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September 14, 2012

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA
EXECUTIVE DIRECTOR, COUNTYWIDE PLANNING

SUBJECT: AIRPORT METRO CONNECTOR

ISSUE

Several Board Members requested information on airports in the United States with transit connections, the cost of the connections, and the funding sources used to construct these projects. This memorandum provides the requested information for a sample of U.S. airports.

BACKGROUND

On November 30, 2011, a list of U.S. airports with transit connections was provided to the Board. This list showed that at least eighteen airports throughout the country have transit connections, some of which connect directly to the airport terminals while others require transfers. These transit connections include Automated People Mover (APM), Light Rail Transit (LRT), Bus Rapid Transit (BRT) and Commuter Rail.

In April 2012, the Board received the alternatives to be studied in the Draft Environmental Impact Statement/Report (EIS/EIR). Upon further discussion with both the Federal Transit Administration (FTA) and the Federal Aviation Administration (FAA), we learned that both agencies were unwilling to start the federal environmental review process (EIS) for the Airport Metro Connector until Los Angeles World Airports (LAWA) completes its Specific Plan Amendment Study (SPAS). We notified the Board in a memorandum dated July 20, 2012 of this development.

LAWA Specific Plan Amendment Study (SPAS)

The SPAS process is a condition of the January 2005 legal settlement between LAWA and several parties, including the Cities of El Segundo, Inglewood, and Culver City as well as the County of Los Angeles. The Draft EIR for the SPAS was released for public review and comment on July 27, 2012, with comments due October 10, 2012. The SPAS is a program-level environmental process that examines several alternatives for airfield, terminal, and ground transportation improvements, including an APM or BRT system that would connect the LAX central terminal area to the future Metro Rail station near Aviation and Century Boulevards. The Draft EIR can be found at www.laxspas.org. The Final EIR is scheduled to be completed in early 2013, with certification scheduled for Spring/Summer 2013.

Airport Funding

Many airports around the country have made significant financial contributions in connecting transit to their terminals (both airport-specific systems as well as expanding regional rail systems). At several of the airports with higher passenger volumes, the financial contribution to transit projects has ranged between $200 million and $2.5 billion or between 13 and 100 percent of the total project cost. See Attachment A for more information.

There are many sources of airport funding that can pay for transit improvements. Three primary sources are the Airport Improvement Program (AIP), Passenger Facility Charges (PFC) and Customer Facility Charges (CFC). The AIP is a federal grant program administered by the FAA for airport planning and development projects. The AIP program can fund up to 75 percent of eligible costs for projects at large hub airports. PFCs are levied on a per-passenger basis and are capped at $4.50 per airline ticket. PFCs are managed by airports, but FAA determines project eligibility. CFCs are levied on rental car users and are eligible to pay for the operating and capital costs of a consolidated rental car facility, including the cost of transportation to the airport terminals. Other significant sources of funding include general operating income, such as parking revenue, and bonding backed by general airport revenue, PFCs and/or CFCs.

NEXT STEPS

We will continue to conduct the technical analyses necessary for eventual preparation of the environmental review documents to satisfy both state and federal requirements, in coordination with LAWA and other key stakeholders. We will also update the Board with new information as it becomes available.

ATTACHMENT

A. Cost and Funding of Airport Transit Systems

Cost and Funding of Airport Transit Systems **ATTACHMENT A**
(All dollars in millions and year of expenditure)

AIRPORT	MAP*	PUBLIC TRANSIT CONNECTION**	OPENING YEAR	TOTAL COST	AIRPORT FUNDING	OTHER FUNDING (FEDERAL,STATE, LOCAL)	AIRPORT SHARE (%)
MIAMI (MIA)	35.7	MIA Mover (APM)	2011	270	170	100	63%
		Miami Central Station	2011	78	0	78	0%
		Rental Car Center	2010	387	117	270	30%
		Metro Rail Line Extension (HRT)	2012	506	0	506	0%
		TOTAL		**$1,241**	**$287**	**$954**	
NEW YORK (JFK)	46.5	Air Train (APM)	2003	1,930	1,330	600	69%
		Jamaica Station Improvements	2003	487	0	487	0%
		Howard Beach Station Improvements	2003	75	0	75	0%
		TOTAL		**$2,492**	**$1,330**	**$1,162**	
NEWARK (EWR)	24.1	Air Train Phase I (APM)	1996	400	400	0	100%
		Air Train Phase II (APM)	2001	200	200	0	100%
		TOTAL		**$600**	**$600**	**0**	

* Million Annual Passengers (MAP)
** **APM** – Automated People Mover; **LRT** – Light Rail Transit; **HRT** – Heavy Rail Transit

Cost and Funding of Airport Transit Systems **ATTACHMENT A**
(All dollars in millions and year of expenditure)

AIRPORT	MAP*	PUBLIC TRANSIT CONNECTION**	OPENING YEAR	TOTAL COST	AIRPORT FUNDING	OTHER FUNDING (FEDERAL,STATE, LOCAL)	AIRPORT SHARE (%)
PHOENIX (PHX)	40	Sky Train (APM)	2015	1,580	1,580	0	100%
PORTLAND (PDX)	13.2	Airport Max (LRT)	2001	125	29	96	23%
SAN FRANCISCO (SFO)	39.3	BART SFO Extension (LRT)	2002	1,550	200	1,350	13%
		Air Train (APM)	2002	509	509	0	100%
		TOTAL		**$2,059**	**$709**	**$1,350**	
WASHINGTON DULLES (IAD)	23.2	Metro Rail Silver Line Extension Phase I (HRT)	2013	2,600	1,066	1,534	41%
		Aerotrain	2010	1,414	1,414	0	100%
		TOTAL		**$4,014**	**$2,480**	**$1,534**	

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