

**Metro**Los Angeles County
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metro.net**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 16, 2013****SUBJECT: REGIONAL AIRPORT CONNECTIVITY PLAN****ACTION: RECEIVE AND FILE****RECOMMENDATION**

Receive and file this report responding to the July 26, 2012 Board Motion directing staff to develop an Implementation Plan that addresses rail connections to five Southern California airports: Burbank Bob Hope (BUR), Long Beach (LGB), LA/Ontario International (ONT), Los Angeles International (LAX) and LA/Palmdale Regional (PMD).

ISSUE

On July 26, 2012, the Board approved a motion (Chair Antonovich) directing the Chief Executive Officer (CEO) to prepare a Regional Airport Connectivity Plan (RACP) that would integrate our region's airports into our regional transportation system. The RACP incorporates 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 response from Los Angeles World Airports (LAWA) on expediting construction of the Airport Metro Connector, and an overview of coordination and funding with partner agencies. Attachment A contains the RACP.

DISCUSSION**Approach**

The approach to developing the RACP is to set the foundation for continued efforts to improve airport connectivity. Staff reviewed the adopted Long Range Transportation Plan (LRTP), SCAG 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and had discussions with various departments within our agency and with the airports' staff to gather information on other projects addressing ground access. From this, projects have been identified for each of the five airports and categorized into one of five phases: existing, approved (in implementation phase), environmental phase, LRTP constrained and other opportunities.

The RACP incorporates input from various external agencies and constituencies. Input was also gathered from each of the Service Sector Councils in September. Throughout this period we also consulted with SCAG staff and its Aviation Technical Advisory Committee (ATAC) as well as with the airport authorities and FAA. Input received from these sources 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, and information regarding new facilities such as parking structures and consolidated rental car facilities in various stages of development.

Coordination with SCAG is especially important, as SCAG has responsibility for regional planning for airports and associated airport ground access. It is thus important to build upon SCAG's efforts, especially as they relate to the comprehensive update of the Aviation Work Program and the Airport Ground Access Element being undertaken for the 2016 RTP/SCS. This will avoid duplication of work programs and initiatives.

Current Planning Efforts Affecting Airport Connectivity

Burbank Bob Hope (BUR)

BUR benefits from having two Metrolink corridors, the Antelope Valley and Ventura County Lines, within one mile of the airport. In addition, BUR provides van service through a contract with SuperShuttle to both the downtown Burbank Metrolink Station and the North Hollywood Station (for connections to the Metro Red Line and Metro Orange Line). Projects currently underway leverage existing Metrolink rail corridors to further improve rail transit connectivity with BUR. The Regional Intermodal Transportation Center (RITC) is being constructed by the airport and accommodates a bus transfer facility. In addition, the new Metrolink Hollywood Way Station and the Antelope Valley Line Infrastructure Improvement Strategy will also improve rail connectivity with BUR. Currently in the environmental phase is the California High-Speed Rail – Los Angeles to Palmdale corridor, with a station in the vicinity of Hollywood Way under consideration. Finally, new planning efforts, such as the airport authority's Ground Access Study and Metro's Countywide Bus Rapid Transit and Street Design Improvement Study (BRT/SDIS) may identify future opportunities. The Ground Access Study is the more definitive guide for ground transportation at BUR and is scheduled to begin in early 2013 and be completed in summer 2014. The findings of the BRT/SDIS are expected to be presented to the Board in Spring 2013.

Long Beach (LGB)

LGB has the farthest distance from the nearest rail transit line and station (Metro Blue Line Willow Station is 4.3 miles away) among all five airports. In addition, LGB has the lowest current passenger volume (3.0 million annual passengers) among the four operating airports and has a cap on the total number of daily flights (41) that restricts its future growth. Transit access to LGB is primarily by three local bus connections to the nearest existing rail stations and downtown Long Beach. Two of the routes operated by Long Beach Transit have low service frequencies in off-peak times (once an hour)

and do not operate on weekends. In 2013, Long Beach Transit will commence a new service, Route 176, that will also serve the LGB terminal. Given the distance of LGB to existing rail systems and the limitation on flights, the market to support rail service is limited.

LA/Ontario International (ONT)

ONT has several commuter rail lines with at least three rail stations nearby. There are three projects that would improve rail connectivity between ONT and the regional rail network. The San Bernardino Line Strategic Study is underway to identify infrastructure improvements that would improve service on the Metrolink San Bernardino Line and is scheduled to be completed in late 2013. The implementation of the Metro Gold Line Foothill Extensions 2A, 2B, and 2C would provide a direct rail connection between ONT and many parts of the San Gabriel Valley. Phase 2A is under construction and the other two phases are in various stages of planning with funding for construction yet to be determined. In addition, the current alignment of the California High Speed Rail – LA to San Diego Corridor would run adjacent to ONT and the California High Speed Rail Authority has undertaken an Initial Ontario Airport Study, which is examining the feasibility of locating a High Speed Rail station at ONT. The City of Ontario has been discussing the possible transfer of the airport with LAWA, the current owner/operator. The results of these discussions could impact future ground transportation strategies.

Los Angeles International (LAX)

LAX is currently connected by bus shuttles to the Metro Green Line and to the LAX City Bus Center located near Lot C and by three FlyAway bus services to regional destinations around Los Angeles County. The Metro Green Line connection is being improved by the Metro Crenshaw/LAX Line, which is scheduled for award of a design/build contract in 2013, with completion targeted for late 2018. Upon completion of the Metro Crenshaw/LAX Line, a new station located at the intersection of Aviation and Century Boulevards (Aviation/Century) will be 1.5 miles from the LAX Central Terminal Area (CTA) and will be connected to the CTA by bus. LAWA's Specific Plan Amendment Study (SPAS) and Metro's Airport Metro Connector project are concurrently exploring connections to the CTA from the Aviation/Century Station. MTA and LAWA are working together to develop mutually agreeable solutions at LAX. LAWA has identified three general areas (Crenshaw/LAX Aviation/Century Station, eastern edge of the Central Terminal Area (either at the site of their existing Administration Building or adjacent to Terminal 1, or an intermediate location near their proposed Intermodal Transfer Facility) for a potential connection between our light rail system and their proposed Automated People Mover (APM) system. We are continuing our technical work with LAWA to explore these locations. Attachment B contains the letter from LAWA.

LA/Palmdale Regional (PMD)

Access to PMD by rail is primarily by the Metrolink Antelope Valley Line, which lies three miles to the west of the airline terminals. There is currently no scheduled airline service at PMD. Improvements to transit at PMD primarily focus on regional and long-distance rail service. The Antelope Valley Line Infrastructure Improvement Strategy, with initial findings presented to the Board in March 2012, is being pursued to implement infrastructure improvements that would improve rail service, enhance safety, and reduce travel times on the Metrolink Antelope Valley Line. Two other projects are in the environmental phase. The California High Speed Rail – Los Angeles to Palmdale corridor is considering a station in the vicinity of the Metrolink Palmdale station. The High Desert Corridor project, currently in the draft environmental clearance phase, has alternatives that provide a high-speed rail connection to either or both the California High Speed Rail project/Metrolink and XpressWest, a proposed high-speed train service to Las Vegas. The draft environmental documents are scheduled for release in late 2013. Finally, the City of Palmdale is anticipated to assume ownership of the terminal and parking lots at PMD from LAWA (summer 2013). The City has expressed a desire to undertake a Ground Access Study, once the transfer is finalized.

Partner Agencies Coordination and Funding Efforts

SCAG

SCAG is the major partner in planning for ground transportation access to airports on a regional scale. SCAG is beginning an update to its RTP/SCS, which is scheduled for adoption in 2016. This will involve a major update to its Aviation Work Program, and especially to the Airport Ground Access Element, which reviews the existing ground access systems and identifies highway, arterial, local street and public transportation projects that have the potential to improve ground access to all airports in the region. To support this effort, SCAG will soon be forming an Aviation Subcommittee to its Transportation Committee to guide the Regional Aviation Work Program for the 2016 RTP. Among its technical efforts, SCAG will be updating their Airport Passenger Demand model which evaluates ground access needs at each of our region's airports. Staff will work closely with SCAG during the preparation of the 2016 RTP/SCS Airport Ground Access Element. We will also transmit to SCAG the RACP for potential incorporation into their effort.

Airport Authorities and FAA

Coordination with local airport authorities, with oversight by FAA, is required to advance projects and secure funding. Only airport owners can initiate decisions to move forward with projects on their property and to apply for authority to use airport-related funds. The use of airport-related funds such as the Airport Improvement Program (AIP) and Passenger Facility Charges (PFC) is overseen by FAA and is tightly defined by federal regulations. At a minimum, projects must be determined to support the capacity, safety,

or security of the affected airport. FAA will need to be consulted on a case-by-case basis as projects advance.

Report from LAWA

LAWA provided a letter explaining their efforts in support of its commitment to a robust connection between LAX and the Metro Rail system (Attachment B). LAWA is currently developing and will be adopting a Locally Preferred Alternative (LPA) for their SPAS EIR in early 2013. Final action on the SPAS by the Board of Airport Commissioners, the City of Los Angeles Planning Commission, the Los Angeles City Council, and the County Airport Land Use Commission is anticipated by summer 2013. Representatives from LAWA are anticipated to be present at the January 24, 2013 Board meeting to provide further updates on the status of their efforts.

General Themes for Airport Ground Access Improvements

In considering the entire picture concerning ground access improvements at airports, the following should be considered:

- There is much work already underway on extending rail transit to airports and improving existing transit options in general (including both bus and rail). A number of projects, either directly related to airport connections or indirectly related, are already under construction or are in the environmental review phase, with various target completion dates. Other projects have been identified in strategic planning efforts. Planning studies are underway that may provide greater clarity on appropriate investments to serve regional airports and will be brought to the Board upon completion.
- The busiest airports with the highest number of flights and annual passengers demonstrate the strongest potential ridership for supporting the development of rail transit connections. There is a significant range of passenger volumes at airports. LAX has the highest at 61.8 million annual passengers (MAP). LGB has the lowest among operating airports at 3.0 MAP. PMD has no scheduled commercial flights operating now.
- There are changing institutional structures at a number of airports. Both ONT and PMD have been managed by LAWA as part of a regional airport system. At PMD, LAWA is in the process of transferring the facility to the City of Palmdale. Local governments within San Bernardino County near ONT are also advocating for a similar change in management. Changes in management present an opportunity to strategically re-assess the ground transportation access to these airports and to address changes in passenger volume that may result from the evolving roles of the airports.
- Partnerships have been key to advancing a number of projects that will improve airport connectivity. Partnerships have been developed and coordination among

agencies is already occurring between MTA and the Burbank-Glendale-Pasadena Airport Authority on the BUR Ground Access Study, the Regional Intermodal Transportation Center (RITC) project, and the Metrolink Antelope Valley Line Hollywood Way Station. In addition, MTA and LAWA are working together to ensure provisions are in place for the Crenshaw/LAX Line for future ground access improvements to the LAX terminals and on the Airport Metro Connector project to bring rail into the terminals.

NEXT STEPS

Staff will work closely with SCAG during the preparation of the 2016 RTP/SCS Airport Ground Access Element. We will also be meeting with the various Councils of Governments (COGs) to obtain input on rail connectivity to the airports in their respective sub-regions. Furthermore, we will continue our partnership with the various airport authorities and cities as their respective Ground Access Studies and airport capital projects move forward. As the various studies progress, we will keep the Board updated. Additionally, recommendations generated from the studies will be considered, as appropriate, in future updates of the LRTP.

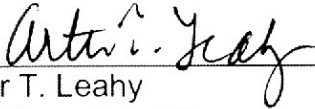
ATTACHMENTS

- A. Regional Airport Connectivity Plan
- B. Letter from LAWA

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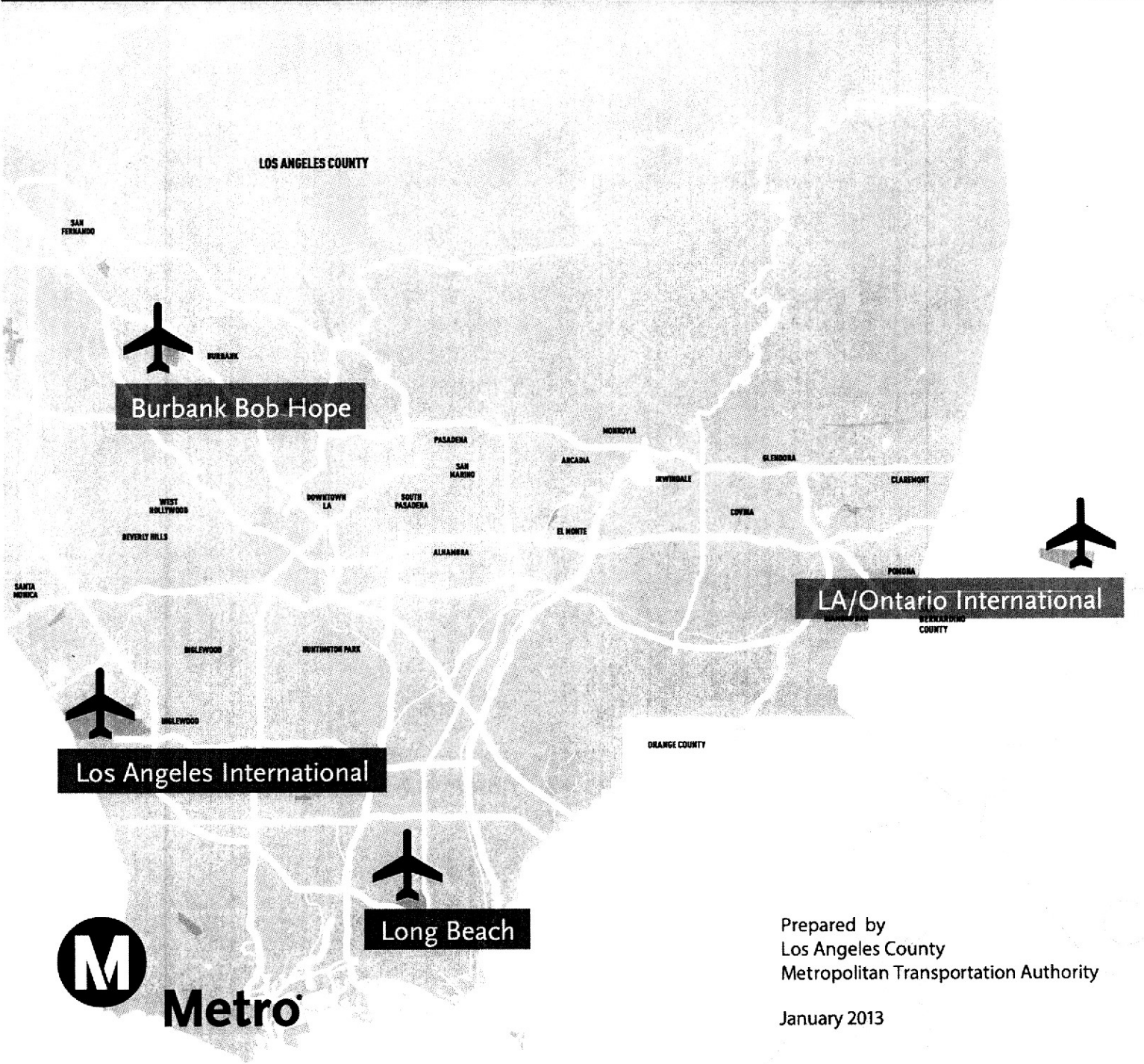


Arthur T. Leahy
Chief Executive Officer



LA/Palmdale Regional

Regional Airport Connectivity Plan



LA/Ontario International



Los Angeles International



Long Beach



Prepared by
Los Angeles County
Metropolitan Transportation Authority

January 2013

Airport Overview

- LAX** Los Angeles International
- ONT** LA/Ontario International
- BUR** Burbank Bob Hope
- LGB** Long Beach
- PMD** LA/Palmdale Regional

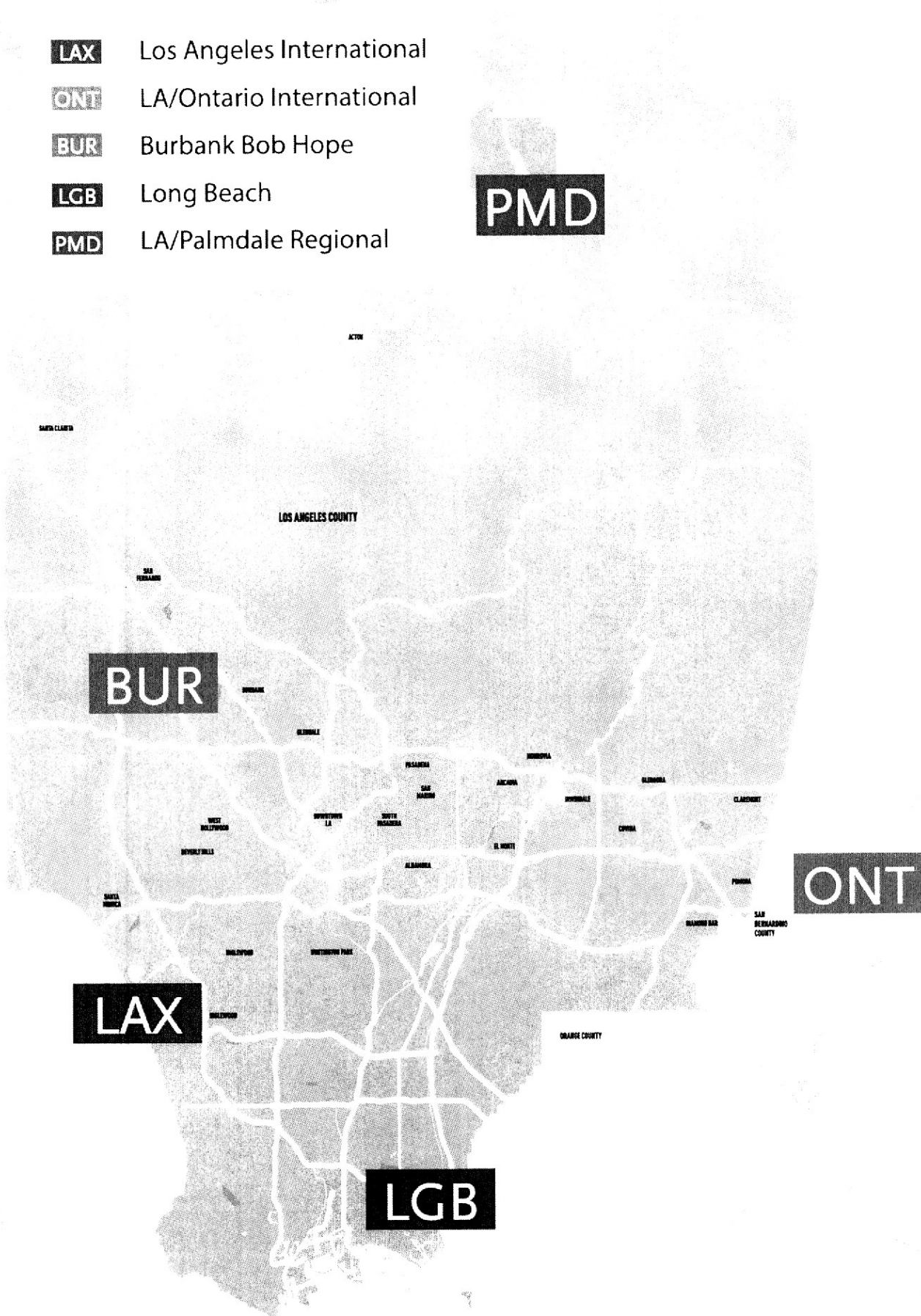


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Regional Airport Connectivity Plan Summary

Introduction to the RACP

The Regional Airport Connectivity Plan (RACP) surveys the integration of five of our region's airports with our regional rail system and has been developed in response to a request by the Metro Board (Motion 80, July 2012). Four of the airports are in Los Angeles County, Los Angeles International (LAX), Burbank Bob Hope (BUR), Long Beach (LGB), and LA/Palmdale Regional (PMD), and one airport is in adjacent San Bernardino County, LA/Ontario International (ONT).

