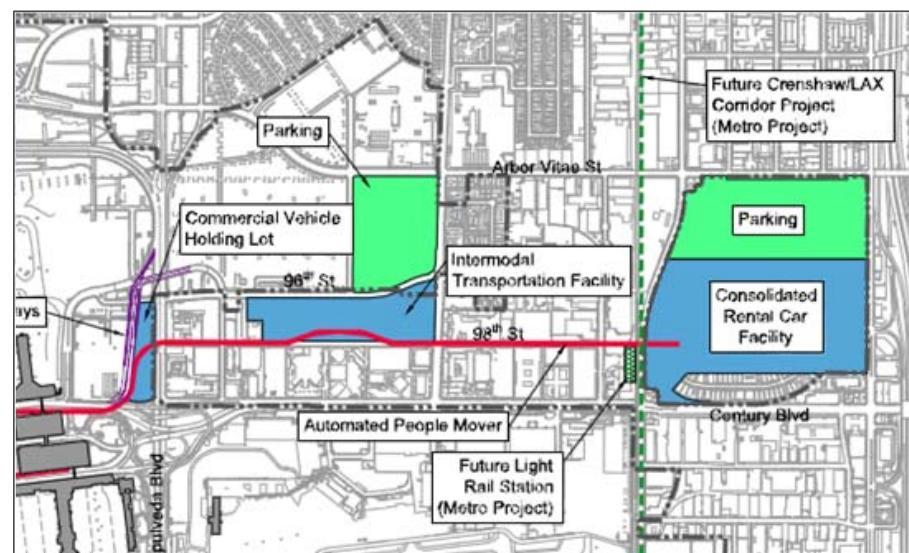


# Colocation of ConRAC and ITF at Manchester Square

- Creates localized site congestion
- Increases traffic demands at new I-405 on/off ramp access points into Manchester Square
- Compromises ITF's connectivity to surrounding hotel/office business district
- Compromises ITF's ability to reduce traffic congestion
- Results in complicated way-finding for local and out-of-town passengers
- Reduces the ITF's ability to flexibly grow with the airport's demand
- Compromises adjacent and on-site development opportunities along Century Blvd. and the surrounding hotel/office business district



2005 LAX Master Plan



LAX SPAS Alt. 9