

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.9
metro.net**PLANNING & PROGRAMMING COMMITTEE
NOVEMBER 14, 2012****SUBJECT: REGIONAL AIRPORT CONNECTIVITY PLAN****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file this status report responding to the July 26, 2012 Board Motion directing staff to develop a Regional Airport Connectivity Plan that will integrate our region's airports into our regional transportation system.

ISSUE

On July 26, 2012, the Board approved a Motion by Board Chair Antonovich directing the Chief Executive Officer (CEO) to develop an implementation plan for rail connections to our region's airports, including a review of current and future transit options, input from the Federal Aviation Administration (FAA) and Southern California Association of Governments (SCAG) on funding and support, a report from Los Angeles World Airports (LAWA) on expediting the LAX Airport Metro Connector, and an overview of coordination and funding from partner agencies. This report provides a status of the Plan's development.

DISCUSSION

There are five regional airports in the scope of the motion: Los Angeles International (LAX), LA/Ontario International (ONT), Burbank Bob Hope (BUR), Long Beach (LGB) and LA/Palmdale Regional (PMD).

Transit corridors exist in the vicinity of all five airports with varying degrees of connectivity between the nearest rail stations and the airport terminals. For example, BUR has rail connectivity enabling passengers to walk 0.2 miles (about 10 minutes) between the terminals and the nearest rail station. It is also served by six bus lines. ONT has three rail lines and four rail stations within six miles of the terminals, but lacks connectivity to the rail stations and has no bus service to its terminals.

There are two approaches to connecting airports with the regional rail network, the first is extending a rail transit line to serve the airport terminals or building a new station within an existing rail transit line to provide better connectivity. The second approach is

extending local circulation, either with buses, shuttles or rail systems such as an Automated People Mover (APM). Both should be considered as options for connecting our region's airports with our regional rail system.

Implementation Plan

Staff is currently developing the Plan, which will outline existing and future projects currently under development.

In preparing the Plan, as directed by the Board, input was gathered from each of the Service Sector Councils in September. Additionally, staff obtained information from SCAG and their Aviation Technical Advisory Committee (ATAC). Input received from the Service Sector Councils and ATAC included updates on existing transit services and plans for future transit services, requirements for accessibility when transferring between airport terminals and rail stations, clarifications on current projects and their status, suggestions for how to connect key corridors (e.g. Downtown Los Angeles to LAX), information regarding new facilities such as parking structures and consolidated rental car facilities in various stages of development.

The implementation plan will include several elements:

Review of Current Transit Options

The Regional Airport Connectivity Plan will build upon a review of current transit options and projects that are in various stages of planning and implementation. Staff reviewed the adopted Long Range Transportation Plan (LRTP), Regional Transportation Plan (RTP) and had discussions with various departments within our agency and with the airports' staff to gather information on other projects addressing ground access. Projects can be categorized into one of five phases: existing, approved (in implementation phase), environmental phase, LRTP constrained and other opportunities. A summary of the findings is provided in Attachment A.

Input from FAA and SCAG

The Regional Airport Connectivity Plan will include inputs from other agencies. SCAG prepared the 2012 RTP Appendix A: Aviation and Airport Ground Access Report. The Aviation and Airport Ground Access Report reviews the existing ground access systems and identifies highway, arterial, local street and public transportation projects that have the potential to improve airport ground access in the region. Much work has already been done on identifying opportunities to improve regional airport rail connectivity.

SCAG will be updating their Airport Passenger Demand model during the preparation of the 2014 RTP Aviation and Airport Ground Access Report. This will assist in evaluating ground access needs at each of our region's airports. Staff will work closely with SCAG during the preparation of the 2014 RTP Aviation and Airport Ground Access Report.

Since any airport ground access improvement involves the potential use of airport property, the FAA will be a lead agency for the federal environmental process, in coordination with the Federal Transit Administration (FTA).