The RACP establishes the range of transit options currently available at the airports analyzed, identifies gaps in service, and cites opportunities for improvements from both funded and unfunded projects. It incorporates input from Federal Aviation Administration (FAA), Southern California Association of Governments (SCAG), and provides an overview of coordination and potential funding from partner agencies. It sets the foundation for future efforts to improve airport rail connectivity.

Approach to Developing the RACP

The development of the RACP involved a review of information and data from a variety of sources and builds from these existing work efforts and initiatives.

Review of Existing Plans

The review of existing plans included Metro's Long Range Transportation Plan (LRTP), Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP), and various project planning documents. The review revealed that there is a significant volume of analysis, and of projects that already address transit connectivity to regional airports.

Outreach to Agencies

The RACP also involved outreach to agencies and stakeholders. Discussions with various departments within our agency and with the airports' staff provided additional project-specific and airport-specific information on projects addressing airport ground access.

Input received from the Service Sector Councils, SCAG/ATAC, and airport authorities 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, and information from airport authorities regarding their new facilities such as parking structures and consolidated rental car facilities in various stages of development.

SCAG, as the metropolitan planning organization, provided regional planning context

for all of the various airport initiatives. The FAA provided guidance on the general involvement of airport authorities with ground transportation projects and on the applicability of funding programs overseen by FAA.

General Overview of All Airports

The five airports are very diverse as represented by market size, location, and role in the regional airport system.

Variety of Airports

Based upon million annual passengers (MAP) in the year 2011, LAX is the region's busiest airport with approximately 61.8 MAP. It is the primary gateway to the Southern California region for international and transcontinental flights and it has the highest number of flights and airlines serving it among all of the region's airports. It has more than ten times the volume of passengers as ONT, the second busiest airport with approximately 4.6 MAP. It has the capability to receive international flights, although this has generally been limited to flights from Mexico. It is an airport that can absorb growth, especially from LAX, given the limitations in flights at other airports. Since 2001, and especially as a result of the recent recession, the number of flights has decreased significantly. BUR has approximately 4.3 MAP and hosts primarily short-distance flights within the United States. LGB has approximately 3.0 MAP and hosts both short-distance and transcontinental flights. At present, there are no commercial airline services from PMD.

An important consideration in determining the opportunity for regional rail connectivity improvements is not only the current MAP figures, but future projections of passenger growth. At some airports, caps are placed on passenger volume or restrictions on aircraft operation that will constrain its future growth. For example, flights at BUR are restricted such that no flights can operate before 7:00 AM or after 10:00 PM. LGB has an actual cap on the number of flights at 41. LAX has a constraint on the number of gates, 153, which limits the practical capacity of the airport to 78.9 MAP.

Variety of Transit Connections to Airports

The variety among the airports is also evident in the range of transit options available. Currently, only one of these airports is directly connected to the regional rail transit network – BUR. The BUR Main Terminal is connected to the Burbank Bob Hope Station of the Metrolink Ventura County Line via a 0.2 mile walk (approximately 10 minutes). Three other airports, LAX, ONT and PMD are near rail transit lines with terminals separated from the nearest rail station within a range of 2.5 miles to 3.1 miles, respectively. LGB is the furthest away from the nearest rail transit line with a gap of 4.3 miles to the Metro Blue Line. Current transit options for passengers and employees mainly consist of bus connections between the airport and the nearest rail stations, either shuttles directly operated by the airport or local fixed-route buses.

Given the limitation of rail transit access to the region's airports, the mode share of transit access to all airports is low. At LAX and BUR, the transit mode share is approximately 1% to 2%, with lower shares at ONT and LGB. The use of other collective transportation options, such as shared-ride vans, long-distance shuttles and vans, taxis and limousines, carry up to 33 % of passengers at LAX and demonstrates the potential of transit to capture a share of trips to airports. Future projects in the vicinity of all airports, together with efficient connections to other transit lines at key transfer stations, provides an opportunity to grow the transit mode share.

Brief Summary of Each Airport

Each airport presents a unique situation for transit connectivity.

Los Angeles International (LAX)

LAX is currently connected by bus shuttles to the Metro Green Line and to the LAX City Bus Center located near Lot C and by three FlyAway bus services to regional destinations around Los Angeles County. The Metro Green Line connection is being improved by the Metro Crenshaw/LAX Line, which is scheduled for award of a design/build contract in 2013, with completion targeted for late 2018. Upon completion of the Metro Crenshaw/LAX Line, a new station located at the intersection of Aviation and Century Boulevards (Aviation/Century) will be 1.5 miles from the LAX Central Terminal Area (CTA) and will be connected to the CTA by bus. LAWA's Specific Plan Amendment Study (SPAS) and Metro's Airport Metro Connector project are concurrently exploring connections to the CTA from the Aviation/Century Station. Metro and LAWA are working together to develop mutually agreeable solutions at LAX. LAWA has identified three general areas (Crenshaw/LAX Aviation/Century Station, eastern edge of the Central Terminal Area, or an intermediate location near their proposed Intermodal Transfer Facility) for a potential connection between our light rail system and their proposed Automated People Mover (APM) system. We are continuing our technical work with LAWA to explore these locations.

LA/Ontario International (ONT)

ONT has several commuter rail lines with at least three rail stations nearby. There are three projects that would improve rail connectivity between ONT and the regional rail network. The San Bernardino Line Strategic Study is underway to identify infrastructure improvements that would improve service on the Metrolink San Bernardino Line and is scheduled to be completed in late 2013. The implementation of the Metro Gold Line Foothill Extensions 2A, 2B, and 2C would provide a direct rail connection between ONT and many parts of the San Gabriel Valley. Phase 2A is under construction and the other two phases are in various stages of planning. In addition, the current alignment of the California High Speed Rail – Los Angeles to San Diego Corridor would run adjacent to ONT and the California High Speed Rail Authority has undertaken an Initial Ontario Airport Study, which is examining the feasibility of locating a High Speed Rail station at

ONT.

Burbank Bob Hope (BUR)

BUR benefits from having two Metrolink corridors, the Antelope Valley and Ventura County Lines, within one mile of the airport. In addition, BUR provides van service through a contract with SuperShuttle to both the downtown Burbank Metrolink Station and the North Hollywood Station (for connections to the Metro Red Line and Metro Orange Line). Projects currently underway leverage existing Metrolink rail corridors to further improve rail transit connectivity with BUR. The Regional Intermodal Transportation Center (RITC) is being constructed by the airport and accommodates a bus transfer facility. In addition, the new Metrolink Hollywood Way Station and the Antelope Valley Line Infrastructure Improvement Strategy will also improve rail connectivity with BUR. Currently in the environmental phase is the California High-Speed Rail – Los Angeles to Palmdale corridor, with a station in the vicinity of Hollywood Way under consideration. Finally, new planning efforts, such as the airport authority's Ground Access Study, may identify future opportunities. The Ground Access Study is the more definitive guide for ground transportation at BUR and is scheduled to begin in early 2013 and be completed in summer 2014.

Long Beach (LGB)

LGB has the farthest distance from the nearest rail transit line and station (Metro Blue Line Willow Station is 4.3 miles away) among all five airports. In addition, LGB has the lowest current passenger volume (3.0 MAP) among the four operating airports and has a cap on the total number of daily flights (41) that restricts its future growth. Transit access to LGB is primarily by three local bus connections to the nearest existing rail stations and downtown Long Beach. Two of the routes operated by Long Beach Transit have low service frequencies in off-peak times (once an hour) and do not operate on weekends. In 2013, Long Beach Transit will commence a new service, Route 176 that will also serve the LGB terminal. Given the distance of LGB to existing rail systems and the limitation on flights, the market to support rail service is limited.

LA/Palmdale Regional (PMD)

Access to PMD by rail is primarily by the Metrolink Antelope Valley Line, which lies three miles to the west of the airline terminals. Although scheduled airline service operated at PMD in the past, the airport was unable to sustain it, and there is currently no scheduled airline service at PMD. Improvements to transit at PMD primarily focus on regional and long-distance rail service. The Antelope Valley Line Infrastructure Improvement Strategy, with initial findings presented to the Board in March 2012, is being pursued to implement infrastructure improvements that would improve rail service, enhance safety, and reduce travel times on the Metrolink Antelope Valley Line. Two other projects are in the environmental phase. The California High Speed Rail – Los Angeles to Palmdale corridor is considering a station in the vicinity of the Metrolink Palmdale station. The High Desert

Corridor project, currently in the draft environmental clearance phase, has alternatives that provide a high-speed rail connection to either or both the California High Speed Rail project/Metrolink and XpressWest, a proposed high-speed train service to Las Vegas. The draft environmental documents are scheduled for release in late 2013.

Themes Affecting Rail Connectivity to Airports

Considering passenger connections to all of these airports, a few themes emerge.

Many Projects to Improve Airport Connectivity to the Rail System are in the Project Development Process

There is much work already underway on extending rail transit to airports and improving existing transit options in general (including both bus and rail). This work is demonstrated by the many projects that are in various stages of implementation and planning that will improve connectivity between our region's airports and regional rail network. A number of projects are already under construction or are in the environmental phase with various target completion dates. Other projects have been identified in strategic planning efforts.

Airport Traffic Affects Transit Connectivity Viability

In general, busier airports have larger markets of airline passengers and employees to support transit service. Therefore, the busiest airports demonstrate higher volumes of transit use. At LAX, a variety of projects and planning efforts to link LAX to various markets via rail transit have been undertaken over the years. While ONT and BUR and have lower passenger volumes compared to LAX, they benefit from proximity to existing rail lines and potential future high speed rail corridors. Due to the current low passenger volumes at LGB and PMD, the market to support rail service to these airports may be limited.

Evolving Management of Airports

There are changing institutional structures at a number of airports. For example, both ONT and PMD are managed by LAWA (a department of the City of Los Angeles) as part of a regional airport system. LAWA is in the process of transferring ownership and management of the facility to the City of Palmdale. Local governments within San Bernardino County near ONT are also advocating for a similar change in management. They have formed the Ontario International Airport Authority to advocate for such a change, which may affect the marketing and therefore the size of the market for these airports. These changes present an opportunity to strategically re-assess the ground transportation access to these airports.

Partnerships Have Been Key to Advance Projects

Partnerships have been developed and coordination among agencies is already

occurring. Metro 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 in the analysis for the Burbank Bob Hope Airport Ground Access Planning Study. In addition, Metro and LAWA are coordinating on the Metro Crenshaw/LAX Line to ensure provisions are in place for future ground access improvements to the LAX terminals. Furthermore, the California High Speed Rail Authority is beginning discussions with local airports to explore the best potential connections during their respective planning studies. These partnerships highlight existing institutional relationships that exist among SCAG, FAA, the airport authorities, local cities, and transit agencies with regard to transit improvement projects.

Coordination to Support Planning, Project Development and Funding

Moving forward on regional planning for airport connectivity and on project planning, development and funding on individual airport-related transportation projects will require continuing and strengthening existing relationships region-wide and at each of the airports.

SCAG

SCAG is the major partner in planning on a regional scale for ground transportation access to the region's airports. Through the development of the 2012 RTP/SCS Aviation and Airport Ground Access Element, SCAG has already done much work on identifying opportunities to improve regional airport rail connectivity. The Aviation and Airport Ground Access Element 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.

SCAG will soon commence preparation of an update to its RTP/SCS, which is scheduled for adoption in 2016. This will involve a major update to its Aviation Work Program, and especially to the Airport Ground Access Element. To support this effort, SCAG will soon be forming an Aviation Subcommittee to its Transportation Committee. Among its technical efforts, SCAG will be updating their airport passenger demand model, which will assist in evaluating ground access needs at each of our region's airports, including those that are discussed in this RACP and several others.

Airport authorities have demonstrated an increased participation in rail transit connectivity improvements at their airports. A recent example is the Burbank-Glendale-Pasadena Airport Authority obtaining grant funding to partially fund the new Metrolink Hollywood Way station. Also, a joint working group between LAWA and Metro has been formed to explore a mutually agreeable ground transportation solution at LAX. This working group could eventually work on joint funding strategies to implement the mutually agreed upon

Airport Authorities and FAA

Airport authorities have demonstrated an increased participation in rail transit connectivity improvements at their airports. A recent example is the Burbank-Glendale-Pasadena Airport Authority obtaining grant funding to partially fund the new Metrolink Hollywood Way station. Also, a joint working group between LAWA and Metro has been formed to explore a mutually agreeable ground transportation solution at LAX. This working group could eventually work on joint funding strategies to implement the mutually agreed upon solution. Similar relationships and initiatives could be pursued at all of our region's airports between airport authorities and the relevant transportation agencies.

These efforts highlight the fact that coordination with local airport authorities, with oversight by FAA, is required to advance projects and secure funding. Only airport owners can initiate decisions to move forward with projects on their property and to apply for authority to use airport-related funds. The use of airport-related funds such as the Airport Improvement Program (AIP) and Passenger Facility Charges (PFC) is overseen by FAA and is narrowly defined by federal regulations. At a minimum, projects must be determined to support the capacity, safety, or security of the affected airport. As regional plans are developed (such as the SCAG RTP/SCS and future updates to the LRTP), work with the relevant airport authority and FAA to determine the range of eligible projects and project features that would qualify for FAA funding is important.

Next Steps

There is a significant body of work that advances rail connectivity to airports that is documented within this RACP. Progress on regional airport connectivity will involve a number of near term initiatives. A significant effort will involve the preparation of the 2016 RTP/SCS Aviation and Airport Ground Access Element. Metro staff will work closely with SCAG as this effort proceeds beginning in early 2013 and completing by 2015.

Remainder of Report

The remainder of the RACP provides a more detailed airport by airport overview, with the airports presented from highest to lowest passenger volume as represented by MAP statistics (LAX, ONT, BUR, LGB, and PMD). Each section includes a general discussion of the context and opportunities at each airport including a summary of projects in various stages of implementation and planning that may improve regional airport rail connectivity. An Appendix is also provided for each airport with more detailed information on existing transit services and individual projects.

LAX

LAX Summary

Introduction to LAX

LAX is the 8th busiest airport in the world and 3rd busiest airport in the United States, serving approximately 61.8 million passengers per year. It offers more than 600 daily flights to 91 domestic cities and more than 1,000 weekly nonstop flights to 58 cities in 32 countries on nearly 75 air carriers. It is the world's busiest airport in terms of origin and destination flights (i.e., not connecting). LAX is located approximately 17 miles southwest of downtown Los Angeles, and is the major airport option for residents of the entire Southern California region. Los Angeles World Airports (LAWA) is the airport authority for LAX.

Bus Shuttle Connections Required to Key Transit Hubs

LAX is the focus of a number of rail and bus transit services that converge just outside the LAX Central Terminal Area (CTA). The Metro Green Line is the closest rail transit line to the LAX CTA with the nearest station 2.5 miles away at Aviation/LAX, on Imperial Highway. In addition, eight bus routes operated by five different transit agencies serve the Aviation/LAX station. LAWA operates a free transfer service, Shuttle Bus G, approximately every 20 minutes between the Aviation/LAX station and the LAX CTA.

Approximately 1% of airport passengers and employees utilize the existing Aviation/LAX station to access LAX, but new projects have the potential to significantly increase rail transit usage. According to LAX's 2006 Passenger Survey Report, up to 33% of passengers use a form of collective transportation (including public transportation, shared ride vans, taxis and limousines). This demonstrates the potential for public transit to capture a greater portion of market share.

In addition to the many bus lines that converge on the Aviation/LAX station, passengers can also utilize the LAX City Bus Center near Lot C, which provides connections to ten bus routes operated by five different transit agencies. As with the Aviation/LAX Green Line station, LAWA provides a free bus transfer service, Shuttle Bus C, approximately every 10 minutes between the LAX CTA and the LAX City Bus Center, which is approximately one mile from the LAX CTA.

The only direct transit service from regional destinations into the LAX CTA is the FlyAway service operated by LAWA. The FlyAway services were mandated

LAX Summary

by a legal settlement related to the 2004 LAX Master Plan. LAWA is required to establish nine FlyAway routes throughout Southern California to help mitigate traffic congestion in the vicinity of LAX. Currently, there are three FlyAway facilities: Van Nuys (operating since 1975), Union Station (operating since 2006) and Westwood (operating since 2007). One FlyAway terminal in Irvine was recently discontinued due to low ridership.

Short-Term and Medium-Term Efforts Are Improving Rail Transit Connections

There are four key efforts underway that aim to improve rail transit connectivity with LAX, and ultimately provide direct rail connectivity to the LAX CTA within the next 20 years; The Metro Crenshaw/LAX Line, Metro's Airport Metro Connector, and the South Bay Metro Green Line Extension are all in various phases of development by Metro; LAWA Specific Plan Amendment Study (SPAS) study explores ground transportation improvements.

Metro Crenshaw/LAX Line

The Metro Crenshaw/LAX Line is scheduled to begin construction in 2013 with completion targeted for late 2018. Upon completion, a new station located at the intersection of Aviation and Century Boulevards (Aviation/Century) will be 1.5 miles from the LAX CTA. The Metro Crenshaw/LAX Line is funded via \$1.2 billion Measure R funds and financed via \$546 million TIFIA loan.

