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SEPTEMBER 25, 2013

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *by RT*
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA *MWJ*
EXECUTIVE DIRECTOR, COUNTYWIDE PLANNING

SUBJECT: AIRPORT METRO CONNECTOR

ISSUE

At the June 27, 2013 Board meeting, the Los Angeles International Airport Rail Connection motion (Motion 73) was approved directing that I write a letter to the Federal Aviation Administration (FAA) in cooperation with the Los Angeles World Airports (LAWA) prior to the September 26, 2013 Board meeting (Motion 73 F). This letter is to request FAA approval to enter the environmental phase for the Airport Metro Connector. This report provides a status of the letter.

DISCUSSION

Since the June Board meeting, Metro and LAWA staff have been working to develop a process for the Airport Metro Connector's environmental clearance. There are still some outstanding issues. I am arranging a meeting with Gina Marie Lindsey, the LAWA Executive Director to discuss an approach forward for the environmental process. Based on this, it would be premature to send a letter to the FAA prior to the September 26th Board meeting.

NEXT STEPS

I will keep the Board apprised of the status of the letter to the FAA.

ATTACHMENT

A. Los Angeles International Airport Rail Connection (Motion 73)

**MOTION BY MAYOR ANTONIO R. VILLARAIGOSA,
DIRECTOR RICHARD KATZ & DIRECTOR MEL WILSON**

MTA Planning & Programming Committee

June 20, 2013

Los Angeles International Airport Rail Connection

A direct MTA rail connection into Los Angeles International Airport (LAX) is a critical element of the regional transportation network, and shall be properly studied in close coordination with Los Angeles World Airports (LAWA).

On April 30, 2013, the Los Angeles City Council approved the LAWA Specific Plan Amendment Study (SPAS), which evaluated at a programmatic level various airport improvements at LAX.

This includes various ground transportation improvements and transit access to the airport's Central Terminal Area.

As part of SPAS, LAWA proposed a new ground transportation facility – also known as the Intermodal Transportation Facility (“ITF”) – which is approximately half a mile from the airport's Central Terminal Area.

The ITF could provide airport passengers, employees, visitors and transit commuters with access to various transit connections and passenger amenities within a single location.

This also includes transit oriented development opportunities, concessions, passenger ticketing, baggage handling services and a potential airport processor facility.

These amenities, along with a direct link via an Automated People Mover to the airport's Central Terminal Area, make the ITF an ideal location for MTA to integrate their countywide rail system.

Furthermore, the ITF will create a world-class facility and be the new “front door” into the Los Angeles International Airport.

Over the last year, both MTA and LAWA have closely coordinated rail connection options and alternatives that aim to finally create a smart rail connection into LAX.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the CEO to do the following:

- A. Adopt as policy a rail alignment alternative that connects the existing Crenshaw/LAX and Green Line alignments to the ITF.**
- B. Include the rail ITF connection to the Airport Metro Connector Environmental Impact Report & Study (EIR/EIS) and authorize up to \$600,000 in Airport Measure R 35% funds.**
- C. Determine construction cost of project as described above.**
- D. Conduct a modeling/ridership analysis to determine passenger and employee ridership in coordination with LAWA.**
- E. Explore and recommend a financial plan to fully fund the Airport Metro Connector which includes but is not limited to the following sources:**
 - 1. Eligible airport revenues**
 - 2. Federal Transit Administration and/or Federal Aviation Administration eligible funds**
 - 3. Transit Oriented Development & property leases**
 - 4. Public Private Partnerships**
- F. By the September 2013 Board meeting, in cooperation with LAWA, transmit to Federal Aviation Administration a formal request to allow initiation of the EIS/EIR and report to the Board in October 2013 the results of this request.**

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