Report from LAWA

Completion of the LAX Airport Metro Connector project, in whatever form, is not likely by the 2018 opening of the Crenshaw/LAX Line. With Measure J, however, construction could be underway by 2018, depending upon when FAA allows the project to enter the federal environmental clearance process and if additional funding (including LAWA contribution) can be identified.

Attachment B contains LAWA's response to the motion.

Partner Agencies Coordination and Funding

A joint task force with LAWA has been formed to develop a mutually agreeable solution to providing rail access at LAX. This task force could eventually work on joint funding strategies to implement the mutually agreed upon solution, and could be applied to all of our region's airports in coordination with SCAG.

Staff has been working with Burbank-Glendale-Pasadena Airport Authority during the development of the Regional Intermodal Transportation Center (RITC), the new Metrolink Hollywood Way station and the Burbank Bob Hope Airport Ground Access Planning Study, which is currently in procurement. In addition, a new High Speed Rail station near the new Metrolink Hollywood Way station is envisioned. At PMD, LAWA is working with the City of Palmdale to transfer the airport property terminal and parking, which is scheduled for completion in summer 2013. Currently, there are no commercial flights using PMD. High Speed Rail and XpressWest along with the High Desert Corridor and improved Metrolink service will be key to improving access to PMD.

With regard to LGB airport, no active ground access planning studies are currently underway. For the ONT airport, potential exists for future connections via High Speed Rail and an extension of the Metro Gold Line.

NEXT STEPS

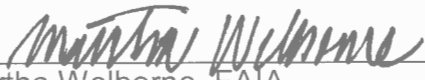
Staff will continue the development of the Regional Airport Connectivity Plan and will return to the Board in January.

ATTACHMENTS

- A. Summary of Initiatives
- B. Letter from LAWA

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Martha Welborne, FAIA
Executive Director, Countywide Planning



Arthur T. Leahy
Chief Executive Officer

Summary of Initiatives

Attachment A

Airport (MAP, 2010)	Existing	Approved	Environmental Phase	LRTP Constrained	Other Opportunities
LAX (61.0)	<p>Metro Green Line Aviation/LAX station (2.5 miles) with free Airport Shuttle Bus G connection</p> <p>LAX FlyAway Buses (Union Station/Van Nuys/Westwood)</p> <p>Free airport shuttle bus C serves the LAX City Bus Center to connect with existing bus services: Metro Routes 102, 117, 232; Culver CityBus Route 6, Big Blue Bus Route 3 and Rapid 3, Torrance Transit Route 8 and Beach Cities Transit Route 109</p>	<p>Metro Crenshaw/LAX Line and Metro Green Line to Aviation/Century Station (1.5 miles) with free airport shuttle bus connection</p>	<p>Metro's Airport Metro Connector project</p> <p>LAWA SPAS project - Automated People Mover or elevated Busway, along with an Intermodal Transportation Facility and Consolidated Rental Car Center</p>	<p>Sepulveda Pass Transit Corridor</p>	<p>Union Station to LAX Express Service via Harbor Subdivision</p> <p>Metro Green Line Extension to Metrolink Norwalk/Santa Fe Springs Station</p> <p>Coastal Corridor (West Los Angeles Mobility Study – City of LA)</p>
ONT (6.5)	<p>Metrolink Riverside Line East Ontario station (2.5 miles)*</p> <p>Metrolink San Bernardino Line Upland station (5.2 miles) and Rancho Cucamonga station (4.0 miles)*</p> <p>Amtrak Line Ontario station (3.6 miles)*</p> <p>Omnitrans Route 61 (additional fare required) serves ONT, but connects with the Pomona and Fontana stations</p> <p>*No connecting bus services between these stations and the airport</p>	<p>Metro Gold Line Foothill Extension (2A) to Azusa (Citrus)</p>	<p>Metro Gold Line Foothill Extension (2B) Azusa to Montclair (Gold Line Foothill)***</p>		<p>Metro Gold Line Foothill Extension (2C) Montclair to ONT airport (SANBAG)**</p> <p>San Bernardino Line Strategic Plan**</p> <p>CA High-Speed Rail Ontario Airport Study within the LA to San Diego Corridor</p>