The new Aviation/Century station will be served by the Crenshaw/LAX Line and the Metro Green Line, which operations will be modified to serve the new Aviation/Century station. This station may also provide a bus plaza to serve all fixed-route bus transit routes serving the LAX area. Initially, LAWA plans to operate a free bus transfer service between the LAX CTA and the new Aviation/Century station, reducing transfer journey distance and times. LAWA's ultimate plan is to construct an Automated People Mover (APM).

LAWA's SPAS and Metro's Airport Metro Connector

Two concurrent efforts build from the Metro Crenshaw/LAX Line investment. A primary goal of both SPAS and Airport Metro Connector is to connect the LAX CTA with the regional rail network. SPAS updates the 2004 LAX Master Plan and determines a range of projects in which LAX may invest. An APM connecting with Aviation/Century station is an element of the Plan. SPAS is in

LAX Summary

a programmatic environmental phase.

Working in parallel and in coordination with LAWA staff, Metro is advancing the Airport Metro Connector project to determine appropriate connections between the proposed APM and the regional rail network. A joint working group with LAWA has been formed to develop a mutually agreeable ground transportation solution. This working group may eventually work on joint funding strategies to implement the mutually agreed upon solution, for which a Public/Private Partnership (P3) is under consideration.

South Bay Metro Green Line Extension

Metro is conducting an environmental review of the South Bay Metro Green Line Extension, which will examine options for extending rail service into the South Bay. Metro is continuing to perform the technical work and is preparing the draft environmental document to strategically position the project for all potential funding opportunities.

The South Bay Metro Green Line Extension will provide an alternative to the I-405 corridor. It will also improve mobility in southwest Los Angeles County by accessing the regional rail network through connections to the Metro Blue Line and the proposed Crenshaw/LAX Transit Corridor. Measure R provides \$272 million for the South Bay Metro Green Line Extension.

Continued Capital Investment at LAX

The development of transit options to LAX occurs under a backdrop of significant public investment in LAX. LAWA is undertaking a series of modernization projects to address both current airport demand, but also to accommodate an airport capacity target of 78.9 MAP. The emphasis of the modernization and expansion projects is to improve the passenger experience and to keep Los Angeles competitive with other global cities. With a number of international airlines now operating the new A380 aircraft, which can accommodate up to 555 passengers per aircraft, on routes primarily between LAX and Asia and Australia, this provides a unique challenge for LAX to accommodate such an increase in international air passenger traffic.

In February 2010, construction began on the \$1.5 billion Bradley West project, which is part of a multi-year \$4.11 billion LAX improvement and redevelopment effort. The project will construct new north and south concourses, add nine

LAX Summary

new aircraft gates on the west side of the Tom Bradley International Terminal (TBIT) that will be able to accommodate the larger A380 aircraft, and modify the existing aircraft gates on the east side of TBIT. The Bradley West project will add over 1,250,000 square feet of shops, restaurants, and passenger lounges, as well as new security screening, customs and immigration, and baggage claim facilities. In addition to the Bradley West project, Terminal 6 was recently renovated, Terminal 3 is about to undergo a renovation and a new Mid-field Satellite Concourse is set to begin environmental review.

All of the expansion and modernization projects will drive passenger demand, particularly from international flights, and this change in passenger demand is a key driver of multi-modal ground access improvements. Both the LAWA SPAS and Metro's Airport Metro Connector projects aim to provide rail access directly to the LAX CTA, and therefore ease the current congestion attributed to private vehicle usage.

Many Possibilities for Future Connections

Planning for transit connections at LAX is not limited to the projects in the immediate timeframe. A number of new connections serving different geographic areas are also possibilities. These ideas have been explored in current strategic planning efforts that build upon existing infrastructure, rights of way and prior planning efforts.

Sepulveda Pass Transit Corridor

The Sepulveda Pass Transit Corridor project is currently under study. The objective of this project is to connect the San Fernando Valley with the Westside with possible extensions to LAX and the South Bay. Potential project alternatives under consideration include various highway alternatives, transit alternatives, or a combination of both. This project is included in the LRTP Strategic Plan with \$1 billion funding secured from Measure R, and funding through a Public/Private Partnership (P3) is also under consideration.

Coastal Corridor

The Coastal Corridor (West Los Angeles Mobility Study) is being studied by the Los Angeles Department of Transportation. This corridor broadly follows Lincoln Boulevard or Sepulveda Boulevard, which could therefore extend transit service between LAX and the Los Angeles Westside. Current study costs

LAX Summary

and future funding is under the discretion of the Los Angeles Department of Transportation.

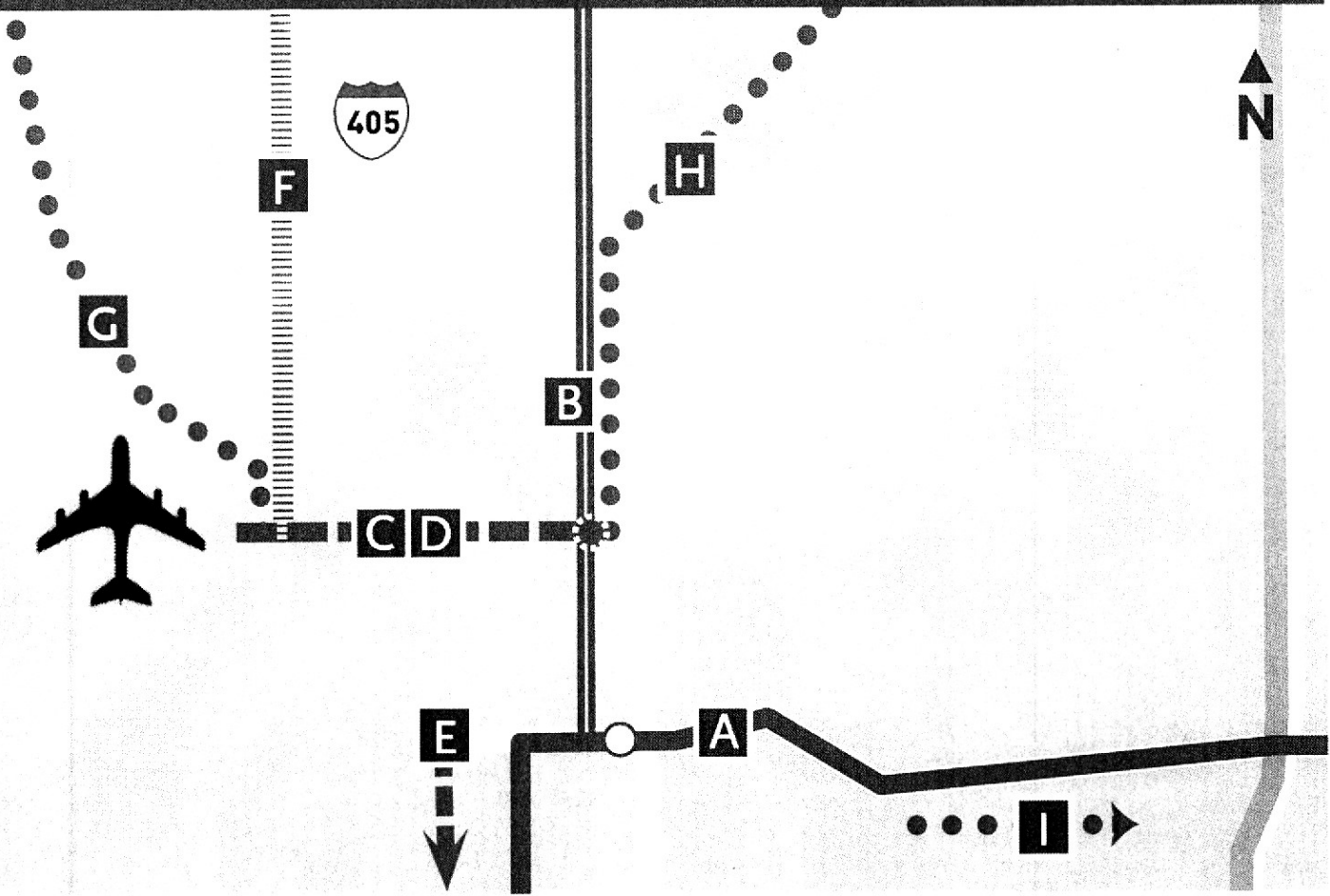
Harbor Subdivision Transit Corridor

In 2009, Metro studied the Harbor Subdivision Transit Corridor which could provide a Union Station to LAX Express Service via Metro's Harbor Subdivision Right of Way. Regional and local alternatives along the Harbor Subdivision between Union Station and LAX were also analyzed, along with extensions to the South Bay and Long Beach. This project is identified in the LRTP Strategic Plan and is currently unfunded.









Metro Green Line Extension to Norwalk/Santa Fe Springs

In 1994, an EIR was prepared to extend the Metro Green Line from the current Norwalk terminus to Metrolink's Norwalk / Santa Fe Springs station. The Norwalk / Santa Fe Springs station may also accommodate an adjacent high-speed rail station as part of the California High-Speed Rail Los Angeles to Anaheim corridor. This project is identified in the LRTP Strategic Plan and is currently unfunded.

Summary Diagram



Legend

-  Existing Services
-  Approved Projects
-  Environmental Phase Projects
-  LRTTP Constrained Projects
-  Other Opportunities
- A** Metro Green Line
- B** Crenshaw/LAX Line
- C** Airport Metro Connector
- D** LAWA SPAS (APM)
- E** South Bay Metro Green Line Extension
- F** Sepulveda Pass Transit Corridor
- G** Union Station to LAX Express Service (via Harbor Subdivision)
- H** Costal Corridor
- I** Green Line Ext. from Norwalk to Norwalk/Santa Fe Springs Station
- Other Facilities**
-  Future Aviation/Century station
-  Existing Rail Station
-  Airport

Summary Table

Project	Description	Estimated Completion	Current Status	Estimated Cost	Funding
Existing Services					
A					
Metro Green Line Aviation/LAX Station	The Metro Green Line Aviation/LAX station is 2.5 miles from the LAX terminals. A free Airport Shuttle Bus G operates approximately every 20 minutes. This service provides a connection to existing bus services: Metro Route 120 & 265, Municipal Area Express Line 8, Culver City Bus Route 6, Big Blue Bus Routes 3 & Rapid 3.	--	--	--	--
Existing Bus Routes	LAX FlyAway Buses (Union Station/Van Nuys/Westwood) Free Airport Shuttle Bus C service to the Lot C LAX City Bus Center, which operates approximately every 10 minutes, provides connection to existing bus services: Metro Routes 102, 117, 232; Culver City Bus Route 6, Big Blue Bus Route 3 and Rapid 3, Torrance Transit Route 8 and Beach City Transit Route 109.	--	--	--	--
Approved Projects					
B					
Metro Crenshaw/LAX Line	The Metro Crenshaw/LAX Line is an 8.5 mile light rail extension from the Expo Line to LAX. It includes a new station at Aviation/Century 1.5 miles from the LAX terminals. Buses will operate between the LAX terminals and the new Century/Aviation station.	Late 2018	In procurement for design/build contractor	\$1.7B	\$1.2B Measure R \$545.9M TIFIA Loan (for financing)

Summary Table

Project	Description	Estimated Completion	Current Status	Estimated Cost	Funding
Environmental Phase Projects					
C Metro Airport Metro Connector	Metro is currently analyzing various options for connecting LAX to the greater transit network. Options include Through and Direct Light Rail Transit (LRT), Automated People Mover (APM) and Bus Rapid Transit (BRT).	2028	Completed AA, in Technical Study Phase	\$110M - \$1.36B	\$200M Measure R, Potential P3 Opportunity
D LAWA's Specific Plan Amendment Study (SPAS)	LAWA is currently analyzing various options to facilitate transportation within LAX and with surrounding transportation providers. Options include APM and elevated Busway.	2025	Draft EIR Environmental Phase	TBD	Airport Authority
E South Bay Metro Green Line Extension	Metro is performing the technical work and conducting an environmental review, which will examine options for extending the Green Line service into the South Bay.	TBD	In Draft EIS/EIR Environmental Phase	\$495M	\$272M Measure R
L RTP Constrained Projects					
F Sepulveda Pass Transit Corridor	The Sepulveda Pass Corridor will connect the San Fernando Valley with the Westside and South Bay. Potential project alternatives include highway, transit or a combination of both.	TBD	Systems Planning Study is complete	TBD	\$1B Measure R, Potential P3 Opportunity
Other Opportunities					
G Coastal Corridor	A preliminary planning study is underway by the Los Angeles Department of Transportation as part of the West Los Angeles Mobility Study. The goal of this study is to connect LAX with Westside LA.	TBD	Currently Under Study	TBD	TBD
H Union Station to LAX Express Services via Harbor Subdivision	Metro has studied the possibility of utilizing the Harbor Subdivision to connect downtown LA with LAX and South Bay (Harbor Subdivision Transit Corridor Study).	TBD	Study completed in 2009	TBD	TBD
I Green Line to Norwalk/Santa Fe Springs Station	Proposal to extend the Green Line eastward from the existing Norwalk station to the Norwalk/Santa Fe Springs Metrolink station. An EIR was completed in 1994.	TBD	EIR completed in 1994	TBD	TBD

ONT

ONT Summary

Introduction to ONT

ONT serves approximately 6.5 million passengers per year, offering more than 114 daily flights to major cities in the U.S. ONT is located in San Bernardino County, approximately 35 miles east of downtown Los Angeles. ONT is a convenient airport option for residents of the San Gabriel and Pomona Valleys, northern Orange County, and especially Inland Empire communities within San Bernardino and Riverside Counties. It is often marketed as an alternate airport for access to Los Angeles, Anaheim, and Palm Springs. LAWA is the airport authority for ONT.

Potentially Strong Transit Connections Limited by Weak Service

ONT benefits from having two high-frequency Metrolink corridors, the San Bernardino and Riverside Lines, and an Amtrak Line all within 3 miles of the airport. The Riverside Line's East Ontario station is 2.5 miles away. The San Bernardino Line's Rancho Cucamonga and Upland stations are 4.0 and 5.2 miles away, respectively. The Amtrak Line's Ontario station is 3.6 miles away, although currently there are no scheduled Amtrak services between Ontario Station and Union Station.

Currently, there are no bus connections between ONT and any of these nearest rail stations. Until 2001, a free shuttle bus connection was operated by LAWA between the Metrolink Riverside Line East Ontario station and the ONT terminals. Low ridership ultimately led LAWA to cancel the service. The Omnitrans Route 61 does serve ONT, but the bus stop is not at the terminals, therefore passengers have to walk anywhere from 0.3 miles from Terminal 2 (approximately a 6 minute walk) to 0.6 miles from Terminal 4 (approximately a 12 minute walk) to access the bus stop. In addition, the Omnitrans Route 61 does not connect with any of the nearest rail stations; rather it serves Pomona and Fontana stations which are approximately 10 miles and 11 miles from ONT, respectively. Due to the lack of transit service to or from any of the nearby rail stations, taxis are one of the only means of transportation available to connect the terminals to the rail stations.

Due to the lack of connectivity, the mode share of passenger and employees utilizing rail transit to access ONT is negligible. However, new rail projects, if realized, have the capability to connect ONT with the regional rail network and substantially increase rail transit mode share.

Potential Transfer of Ownership to a New Airport Authority

A long decline in flights since 2001 has led to advocacy for changes in management from local government officials in San Bernardino County and the City of Ontario. Declines in the number of flights beginning with the September 11, 2001 terrorist attacks and were exacerbated by the global recession which began in 2008. Domestically, the long-term trends have negatively affected secondary airports in large regional markets (such as ONT) more strongly than other types of airports. International flights from ONT are now limited to flights from Mexico.

Negotiations have been ongoing to change ownership of ONT from LAWA to a recently formed Ontario International Airport Authority. This airport authority is comprised of elected officials and stakeholder from the City of Ontario, San Bernardino County, and Orange County. It is advocating to assume management of ONT in the interest of local control and responsiveness to the needs of the local marketplace for air travel. This potential change presents an opportunity to strategically re-assess ground transportation access to ONT.

Improvements to Connectivity at ONT are Longer Term

There are two key projects that would provide direct rail connectivity between ONT and the regional rail network: The Metro Gold Line Foothill Extensions and California High Speed Rail LA to San Diego Corridor. Both projects may take some time to be realized since both are part of larger programs that have earlier initial phases that are still in various phases of implementation. Also a San Bernardino Line Strategic Study is underway to identify infrastructure improvements that would improve service on the Metrolink San Bernardino Line.

Metro Gold Line Foothill Extensions

The Metro Gold Line Foothill Extension (2A) from Pasadena to Azusa (Citrus) is currently under construction with an estimated completion of 2016. When completed, it will extend the Metro Gold Line 11.5 miles from Sierra Madre Villa to Azusa (Citrus), and will bring the Metro Gold Line to within approximately 20 miles of ONT.

ONT Summary

The Metro Gold Line Foothill Extension (2B) Azusa to Montclair in San Bernardino County is currently in the environmental phase (a Draft EIR was released in August 2012). It would extend the Metro Gold Line 12.6 miles from Azusa (Citrus) to Montclair and would bring the Gold Line to within approximately 8 miles of ONT. The estimated cost to complete this segment is \$764 million and is currently unfunded. Once this segment is environmentally cleared and funding is secured, final design and construction will take approximately five years to complete.

The Metro Gold Line Foothill Extension (2C) Montclair to ONT airport would extend the Metro Gold Line 8 miles from Montclair to ONT airport, and would provide the direct connection to ONT. Currently, the Metro Gold Line Foothill Extension Construction Authority is working with San Bernardino Associated Governments (SANBAG) to identify funding for the Alternatives Analysis (AA) study. Once funding is solidified, the AA study will take approximately 18 months to complete. Funding for the design and construction of the extension to ONT airport has not been identified, and a timeline for project completion is uncertain.

California High Speed Rail LA to San Diego Corridor

The current alignment of the California High Speed Rail LA to San Diego Corridor would run adjacent to ONT. The California High Speed Rail Authority has undertaken an Ontario Airport Study, which studies the feasibility of locating a High Speed Rail station at ONT. The LA to San Diego Corridor is part of a Phase 2 expansion of the California High Speed Rail network, and therefore completion before 2035 is not likely. The California High Speed Rail Authority is funding this effort.

San Bernardino Line Strategic Study

The objective of the San Bernardino Line Strategic Study is to identify infrastructure improvements that would improve rail service, enhance safety and reduce travel times on the Metrolink San Bernardino Line. Metro is working with SANBAG to develop the strategy and identify funding to implement various improvements, based on funding availability.

Evolving Role of ONT

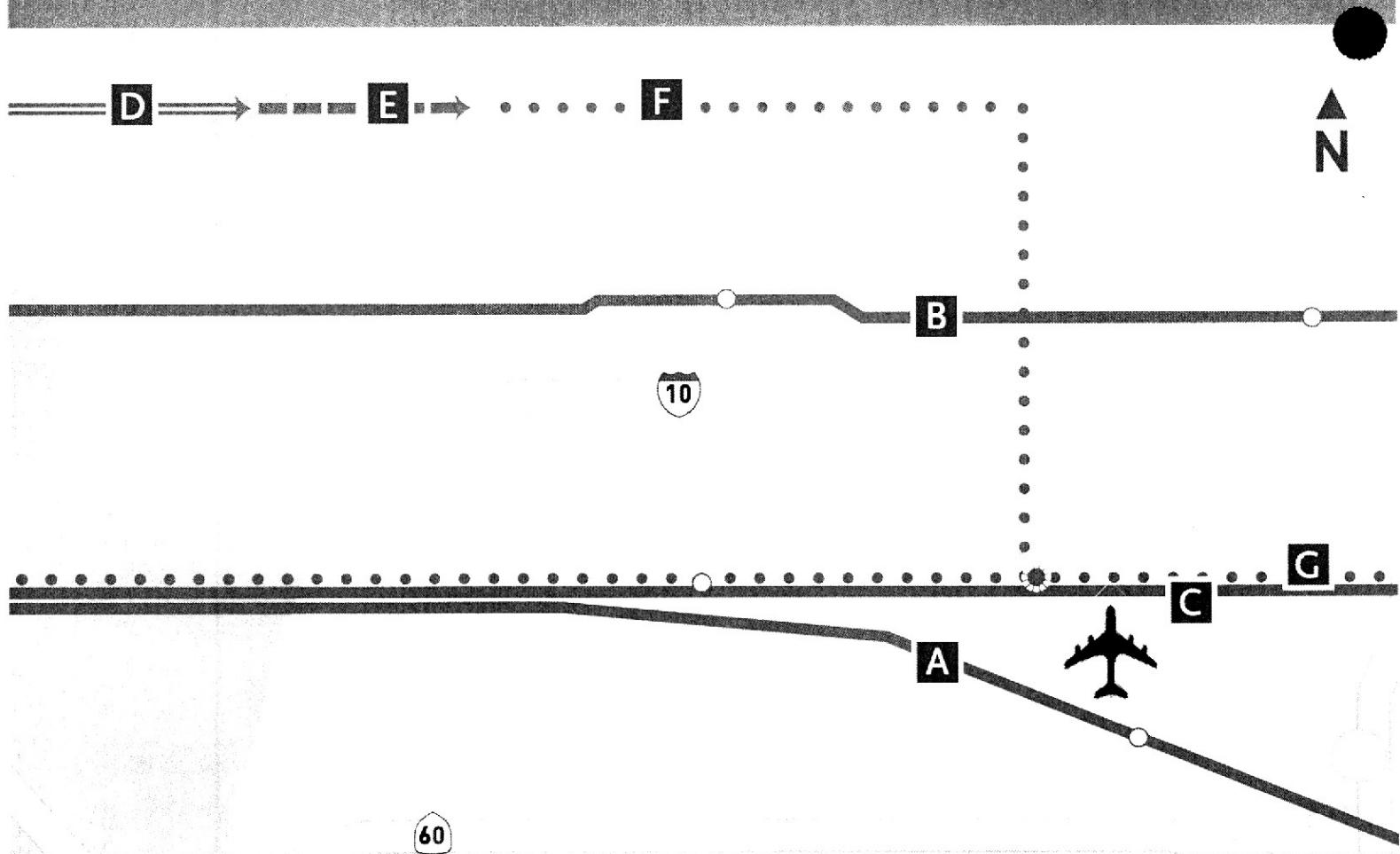
As the second busiest airport in the Southern California region and within the system of airports operated by LAWA, Ontario was positioned as an alternate

ONT Summary

gateway airport for the Los Angeles region. The capacity of runways and terminals were expanded to be able to absorb growth in regional air traffic, especially traffic that could be diverted from LAX. Terminals with expanded capacity and improved efficiency were developed to raise the capacity of the airport to 10.0 MAP.

In addition, ONT was developed for international flights. Flights from both Canada and Mexico operated from this airport. As with medium-sized airports in large markets have experienced, ONT has seen a steady decline in flights since 2001, exacerbated by the recent global recession. Attracting passengers and traffic will likely be an increasing area of focus for ONT moving forward.

Summary Diagram



Legend

- Existing Services
 - A** Metrolink Riverside Line
 - B** Metrolink San Bernardino Line
 - C** Amtrak Line
- Approved Projects
 - D** Metro Gold Line Foothill Extension (2A) to Azusa (Citrus)
- Environmental Phase Projects
 - E** Metro Gold Line Foothill Extension (2B) Azusa to Montclair
- Other Opportunities
 - F** Metro Gold Line Foothill Extension (2C) Montclair to ONT Airport
 - G** California High-Speed Rail LA to San Diego Corridor
- Other Facilities
 - Future Ontario Airport Station
 - Existing Rail Station
 - Airport

Summary Table

Project	Description	Estimated Completion	Current Status	Estimated Cost	Funding
Existing Services					
A Metrolink Riverside Line	The Metrolink Riverside Line East Ontario Station is 2.5 miles from the ONT Terminals. No connecting bus services are in operation.	-	-	-	-
B Metrolink San Bernardino Line	The Metrolink San Bernardino Line Rancho Cucamonga Station is 4 miles, and the Upland Station 5.2 miles, from the ONT Terminals. No connecting bus services are in operation.	-	-	-	-
C Amtrak Line	Amtrak's Ontario Station is 3.6 miles from the ONT Terminals, but currently no scheduled services to Union Station. No connecting bus services are in operation.	--	--	--	--
Existing Bus Routes	Omnitrans Route 61 serves ONT, but connects with the Pomona and Fontana stations.	-	-	-	-
Approved Projects					
D Metro Gold Line Foothill Extension (2A) to Azusa (Citrus)	The Foothill Extension will extend 11.5 miles from Sierra Madre Villa to Azusa (Citrus).	2015	Began construction June 2010	\$741M	\$735M Measure R
Environmental Phase Projects					
E Metro gold Line Foothill Extension (2B) Azusa to Montclair	12.6-mile extension from Azusa (Citrus) to Montclair.	TBD	Environmental Phase	\$764M 2B	TBD
Other Opportunities					
F Gold Line Foothill Extension (2C) Montclair to ONT Airport	8-mile extension from Montclair to ONT Airport.	TBD	TBD	TBD	TBD
G California High-Speed Rail Ontario Airport Station Study (as part of LA to San Diego Corridor)	The California High-Speed Rail LA to San Diego Corridor has undertaken a study for a station at ONT.	TBD	TBD	TBD	CA High-Speed Rail Authority



BUR

BUR Summary

Introduction to BUR

BUR serves approximately 5.7 million passengers per year, offering more than 70 daily flights to major cities in the U.S. BUR is located in the San Fernando Valley, approximately 15 miles northwest of downtown Los Angeles, and is a convenient airport option for residents of communities such as Pasadena, Hollywood, Van Nuys, Santa Clarita and downtown Los Angeles. The Burbank-Glendale-Pasadena Airport Authority is the airport authority for BUR, which is comprised of representatives from each of the three cities of Burbank, Glendale and Pasadena.

Strong Existing Rail Connections

BUR is already well-connected to our regional rail transit network with the nearest rail station from the terminals just 0.2 miles away (approximately 10 minute walk) at Burbank Bob Hope Airport station on the Metrolink Ventura County Line (also served by Amtrak). Approximately 1% of airport passengers and 2% of employees utilize the existing Burbank Bob Hope Airport station to access BUR, and new projects will certainly increase rail transit usage. There are also three Metro bus routes and two Burbank Bus routes serving BUR.

Connections to other frequent rail services are also supported by a free, 'on demand' shuttle bus service, via an agreement between the Airport Authority and SuperShuttle. This shuttle bus services serves both the Metro Red Line North Hollywood Station (with frequent, all-day service to Hollywood and downtown Los Angeles) and the Metrolink Downtown Burbank station which is served by both the Metrolink Ventura County and Antelope Valley Lines. Under this agreement, passengers originating at BUR can request a SuperShuttle transfer from the shuttle island in front of the BUR Main Terminal to either of the rail stations. Passengers originating at either one of the two rail stations can make an advance reservation for pick-up at the rail station or can also request the service without a reservation, allowing 15-30 minutes for the SuperShuttle van to arrive.

Improvements to Transit Connectivity at BUR are Advancing

BUR benefits from having two high-frequency Metrolink corridors, the Antelope Valley and Ventura County Lines, within one mile of the airport. Projects

BUR Summary

currently underway leverage these existing Metrolink rail corridors to further improve rail transit connectivity. Three projects are currently active which will provide improvements to transit at BUR in the short term – the Regional Intermodal Transportation Center (RITC), a new station on the Antelope Valley Line at Hollywood Way at the northern edge of the airport, and the Antelope Valley Line Infrastructure Improvement Strategy.

Regional Intermodal Transportation Center (RITC)

The RITC is currently under construction with an estimated completion date of 2014. Phase 1 consists of a consolidated rental car facility, long-term parking, bus layover center, and a grade-separated pedestrian walkway between the BUR Main Terminal and the RITC. Phase 2 of the project would extend the grade-separated pedestrian walkway over West Empire Avenue to link directly with the platforms at Burbank Bob Hope Airport station. The RITC project is grant funded by the Burbank-Glendale-Pasadena Airport Authority.

Metrolink Hollywood Way Station on the Antelope Valley Line

The new Metrolink Hollywood Way Station, soon to enter the environmental phase, would be located only one mile from the BUR terminals. Once operational, the Burbank-Glendale-Pasadena Airport Authority plans to operate a free shuttle bus service to this station. The Burbank-Glendale-Pasadena Airport Authority has provided \$1.75 million, through a Federal Highway Administration earmark, towards the development of this station, and is working closely with Metro and Metrolink to develop this station.

California High-Speed Rail

California High-Speed Rail is also considering a station in the vicinity of Hollywood Way as part of its LA to Palmdale corridor, which will provide further regional and even an intra-state option for passengers. The Burbank-Glendale-Pasadena Airport Authority would also operate a free shuttle bus service to both this station and the Metrolink Hollywood Way station. Funding for the new California High Speed Rail Hollywood Way station is provided by the California High Speed Rail Authority.

Antelope Valley Line Infrastructure Improvement Strategy

The goal of the Antelope Valley Line Infrastructure Improvement Strategy is to identify infrastructure improvements that would improve rail service, enhance safety and reduce travel times on the Metrolink Antelope Valley Line, potentially providing more frequent services to stations along the line. Funding for this project is from the California High-Speed Rail Authority and Measure R.

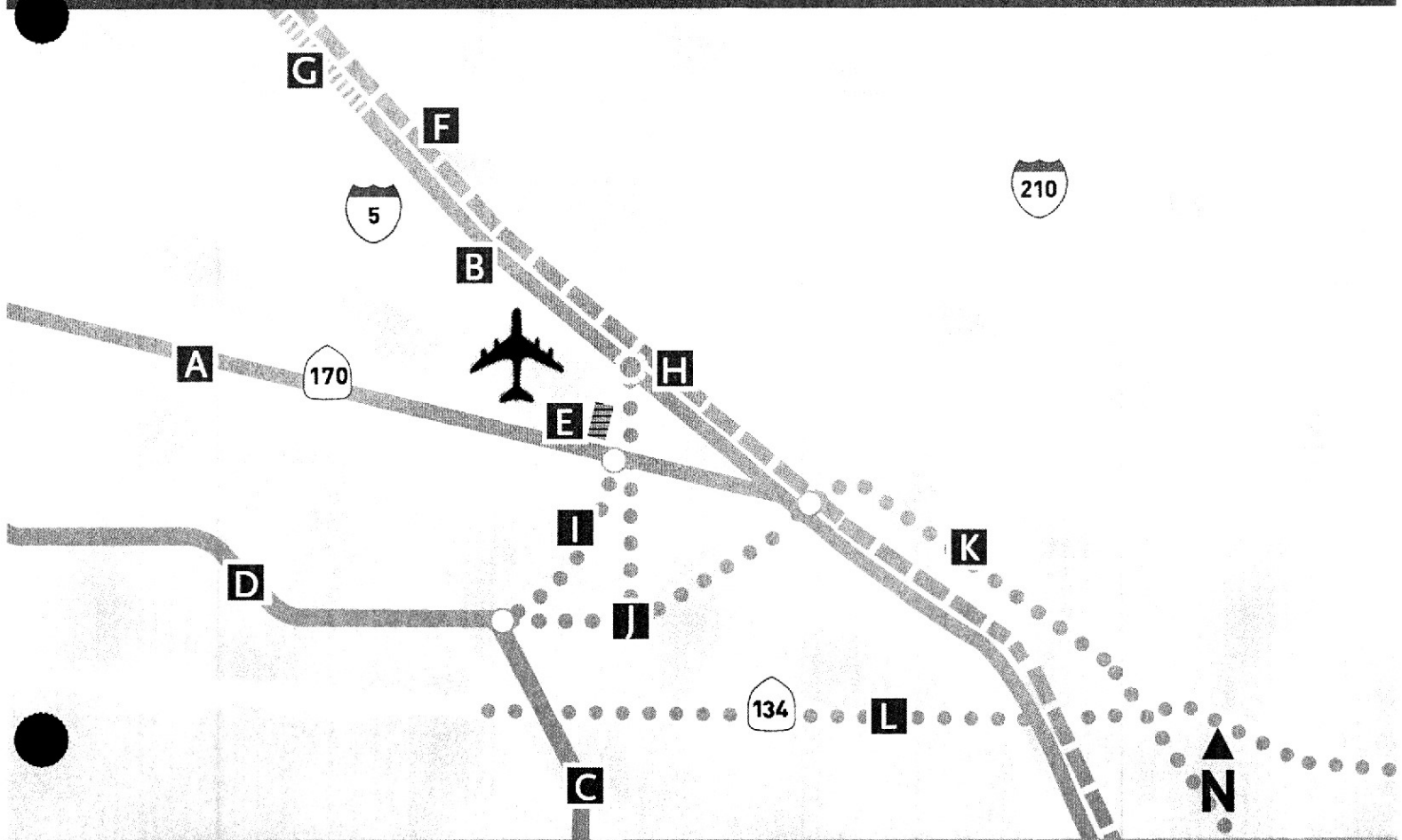
BUR Summary

Robust Strategic Planning

The Burbank-Glendale-Pasadena Airport Authority will be undertaking a Ground Access Planning Study to assess, evaluate, and make recommendations to improve multimodal ground access and intermodal connectivity to BUR and associated airport facilities. This effort provides an opportunity to think comprehensively about all existing and future improvements in an integrated fashion.

A number of ideas have been identified that build upon existing infrastructure and previous planning initiatives. Two rail-based ideas, extending the Red Line and the Gold Line, and two bus-based ideas, the Orange Line extension and the Countywide Bus Rapid Transit and Street Design Improvement Study (SR134), could also provide additional connectivity. Each project is identified in the LRTP Strategic Plan and is currently unfunded.

Summary Diagram



Legend

- Existing Services
 - A** Metrolink Ventura County Line & Amtrak
 - B** Metrolink Antelope Valley Line
 - C** Metro Red Line
 - D** Metro Orange Line
- Approved Projects
 - E** Regional Intermodal Transit Center (RITC)
- Environmental Phase Projects
 - F** CA High-Speed Rail (LA to Palmdale Corridor)
- L RTP Constrained Projects
 - G** Antelope Valley Line Infrastructure Improvement Strategy (some improvements)
 - H** Metrolink Antelope Valley Line Hollywood Way Station
- Other Opportunities
 - I** Metro Red Line Extension
 - J** Metro Orange Line Extension
 - K** Metro Gold Line Extension
 - L** Countywide Bus Rapid Transit and Street Design Improvement Study (SR134)
- Other Facilities
 - Existing Rail Station
 - Airport

Summary Table

Project	Description	Estimated Completion	Current Status	Estimated Cost	Funding
Existing Services					
A Metrolink Ventura County Line & Amtrak	The Metrolink Ventura County Line & Amtrak, Burbank Bob Hope Airport station is 0.2 miles (10 minute walk) from the BUR Main Terminal.	-	-	-	-
B Metrolink Antelope Valley Line	The Metrolink Antelope Valley Line Downtown Burbank Station is approximately 3.0 miles from the BUR Main Terminal. A free shuttle bus connection, via agreement with SuperShuttle, is offered between the station and BUR.	-	-	-	-
C Metro Red Line	The Metro Red Line North Hollywood Station is approximately 3.3 miles from the BUR Main Terminal. A free shuttle bus connection, via agreement with SuperShuttle is offered between the station and BUR.	-	-	-	-
D Metro Orange Line	The Metro Orange Line North Hollywood Station is approximately 3.3 miles from the BUR Main Terminal. A free shuttle bus connection, via agreement with SuperShuttle is offered between the station and BUR.	-	-	-	-
Existing Bus Routes	Metro routes 222, 94, 794, 165; Burbank Bus routes Blue (Empire-Downtown Burbank) and Yellow (Noho-Empire).	-	-	-	-
Approved Projects					
E Regional Intermodal Transportation Center	Phase 1 of the RITC project will provide a 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. Phase 2 of the RITC project will extend the grade-separated pedestrian walkway over West Empire Avenue to connect directly with the platforms at Burbank Bob Hope Airport station (Ventura County Line).	2014	In Construction	\$120M	Airport Authority and \$550K federal grant
Environmental Phase Projects					
F CA High-Speed Rail (LA to Palmdale)	CA High-Speed Rail corridor between LA and Palmdale via San Fernando Valley, with a station at Hollywood Way under consideration.	2026	Draft EIS/EIR	TBD	Funded by CA High- Speed Rail Authority

Summary Table

Project	Description	Estimated Completion	Current Status	Estimated Cost		
L RTP Constrained Projects						
G	Antelope Valley Line Infrastructure Improvement Strategy	Infrastructure improvements, such as grade separations and improved at-grade crossings, that would improve rail service on the Metrolink Antelope Valley Line.	TBD	Soon to enter Environmental Phase	TBD	CA High-Speed Rail Authority and Measure R (some improvements)
H	Metrolink Antelope Valley Line Hollywood Way Station	A new Metrolink station will be constructed at Hollywood Way on the Antelope Valley Line. A free shuttle bus service is planned to be in operation between the new Hollywood Way station and the BUR terminals.	TBD	Soon to enter Environmental Phase	\$3M to \$4M	\$1.75M committed from Airport Authority
Other Opportunities						
I	Metro Red Line Extension	Extend the Metro Red Line north from North Hollywood, potentially to BUR Airport and Hollywood Way station.	TBD	TBD	TBD	TBD
J	Metro Orange Line Extension	Extend the Metro Orange Line east from North Hollywood to Burbank/Glendale, or potentially to BUR Airport and Hollywood	TBD	TBD	TBD	TBD
K	Metro Gold Line Extension	Extend the Gold Line from Pasadena to Burbank, potentially onwards to BUR Airport.	TBD	TBD	TBD	TBD
L	Countywide Bus Rapid Transit and Street Design Improvement Study (SR134)	Bus Rapid Transit utilizing HOV lanes on the 134 freeway.	TBD	Going to Metro Board with Study Results in Spring 2013	TBD	TBD

LGB

LGB Summary

Introduction to LGB

LGB serves approximately 3 million passengers per year, offering more than 40 daily flights to major cities in the U.S. LGB is located in the City of Long Beach, approximately 5 miles northeast of downtown Long Beach and approximately 20 miles south of downtown Los Angeles, and is a convenient airport option for residents of South Bay, South Los Angeles and northwestern Orange County communities. The City of Long Beach is the airport authority for LGB.