** Not included in LRTP Strategic Plan; *** Los Angeles County portion is in LRTP

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ONT (6.5)	<p>Metrolink Riverside Line East Ontario station (2.5 miles)*</p> <p>Metrolink San Bernardino Line Upland station (5.2 miles) and Rancho Cucamonga station (4.0 miles)*</p> <p>Amtrak Line Ontario station (3.6 miles)*</p> <p>Omnitrans Route 61 (additional fare required) serves ONT, but connects with the Pomona and Fontana stations</p> <p>*No connecting bus services between these stations and the airport</p>	<p>Metro Gold Line Foothill Extension (2A) to Azusa (Citrus)</p>	<p>Metro Gold Line Foothill Extension (2B) Azusa to Montclair (Gold Line Foothill)</p>		<p>Metro Gold Line Foothill Extension (2C) Montclair to ONT airport (SANBAG)**</p> <p>San Bernardino Line Strategic Plan**</p> <p>CA High-Speed Rail Ontario Airport Study within the LA to San Diego Corridor</p>

** Not included in LRTP Strategic Plan; ***Soon to enter environmental phase

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BUR (5.7)	<p>Metrolink Ventura County Line and Amtrak Burbank Bob Hope Airport station (0.2 miles 10 min walk to Main Terminal)</p> <p>Free Airport Shuttle Bus connection, via SuperShuttle Agreement, with Metrolink Downtown Burbank station (3.1 miles) and Metro Red Line North Hollywood station (3.4 miles)</p> <p>Existing buses: Metro Routes 222, 94, 794, 165; Burbank Bus Routes Blue (Empire-Downtown Burbank) and Yellow (Noho-Empire).</p>	<p>Regional Intermodal Transit Center (RITC). <i>Phase 1:</i> Grade-separated pedestrian walkway between the BUR terminals and the RITC facilities, which include a consolidated rental car facility, long-term parking and a bus layover center. <i>Phase 2:</i> Extension of grade-separated pedestrian walkway between the RITC and the Burbank Bob Hope station</p>	<p>CA High-Speed Rail LA to Palmdale Corridor</p>	<p>Antelope Valley Line Infrastructure Improvement Strategy (some elements) ***</p> <p>Metrolink Antelope Valley Line Hollywood Way station ***</p>	<p>Metro Red Line Extension</p> <p>Metro Orange Line Extension</p> <p>Metro Gold Line Extension Pasadena to Burbank</p> <p>Countywide BRT Study (SR134) Express Bus</p> <p>Burbank Bob Hope Airport Ground Access Planning Study (Bob Hope Airport)**</p> <p>Antelope Valley Line Infrastructure Improvement Strategy (additional elements not included in LRTP)</p>
LGB (3.0)	<p>Metrolink Blue Line Willow station (4.3 miles)</p> <p>Bus connection (additional fare required) between LGB and Willow station via Long Beach Transit Bus Routes 102 and 104, and with Downtown Long Beach via Route 111</p>			<p>West Santa Ana Branch</p>	
PMD (0)	<p>Metrolink Antelope Valley Line Palmdale station (3.1 miles)</p> <p>No connecting bus services to Palmdale station</p>		<p>CA High-Speed Rail LA to Palmdale Corridor</p> <p>High Desert Corridor</p>	<p>Antelope Valley Line Infrastructure Improvement Strategy (some elements included in LRTP) ***</p>	<p>XpressWest Project (potential connection to High Desert Corridor)</p> <p>Antelope Valley Line Infrastructure Improvement Strategy (additional elements not included in LRTP)</p>