Airport Location and Relatively Low Passenger Volume Lead to Few Transit Options

LGB has the farthest distance to the nearest rail transit line and station amongst all five airports. The Metro Blue Line Willow station is closest at 4.3 miles from LGB. The Metro Green Line Lakewood station is seven miles away. The mode share of passengers and employees utilizing rail transit to access LGB is negligible.

LGB has the lowest current passenger volume among the four commercially operating airports. It has a cap on passenger volumes and a restriction on flights that limits its future growth.

Local Bus Service Connections are Plentiful but Infrequent

Given the distance of the rail system to LGB, the only transit service to LGB is by bus. Long Beach Transit is the principal operator of bus transit services in the Long Beach vicinity. Long Beach Transit operates Routes 102 and 104 that connect the Willow station with the LGB terminal, and Route 111 connects the downtown Metro Blue Line Long Beach stations with the LGB terminal. In 2013, Route 176 service will commence that will also serve the LGB terminal.

The bus service operated on these current routes is limited. Currently, the Long Beach Transit Routes 102 and 104 do not offer weekend service, but the Long Beach Transit Route 111 operates 7 days per week. All operate limited night-time services. Although transfers from the Metro Blue Line Willow and downtown Long Beach stations are direct, connections from the Metro Green Line Lakewood Station require at least one bus transfer to access LGB.

LGB Summary

Improvements to Automobile Access May Affect the Viability of Transit

The viability of transit is also affected by an emphasis on automobile-oriented projects undertaken by the City of Long Beach to improve ground access to LGB. The City of Long Beach is constructing a consolidated rental car facility adjacent to the main terminal building to provide a central location for all car rental functions. In addition, the City is constructing a multi-story long-term parking garage in close proximity to the main terminal building.

These improvements represent a major capital investment in LGB and respond to the relatively easy automobile access to LGB given its proximity to the I-405 freeway and Lakewood Boulevard, and its relative distance to the nearest rail transit stations.

Future Project Provides another Bus Connection Opportunity

The only rail project nearby that is being contemplated is still far from LGB. The West Santa Ana Transit Corridor is a railroad right-of-way that extends for approximately 20 miles between the City of Paramount in Los Angeles County and the City of Santa Ana in Orange County, and lies within 6 miles of LGB. This would provide a connection with the Metro Green Line. The West Santa Ana Transit Corridor would not connect with LGB directly, but would provide another opportunity to provide a bus transit connection with LGB.

SCAG is completing an Alternatives Analysis (AA) study to examine the range of potential transit service opportunities along the West Santa Ana Transit Corridor. Results of the AA will be presented to the SCAG Regional Council in February 2013. Upon their approval, the project will be transferred to Metro and the Orange County Transportation Authority for future project development efforts. The project has been allocated \$240 million from Measure R.

Summary Diagram



Legend

-  Existing Services
 -  Metro Blue Line
-  L RTP Constrained Projects
 -  West Santa Ana Transit Corridor
- Other Facilities
 -  Existing Rail Station
 -  Airport

Summary Table

Project	Description	Estimated Completion	Current Status	Estimated Cost	Funding
Existing Services					
A Metro Blue Line Willow Station	The existing Metro Blue Line Willow Station is 4.3 miles from the LGB terminal. There is a bus connection between LGB and the Willow and downtown Long Beach Stations.	-	-	-	-
Existing Bus Routes	Long Beach Transit Bus Routes 102, 104, and 111. Route 176 service will commence in 2013.	-	-	-	-
L RTP Constrained Projects					
B West Santa Ana Transit Corridor	SCAG, in coordination with Metro and the Orange County Transportation Agency (OCTA), is completing an Alternatives Analysis (AA) study to examine the range of potential transit service opportunities that could be implemented along the West Santa Ana Transit Corridor.	TBD	SCAG approval scheduled for February 2013	TBD	\$240M Measure R

PMD

PMD Summary

Introduction to PMD

PMD is expansive and was once contemplated as the replacement for LAX. Although scheduled airline service operated at PMD in the past, the airport was unable to sustain it. Recent attempts to support short-haul flights to San Francisco and Las Vegas failed and no commercial flights currently operate.

PMD is located in the City of Palmdale in the Antelope Valley, approximately 50 miles north of downtown Los Angeles. Although PMD currently has no scheduled commercial aviation flights, it would be a convenient airport option for residents of the Antelope Valley, Apple Valley, Santa Clarita, and San Fernando Valley communities, as well as for residents of the Central Valley. LAWA is currently the airport authority, but ownership is in the process of being transferred to the City of Palmdale.

Current Rail Connectivity is by Regional Rail

Access to PMD is limited to long-distance rail systems such as Metrolink. Currently, Metrolink's Antelope Valley Line is the closest rail transit line to PMD with the nearest station 3.1 miles away at the Metrolink Palmdale station. Since there are currently no scheduled commercial aviation flights at PMD, there are currently no shuttle bus connections between PMD and the Metrolink Palmdale station. The Metrolink Palmdale Station is part of the Palmdale Transportation Center, which provides connections to a number of Antelope Valley Transit Authority services, Routes 1, 3, 7 and 10, and the Lake LA Express.

Transfer of Ownership to a New Airport Authority

LAWA, the current airport authority, is working with the City of Palmdale to transfer ownership. This transfer is scheduled for completion in summer 2013. The ownership transfer may change the strategy related to the pursuit of airline service and of ground transportation connections. The City of Palmdale has expressed interest in initiating a Ground Access Study once the transfer is completed.

Future Rail Connectivity Opportunities are at the Regional Scale

PMD will benefit by having potentially two high speed rail corridors and an improved Metrolink Antelope Valley Line within three miles of the current

PMD Summary

airport terminal. In addition, the California High Speed Rail LA to Palmdale Corridor is exploring the feasibility of a station in the vicinity of the Metrolink Palmdale station.

The High Desert Corridor could provide both a high speed rail line and new freeway access to points within the Antelope Valley and east towards Victorville, but also to a number of points in the Southern California region. Connecting with the High Desert Corridor, XpressWest proposes a long distance connection to Las Vegas. These developments provide significant improvements to access for PMD and thus a potential for future growth and resumption of commercial aviation services.

California High Speed Rail LA to Palmdale Corridor

The current alignment of the California High Speed Rail LA to Palmdale Corridor would run adjacent to the existing Metrolink Antelope Valley Line. It would provide access to the Central Valley and Northern California, as well as faster service to Los Angeles and many regions of Southern California. The California High Speed Rail Authority is considering a new station located adjacent to the existing Metrolink Palmdale station. The LA to Palmdale corridor is part of the Initial Operating Section of the California High Speed Rail network, with a targeted completion date of 2022. The California High Speed Rail Authority is funding this project.

High Desert Corridor

The High Desert Corridor (HDC) project could provide a right of way for a future high-speed rail connection between Palmdale and Victorville to the east (in northern San Bernardino County). This corridor could connect with either the XpressWest project towards the east or with the California High-Speed Rail Los Angeles to Palmdale Corridor in the vicinity of PMD. HDC project is currently in the environmental phase with the anticipated release of the Draft EIS/EIR in late 2013. The HDC is funded by \$33 million from Measure R for environmental clearance, construction funding through a Public/Private Partnership (P3) is under consideration.

XpressWest

The XpressWest project is planned to connect Las Vegas, Nevada and Victorville via a new high-speed rail service. The XpressWest project may connect from Victorville to Palmdale via the right-of-way potentially provided by the HDC. This project is being pursued by a private entity (Desert Express West Enterprises, LLC). It is a P3 that is pursuing a Federal Railroad

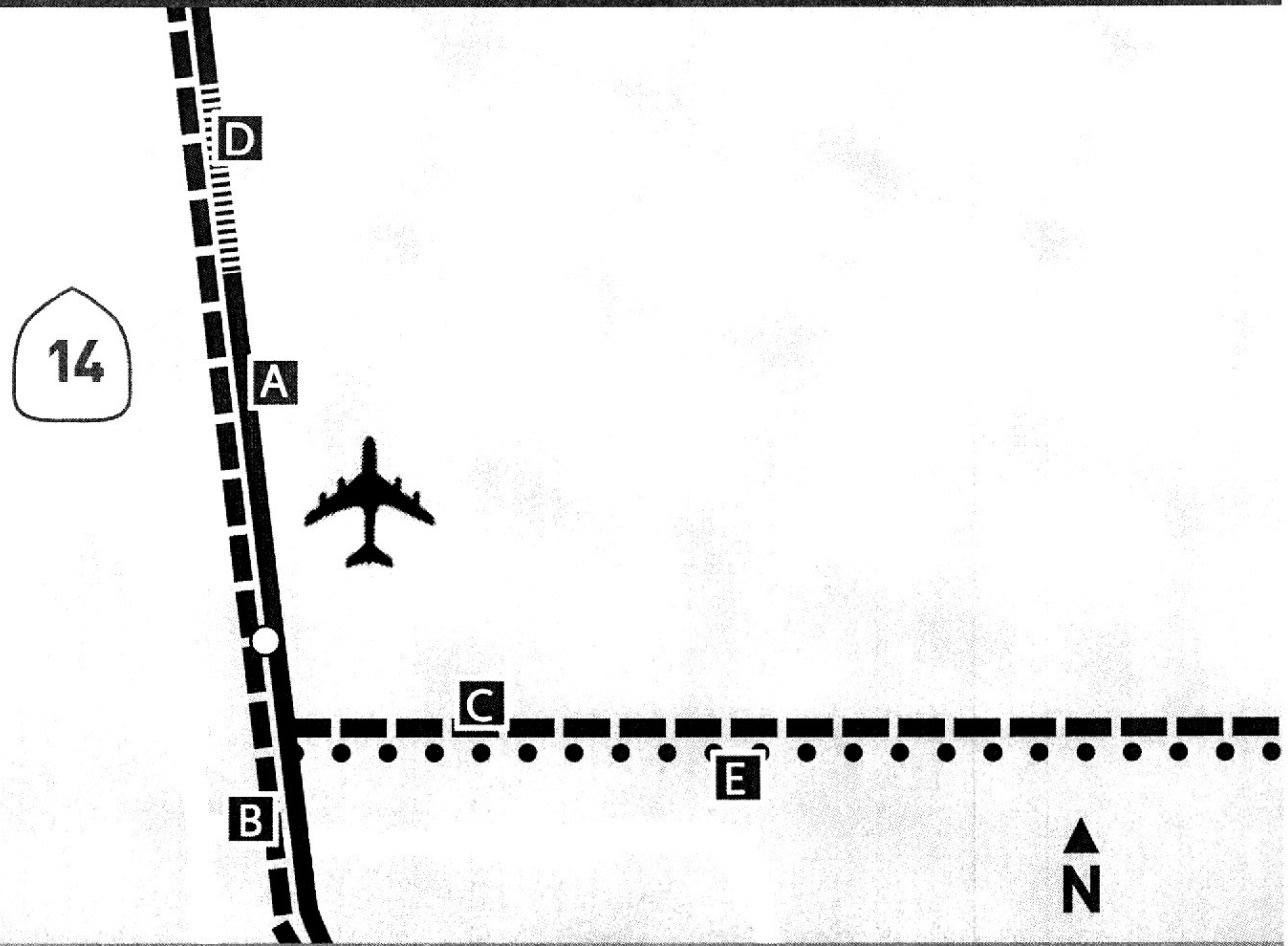
PMD Summary

Administration (FRA) Railroad Rehabilitation & Improvement Financing (RRIF) loan to complement private investment.



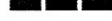


Antelope Valley Line Infrastructure Improvement Strategy

The goal of the Antelope Valley Line Infrastructure Improvement Strategy is to identify infrastructure improvements that would improve rail service, enhance safety and reduce travel times on the Metrolink Antelope Valley Line, potentially providing more frequent services to the Metrolink Palmdale station. Partial funding for this project is from the California High-Speed Rail Authority and Measure R.

Summary Diagram



Legend

-  Existing Services
-  Environmental Phase Projects
 - A** Metrolink Antelope Valley Line
 - B** CA High-Speed Rail (LA to Palmdale Corridor)
 - C** High Desert Corridor
-  LRTTP Constrained Projects
 - D** Antelope Valley Line Infrastructure Improvement Strategy
-  Other Opportunities
 - E** XpressWest
- Other Facilities**
 -  Existing Rail Station
 -  Airport

Summary Table

Project	Description	Estimated Completion	Current Status	Estimated Cost	Funding
Existing Services					
A Metrolink Antelope Valley Line Palmdale Station	The Metrolink Antelope Valley Line Palmdale Station is 3.1 miles from the PMD terminal. No connecting bus services are in operation.	-	-	-	-
Environmental Phase Projects					
B CA High-Speed Rail (LA to Palmdale Corridor)	CA High-Speed Rail LA to Palmdale corridor has undertaken a study for a station near the existing Metrolink Palmdale station.	2026	In Environmental Phase	TBD	CA High-Speed Rail Authority
C High Desert Corridor	An Alternative for the High Desert Corridor project would provide a right-of-way for a high-speed feeder service to connect with XpressWest at a later date.	TBD	Release of the Draft EIS/EIR late 2013	TBD	\$33M Measure R for environmental phase only, and P3 Opportunity
L RTP Constrained Projects					
D Antelope Valley Line Infrastructure Improvement Strategy	Infrastructure improvements, such as grade separations and improved at-grade crossings, that would improve rail service on the Metrolink Antelope Valley Line.	TBD	Soon to enter Environmental Phase	TBD	CA High-Speed Rail Authority and Measure R (some improvements)
other opportunities					
E XpressWest	Utilize the HDC right of way to provide a high-speed rail service between Palmdale and Victorville, and onwards to Las Vegas.	TBD	TBD	TBD	P3 Opportunity