** Not included in LRTP Strategic Plan; ***Soon to enter environmental phase



Los Angeles
World Airports

October 12, 2012

Mr. Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority/Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

LAX

Dear Mr. Leahy:

LA/Ontario

Van Nuys

City of Los Angeles

Antonio R. Villaralga
Mayor

Board of Airport
Commissioners

Michael A. Lawson
President

Valeria C. Velasco
Vice President

Joseph A. Aredas
Robert D. Beyer
Boyd High
Ann M. Hollister
Fernando M. Torres Gil

Gina Marie Lindsey
Executive Director

I am writing in response to Motion 80 and to reiterate the Los Angeles World Airport's (LAWA) commitment to work collaboratively with Metro to create a robust connection between the Los Angeles International Airport (LAX) and the Metro Rail System. LAWA recognizes that a convenient connection is imperative and has the potential for Metro to link up synergistically with LAX, which is a critical transportation node, vital international gateway, and regional economic engine for Los Angeles. LAWA recently committed substantial resources to advance the planning for the best interface of our facilities with transit, including the future Crenshaw/LAX Line.

To provide some context, LAX is the sixth busiest airport in the world and the third busiest in the United States. In 2011, LAX served over 62 million annual passengers, which consist of international and domestic travelers using all modes of transport to and from the airport -- the majority using passenger vehicles and currently less than 1% using existing transit. In order to ensure that LAX remains a vibrant world class airport, LAWA is engaged in a number of separate, but parallel planning processes and capital improvement programs. As you can imagine, the timing of LAWA's ongoing processes do not line up exactly with Metro's current development schedule, which highlights the importance of close coordination and collaboration between the two public agencies.

One of the more visible LAWA efforts involves a major multi-year modernization program to improve the safety, security, convenience, and quality of service to our passengers. In addition, over the past few years, LAWA has been engaged in an environmental analysis associated with the Specific Plan Amendment Study (SPAS), which evaluates options at a programmatic level for the North Airfield configuration and a long range plan for the ground transportation access at LAX. The SPAS California Environmental Quality Act (CEQA) environmental review is anticipated to be completed during the Summer of 2013, followed by a federal approval process as dictated by the National Environmental Policy Act (NEPA) and the Federal Aviation Authority (FAA). After completing the CEQA and NEPA approval processes for SPAS, we intend to initiate project level CEQA analysis for individual projects.

As a separate effort, we have advanced our ground transportation planning work and are further evaluating our needs and strategic options to address the future operation of our Central Terminal Area, design of proposed on- and off-airport transportation facilities, including an Integrated Intermodal Transportation Facility and a possible



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Consolidated Rent-A-Car (CONRAC) Facility. LAWA is dedicated to accommodating all existing and future airport-related traffic and delivering an appropriate level of service for all transportation modes at LAX, consistent with our modernization goals to be a premier international airport. Moreover, in response to Metro's plans, LAWA has accelerated our work to ensure the best interface and connection to the Aviation/Century Station at the Crenshaw/LAX Line. We are convening a series of workshops designed to facilitate collaboration between Metro staff, LAWA staff, and technical experts to define real and achievable outcomes for consideration by the Metro and LAWA decision-makers.

As the SPAS environmental review progresses, we are evaluating various strategies and phasing plans for our ground access improvements to address LAWA needs and to effectively accommodate potential connections to the Crenshaw/LAX Line now set to open in 2018. These are significant steps toward the goal of designing a public transit option which works for LAX, for Metro, and most importantly, for the traveling public. We look forward to working with you and the Metro staff as these efforts advance.

Sincerely,



Gina Marie Lindsey
Executive Director

GML:LLT

cc: Borja Leon, Deputy Mayor for the Office of Mayor Antonio R. Villaraigosa
Renee Berlin, Executive Officer, TDI, Metro
Roderick Diaz, Director, Systemwide Planning / Transit Corridors, Metro
Robert Ball, Project Director, Crenshaw/LAX Metro Rail project, Metro