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haskellc@metro.net



Metro

Appendix

Existing Services

Individual Project Data

Airports Presented in Descending Order
of Passenger Traffic

LAX

ONT

BUR

LGB

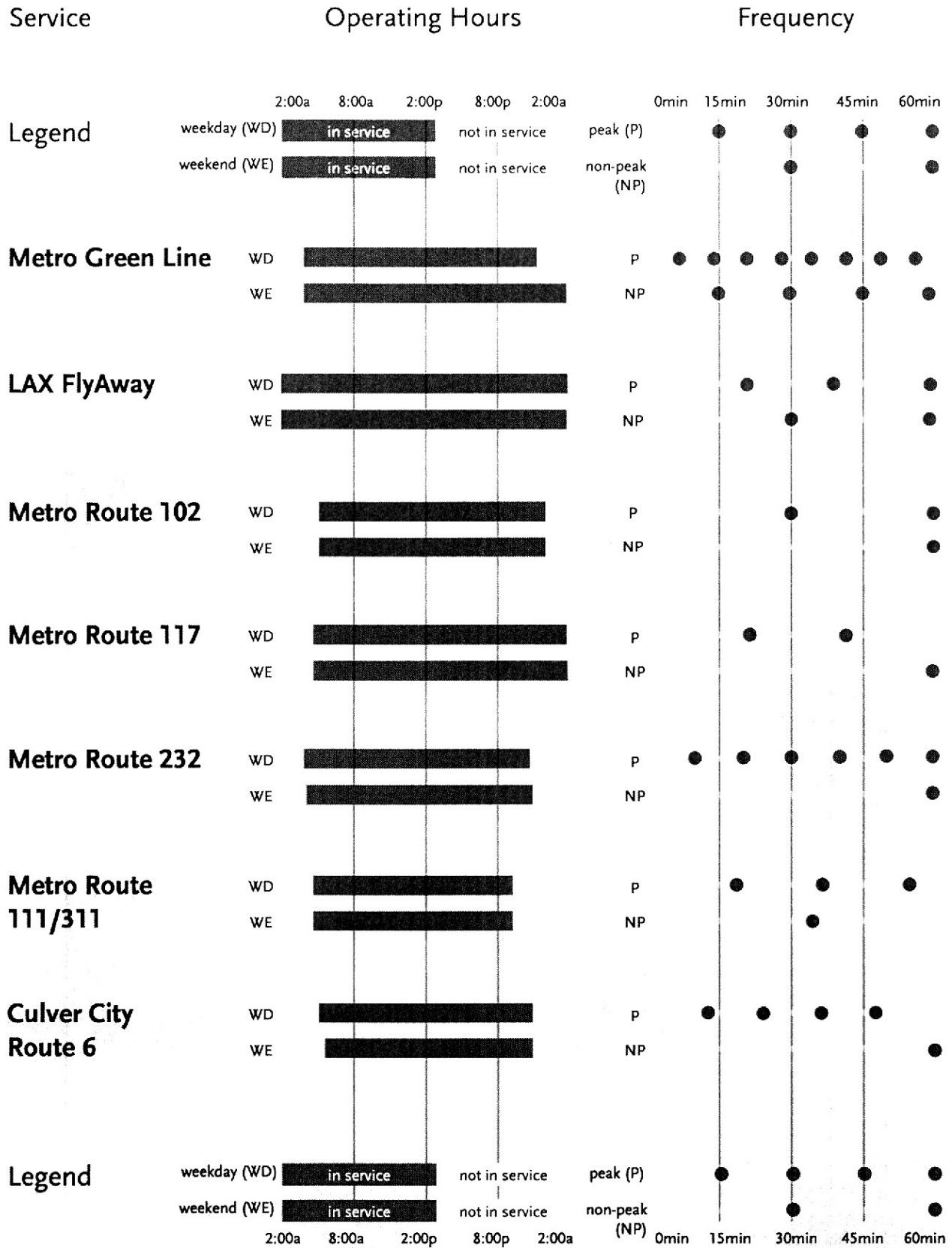
PMD

LAX

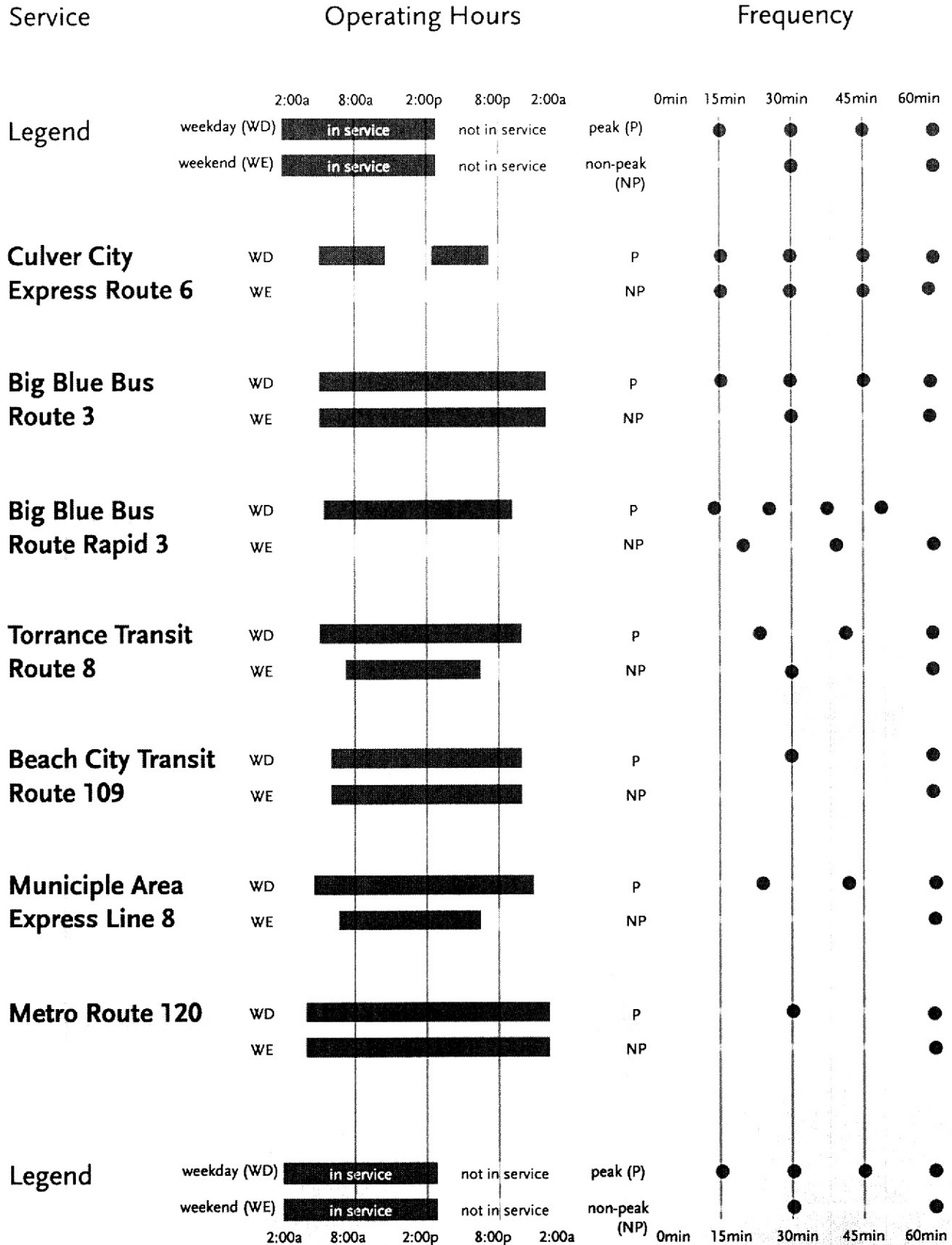
Existing Services

Individual Project Data

Existing Services



Existing Services



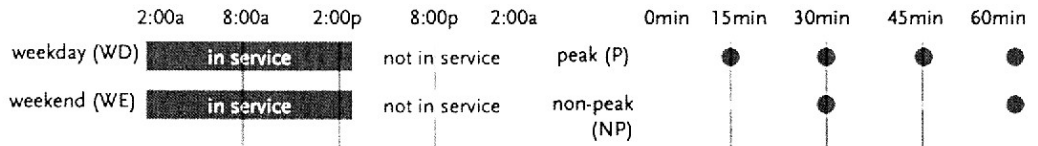
Existing Services

Service

Operating Hours

Frequency

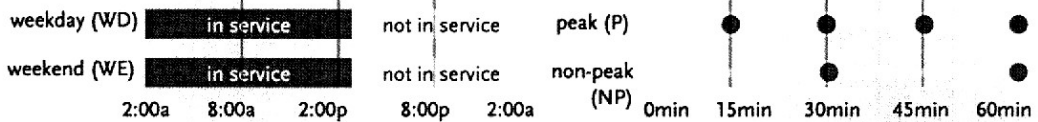
Legend



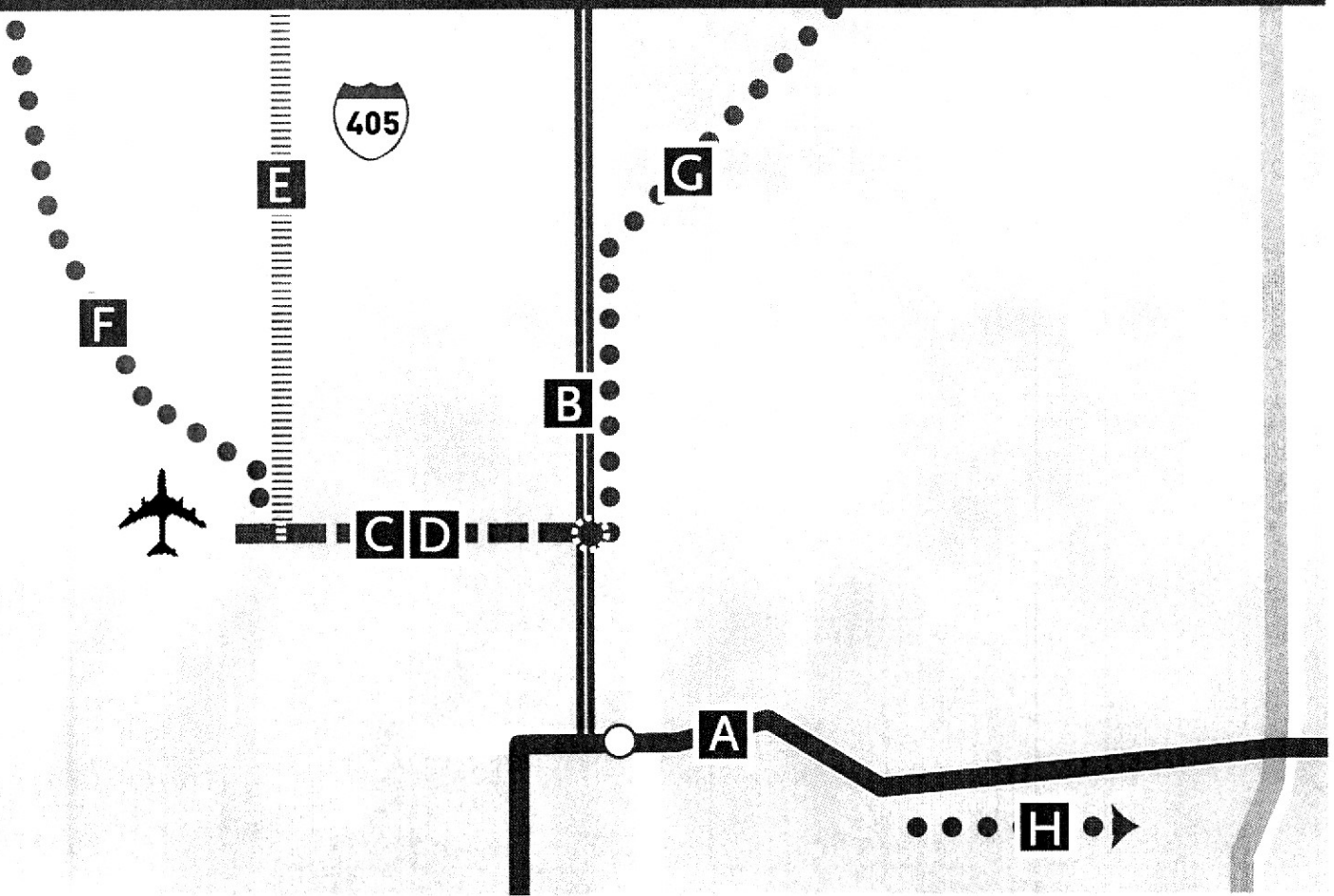
Metro
Route 625



Legend



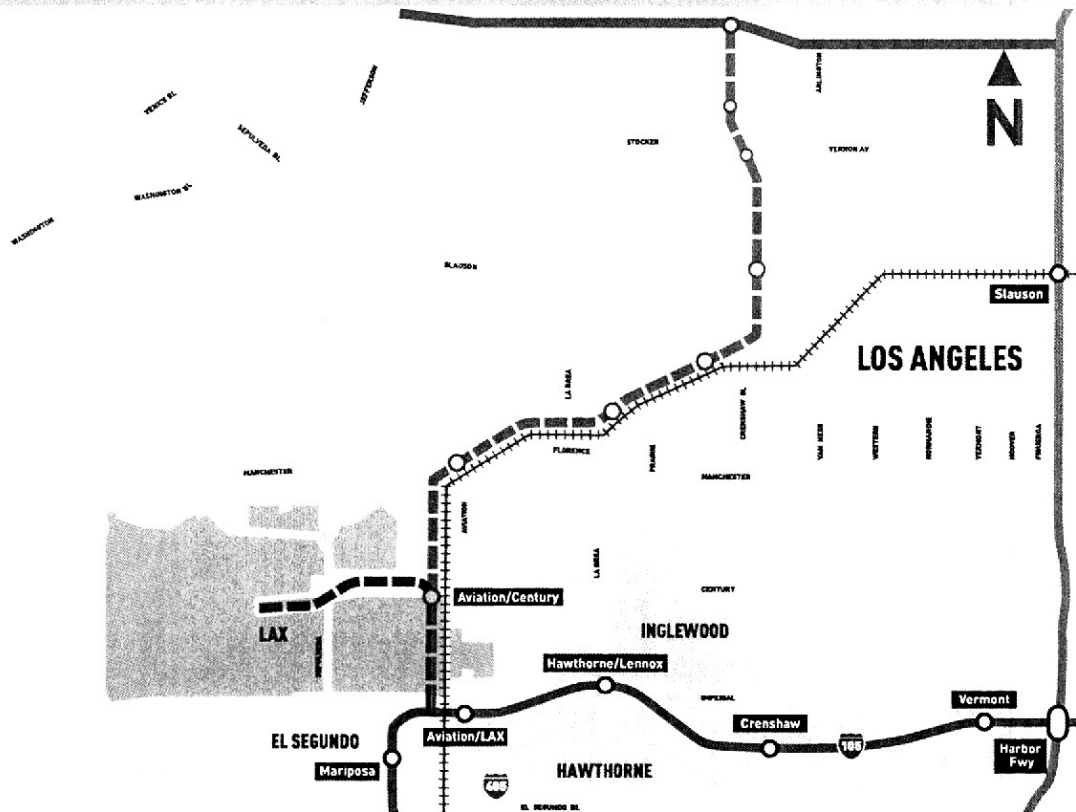
Summary Diagram



Legend

- Existing Services
- Metro Green Line
- Approved Projects
- Crenshaw/LAX Line
- Environmental Phase Projects
- Airport Metro Connector
- LAWA SPAS (APM)
- South Bay Metro Green Line Extension
- LTRP Constrained Projects
- Sepulveda Pass Transit Corridor
- Other Opportunities
- Costal Corridor
- Union Station to LAX Express Service (via Harbor Subdivision)
- Green Line Ext. from Norwalk to Norwalk/Santa Fe Springs Station
- Other Facilities
- Future Aviation/Century station
- Existing Rail Station
- Airport

Metro Crenshaw/LAX Line (B)



Project Description

The Metro Crenshaw/LAX Line will extend 8.5 miles between the Metro Exposition Line at Crenshaw and Exposition Boulevards and connects to the Metro Green Line near Aviation/LAX Station.

Sponsor Agency

Metro

Current Status

The project is currently in the procurement phase for a design/build contractor. The design/ construction phase of this project will begin in 2013 with the project completion scheduled for late 2018.

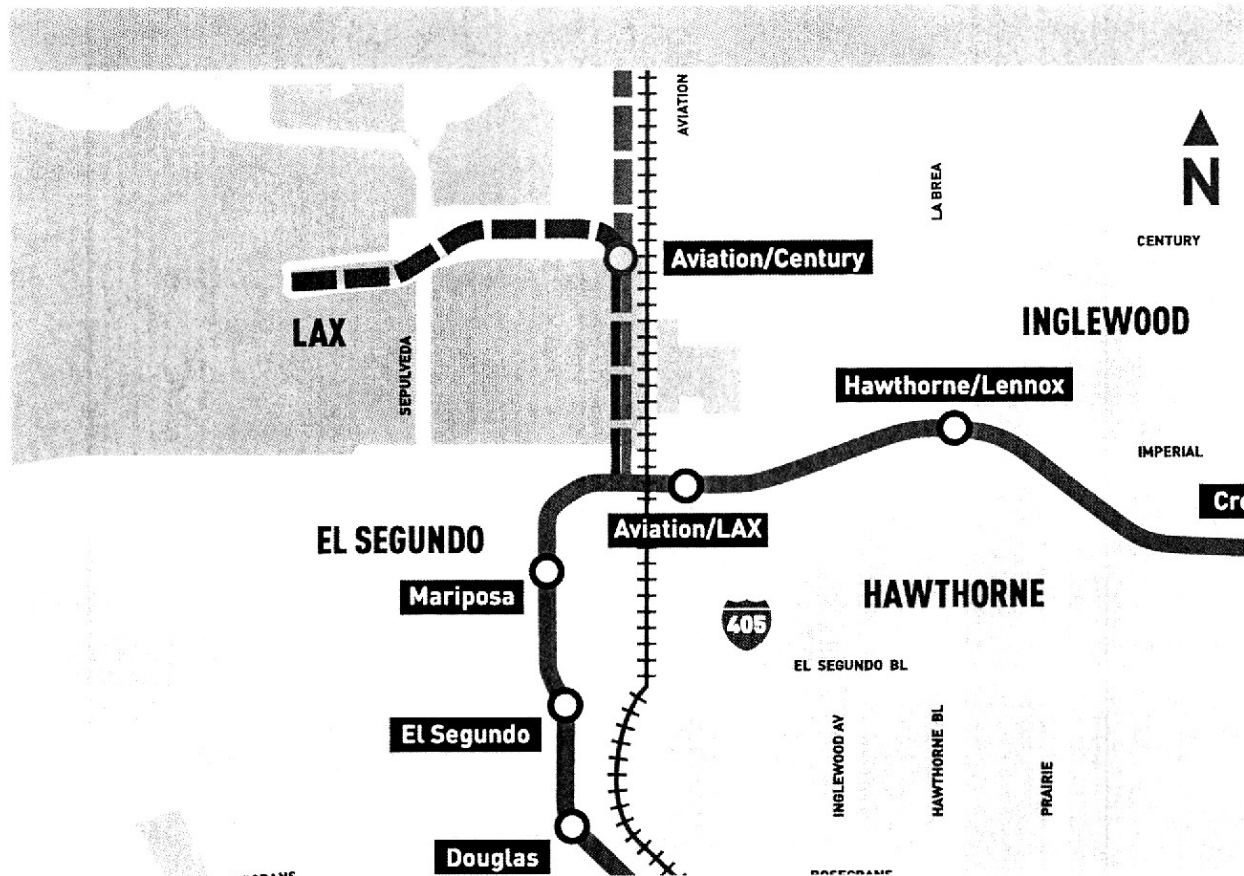
Connectivity Improvements

The Metro Crenshaw/LAX Line will have a new station at Aviation/Century 1.5 miles from the LAX terminals. In addition the Metro Green Line will be modified to serve the new Aviation/Century station. A free Airport Shuttle bus will operate between the LAX terminals and the new Aviation/Century station.

Cost & Funding

Estimated cost of \$1.7B. Funding source is \$1.2B from Measure R and is financed using a \$545.9M TIFIA loan.

Airport Metro Connector (C)



Project Description

The goal of the Airport Metro Connector is to connect the regional rail system with the LAX terminals. Initial alternatives under consideration include Light Rail Transit (LRT), Automated People Mover (APM) and Bus Rapid Transit (BRT).

Sponsor Agency

Metro

Current Status

The project is in the technical study phase. Metro is currently analyzing various alternatives that will be carried forward to draft EIR/EIS.

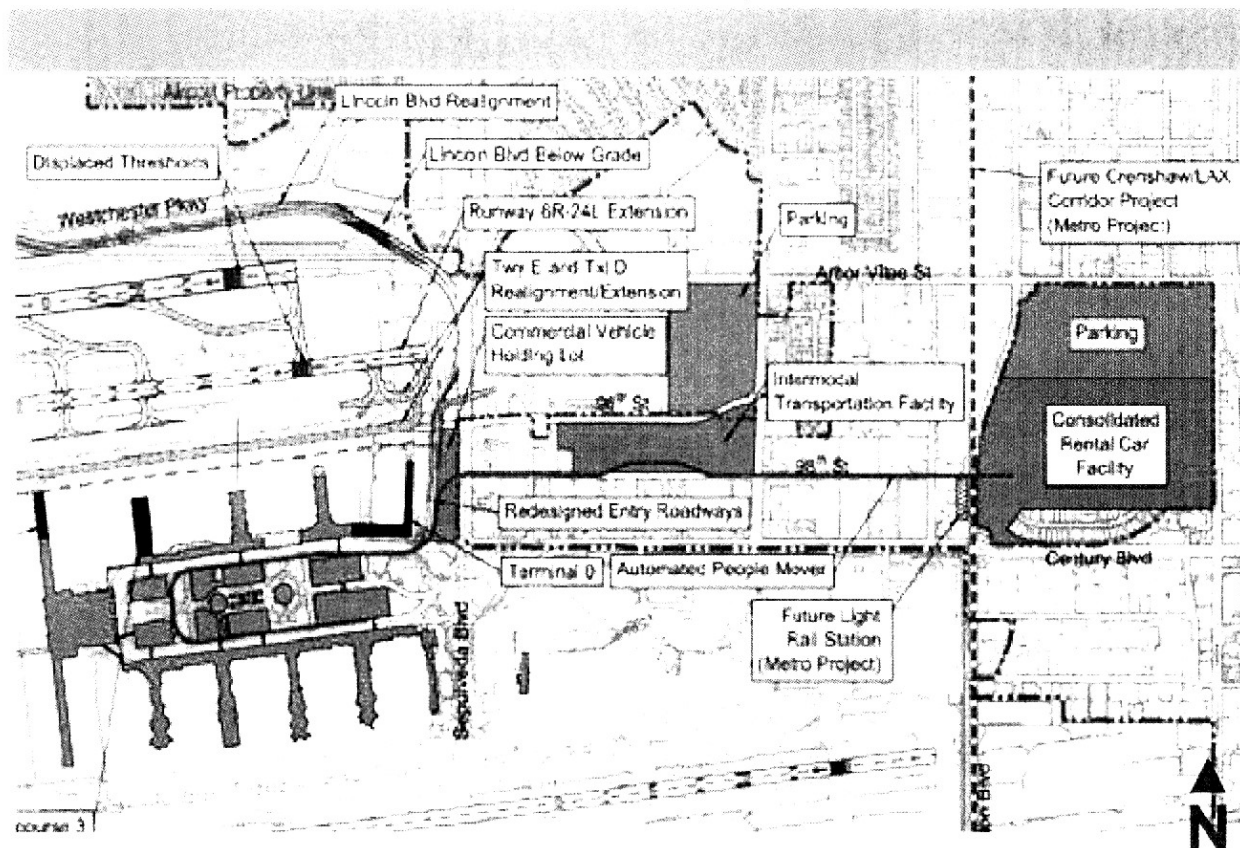
Connectivity Improvements

The Airport Metro Connector will link the growing Metro Rail system to LAX. The Airport Metro Connector will be accessible from both the Crenshaw/LAX Line and the Metro Green Line.

Cost & Funding

Estimated cost range is \$110M - \$1.36B. Funding source is \$200M from Measure R, and a P3 opportunity is under consideration.

LAWA Specific Plan Amendment Study (D)



Project Description

Los Angeles World Airports (LAWA) released its Specific Plan Amendment Study (SPAS) in 2012 which identified projects for the modernization and improvement of Los Angeles International Airport (LAX). One important element of this study is the focus on improving ground transportation. LAWA is considering an APM and an elevated busway system.

Sponsor Agency

Los Angeles World Airports (LAWA) Airport Authority.

Current Status

LAWA has released its SPAS Report/ Draft EIR. LAWA is preparing its responses to comments and plans to release its Final EIR in 2013.

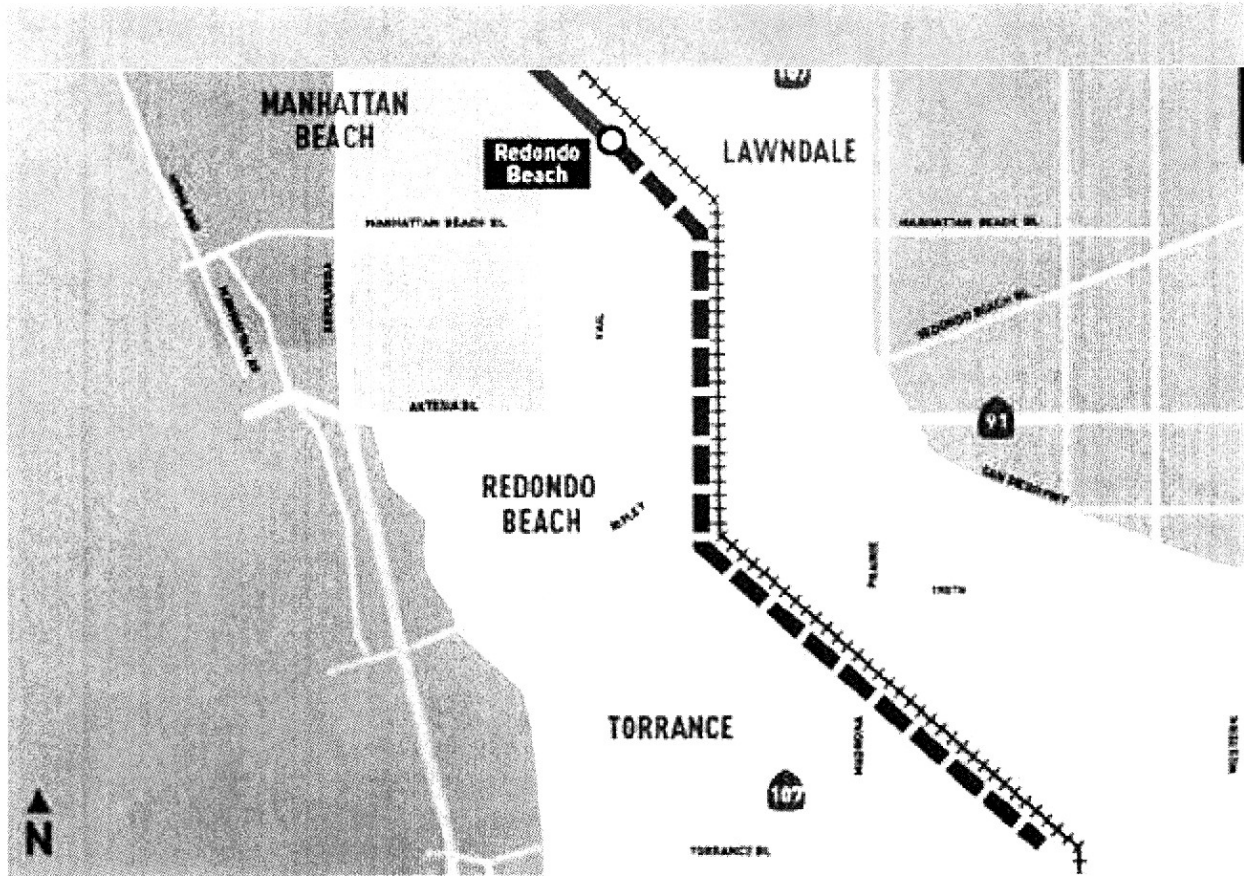
Connectivity Improvements

LAWA is currently analyzing various options for connecting LAX to the greater Los Angeles transit network. LAWA is working to coordinate connections at the new Aviation/Century Station.

Cost & Funding

This project is funded by the LAWA Airport Authority.

South Bay Metro Green Line Extension (E)



Project Description

Metro is conducting an environmental review of the South Bay Metro Green Line Extension, which will examine options for extending rail service into the South Bay. Metro is continuing to perform the technical work and is preparing the draft environmental document to strategically position the project for all potential funding opportunities.

Sponsor Agency

Metro

Current Status

This project is currently in the Draft EIS/EIR environmental phase.

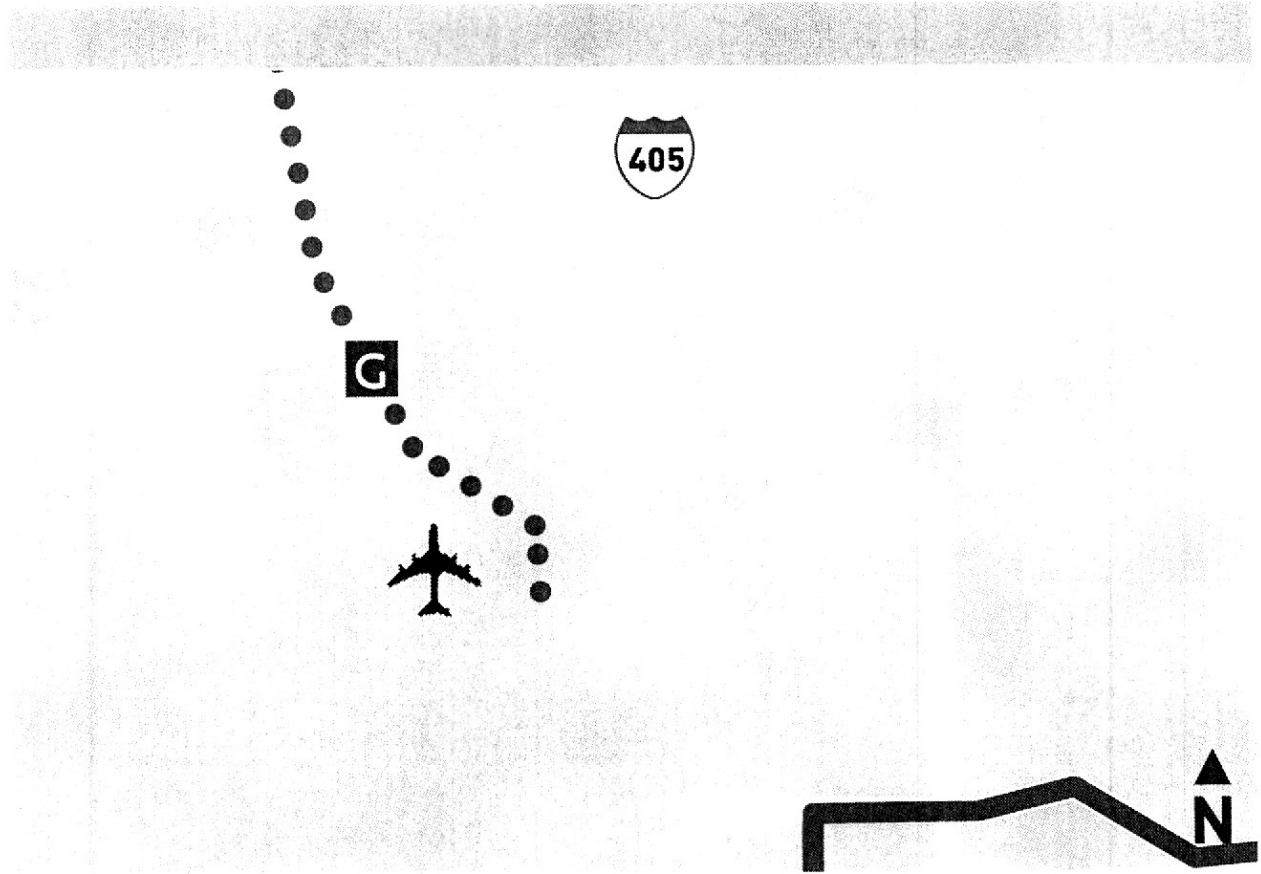
Connectivity Improvements

This project would extend the existing Metro Green Line south towards Torrance, providing a connection to LAX for additional South Bay communities

Cost & Funding

Estimated cost is \$495 million. Project funding is \$272 million

Coastal Corridor (G)



Project Description

The Coastal Corridor (West Los Angeles Mobility Study) has been studied by the Los Angeles Department of Transportation. This corridor broadly follows Lincoln Boulevard or Sepulveda Boulevard, which could therefore extend transit service between LAX and the Los Angeles Westside.

Sponsor Agency

Los Angeles Department of Transportation

Current Status

A preliminary planning study is underway by the Los Angeles Department of transportation as part of the West Los Angeles Mobility Study.

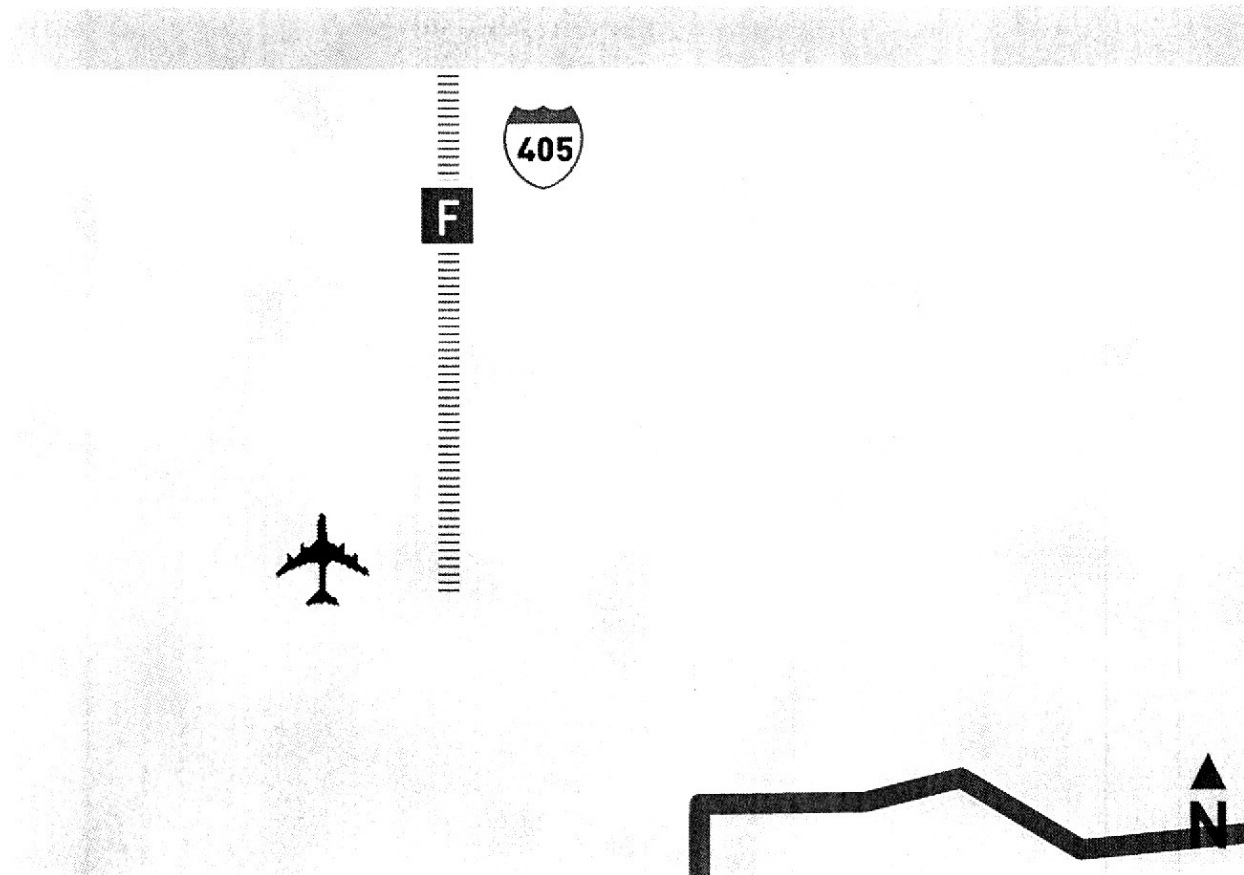
Connectivity Improvements

This project could improve connectivity between the Westside of Los Angeles County and LAX.

Cost & Funding

Costs are currently being covered by the Los Angeles Department of Transportation.

Sepulveda Pass Transit Corridor (F)



Project Description

The Sepulveda Pass is a vital regional transportation corridor connecting the San Fernando Valley with the Westside region of Los Angeles. Potential project alternatives include rail transit, BRT service, carpool lanes with bus-only on and off ramps, peak-hour bus rapid transit-only shoulder lanes, or a transit/toll facility.

Sponsor Agency

Metro

Current Status

Metro Planning is currently conducting an initial Systems Planning Study of various modal concepts for the Sepulveda Pass Corridor. All elevations (surface running, aerial, tunnel, etc.) and parallel routes, such as Sepulveda and Van Nuys Boulevards, are being explored.

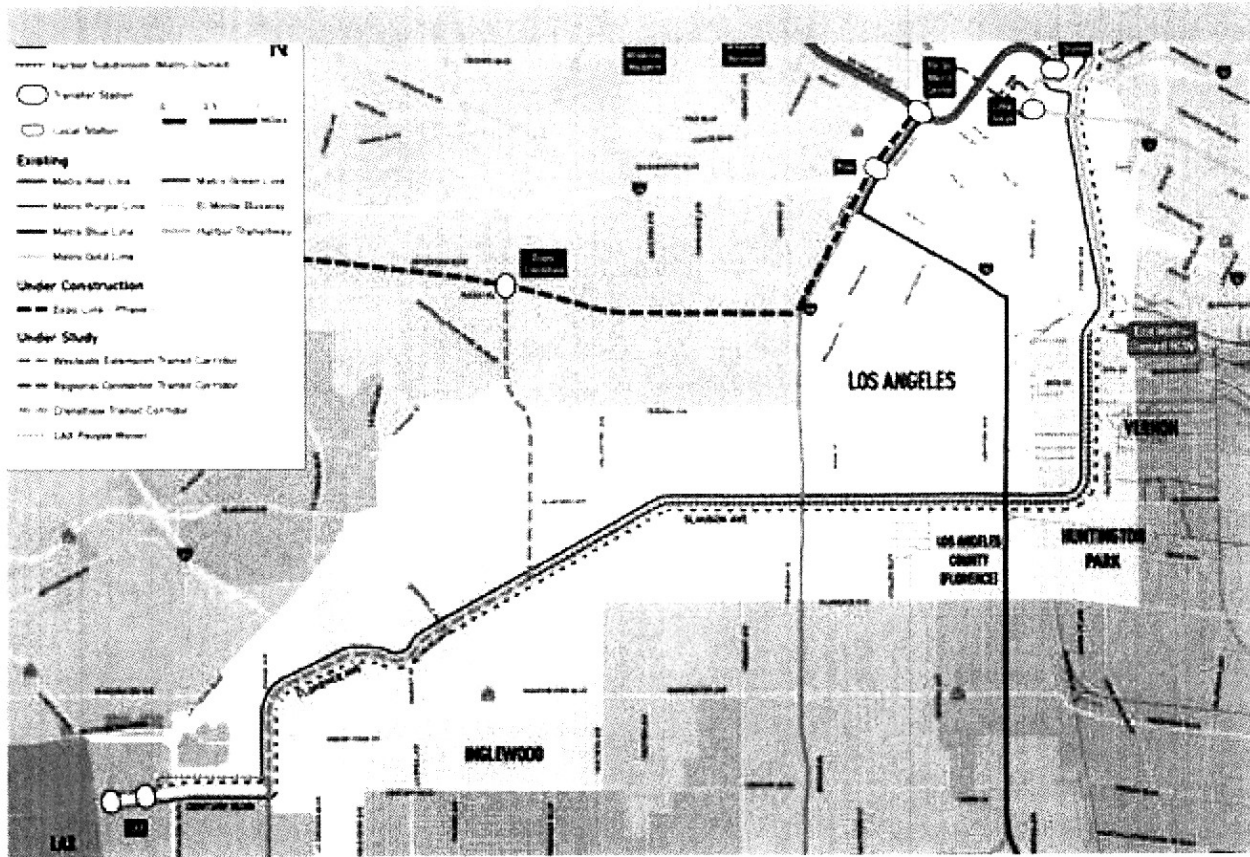
Connectivity Improvements

This project would improve transit connections between the San Fernando Valley and the Westside region of Los Angeles.

Cost & Funding

Estimated costs are yet to be determined. \$1B funding was secured from Measure R. A Public/Private Partnership (P3) opportunity is also under consideration.

Union Station to LAX Express Services (H)



Project Description

In 2009 Metro studied the Harbor Subdivision Transit Corridor which could provide a Union Station to LAX Express Service via Metro's Harbor Subdivision Right of Way. Regional and local alternatives along the Harbor Subdivision between Union Station and LAX were also analyzed, along with extensions to the South Bay and Long Beach.

Sponsor Agency

TBD

Current Status

A Final Alternatives Analysis Report was completed in November 2009.

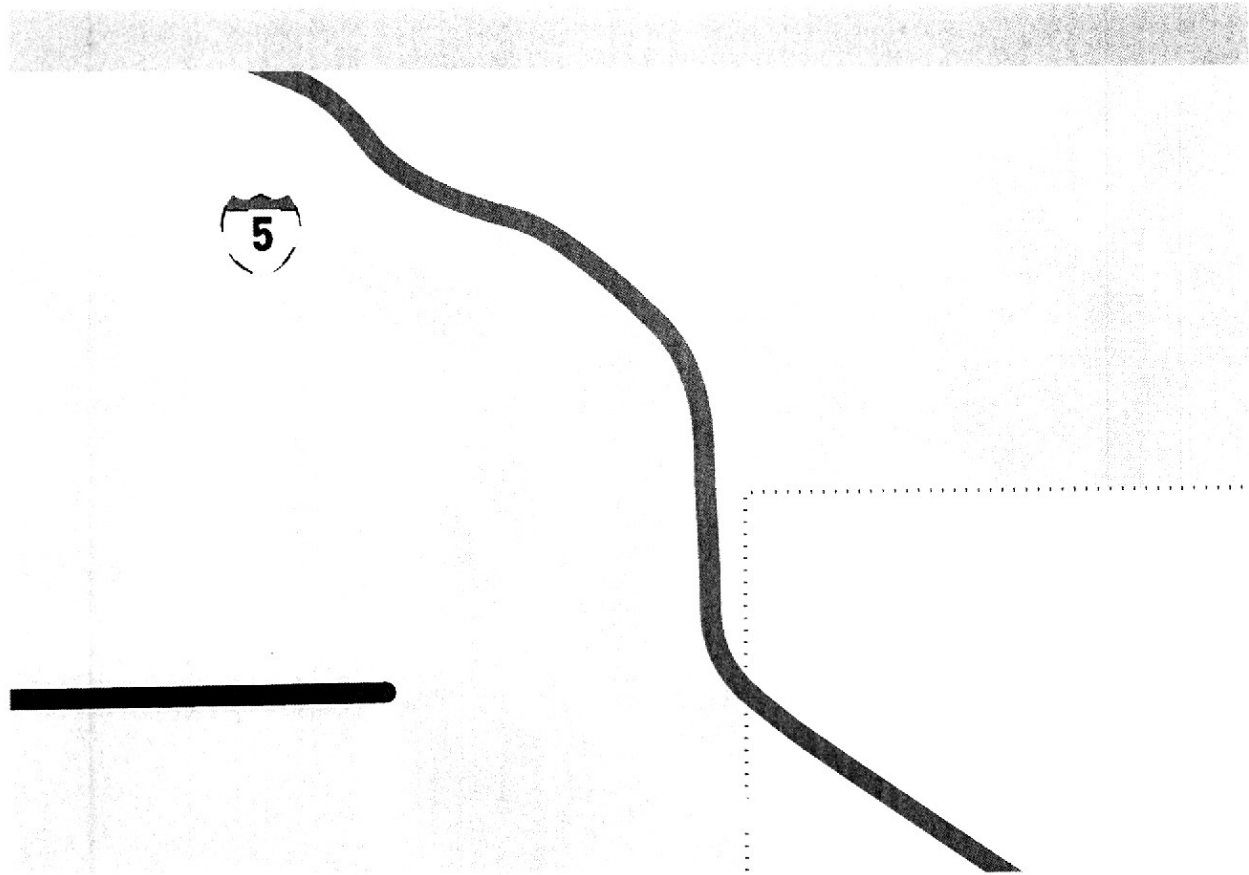
Connectivity Improvements

This project has the potential to connect LAX with Downtown Los Angeles and South Bay.

Cost & Funding

Estimated cost and funding data is unavailable.

Green Line to Norwalk/Santa Fe Springs (I)



Project Description

This project proposes to extend the Green Line Eastward from the existing Norwalk Station to the Norwalk/Santa Fe springs Metrolink Station.

Sponsor Agency

TBD

Current Status

An EIR was completed by the Los Angeles County Transportation Commission in 1994.

Connectivity Improvements

This connection will facilitate transportation to LAX. Metrolink riders will be able to access LAX through a connection with the Green Line.

Cost & Funding

Estimated cost and funding data is unavailable.



ONT

Existing Services

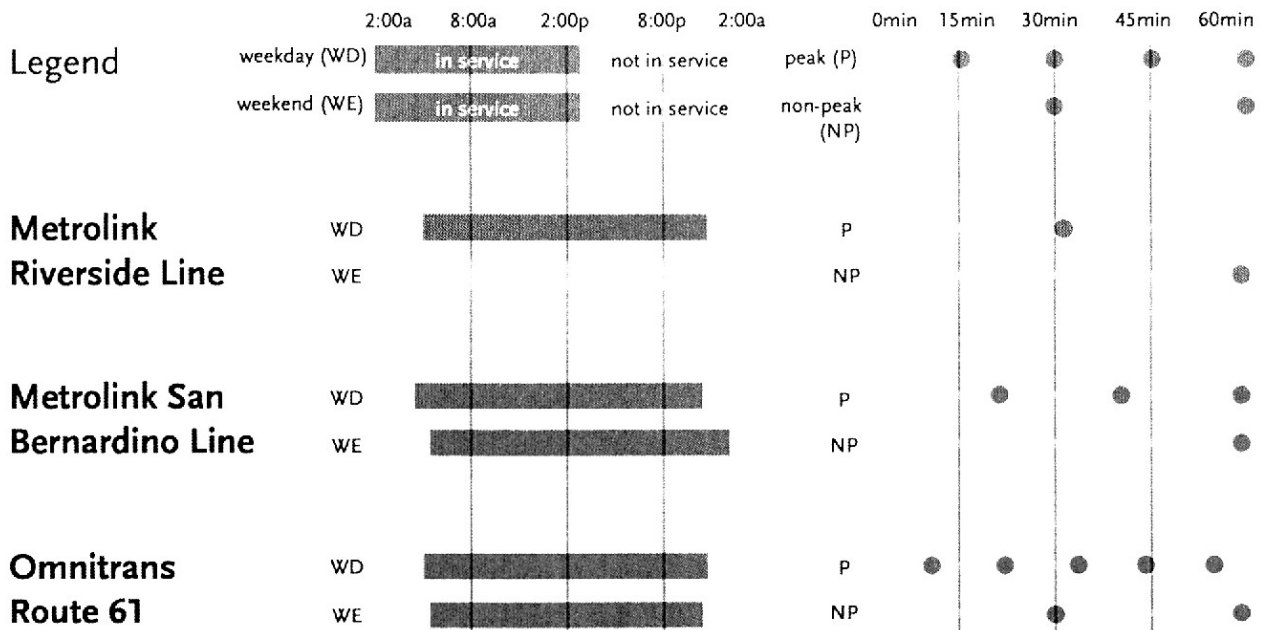
Individual Project Data

Existing Services

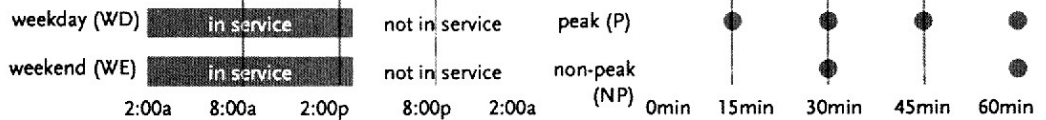
Service

Operating Hours

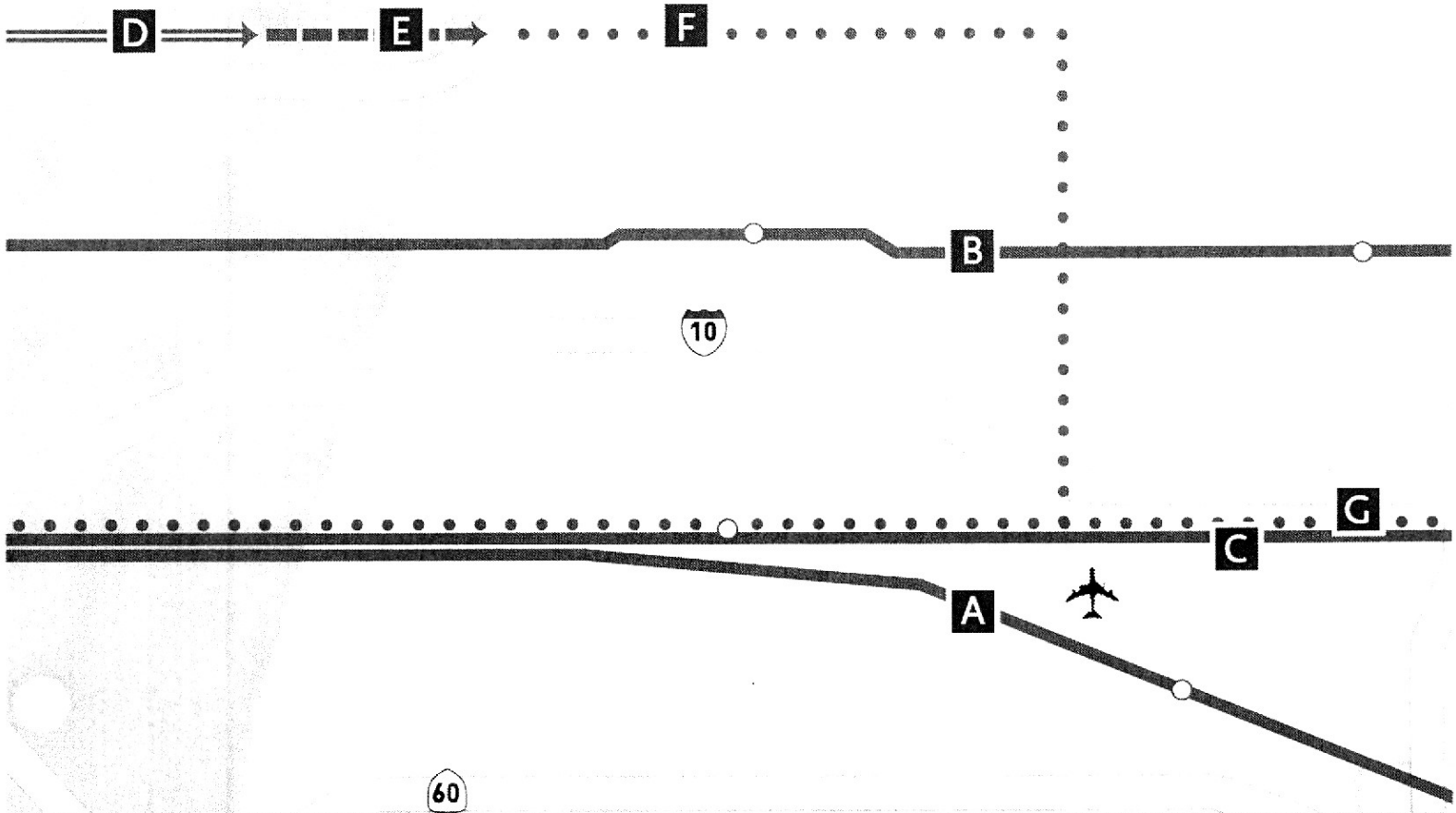
Frequency



Legend



Summary Diagram

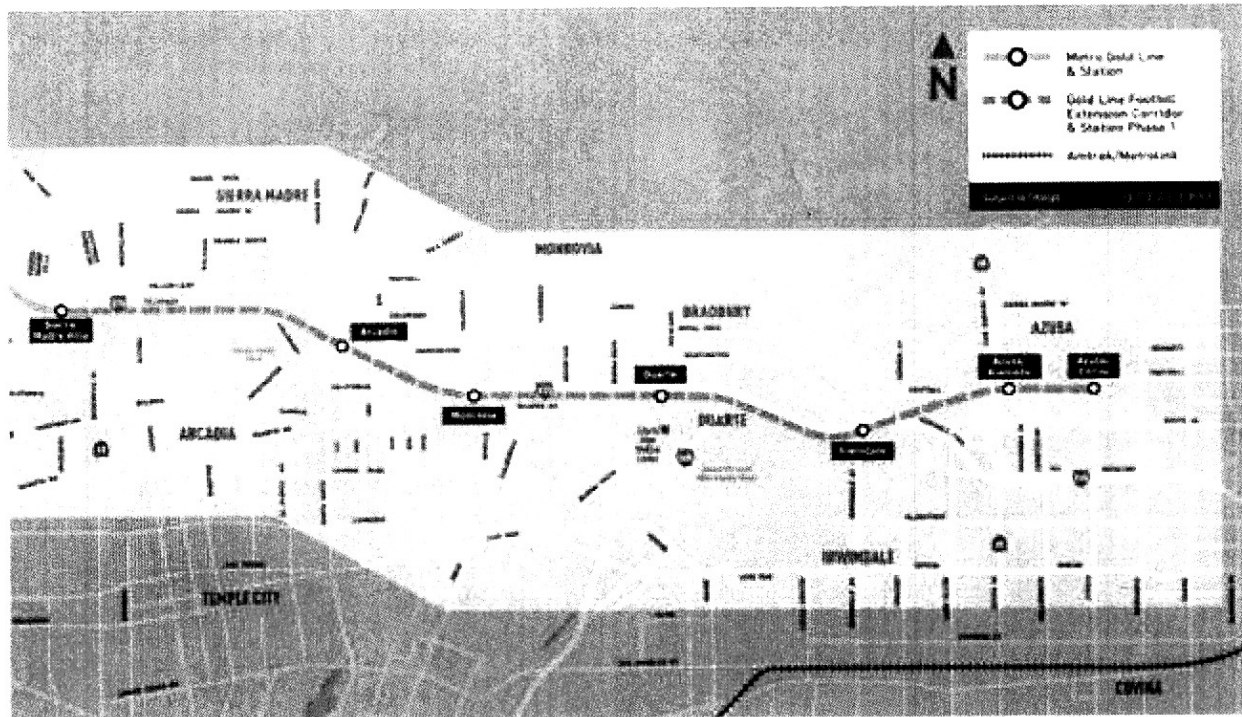


Legend

-  Existing Services
 - A** Metrolink Riverside Line
 - B** Metrolink San Bernardino Line
 - C** Amtrak Line
-  Approved Projects
 - D** Metro Gold Line Foothill Extension (2A) to Azusa (Citrus)
-  Environmental Phase Projects
 - E** Metro Gold Line Foothill Extension (2B) Azusa to Montclair
-  Other Opportunities
 - F** Metro Gold Line Foothill Extension (2C) Montclair to ONT Airport
 - G** California High-Speed Rail LA to San Diego Corridor
- Other Facilities**
 -  Future Ontario Airport Station
 -  Existing Rail Station
 -  Airport

Metro Gold Line Foothill Extension (2A) to Azusa (Citrus) (D)

Gold Line Foothill Extension Corridor Phase 1



Project Description

The Gold Line Foothill Extension (2A) to Azusa (Citrus) will extend the Gold Line 11.5 miles from Pasadena to Azusa (Citrus).

Sponsor Agency

The Gold Line Foothill Extension Construction Authority

Current Status

This project is currently under construction with an estimated completion in 2015.

Connectivity Improvements

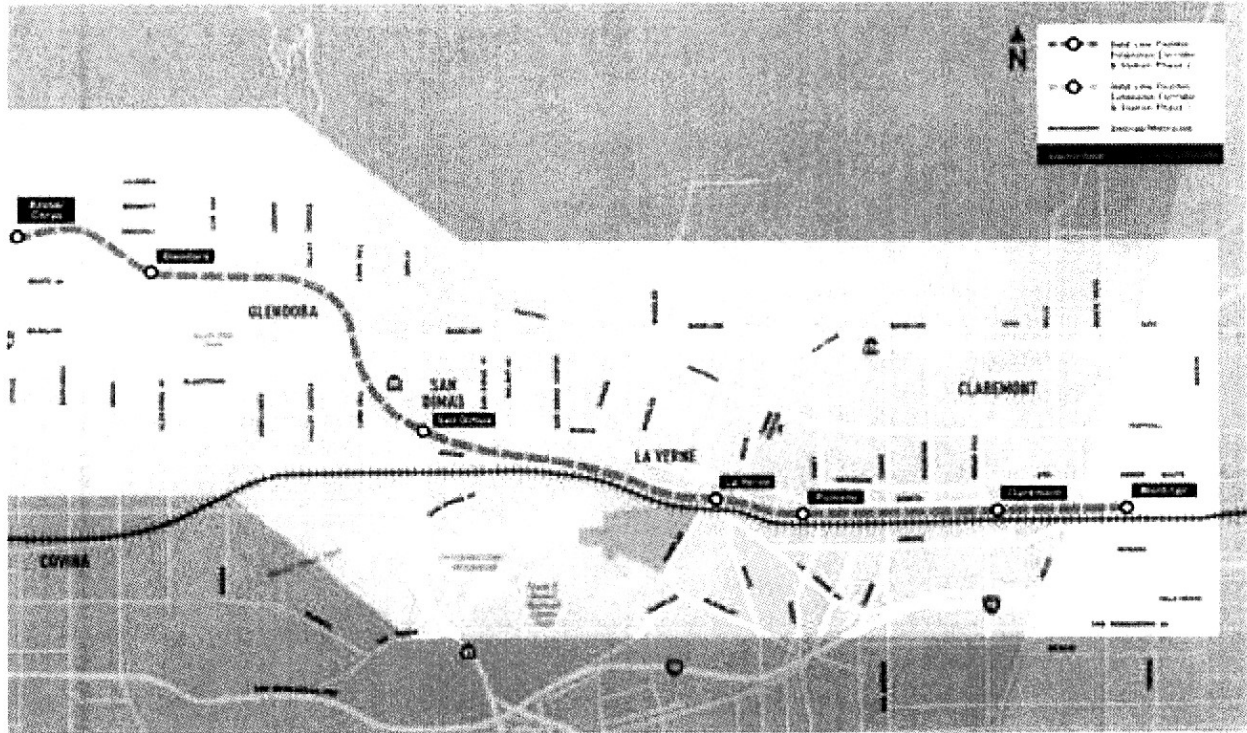
This project would extend the Metro Gold Line to within 20 miles of ONT.

Cost & Funding

Estimated cost is \$741M. Funding source is \$735M from Measure R.

Metro Gold Line Foothill Extension (2B) Azusa to Montclair (E)

Gold Line Foothill Extension Corridor Phase 2



Project Description

The Gold Line Foothill Extension (2B) will extend the Gold Line 12.6 miles from Azusa (Citrus) to Montclair in San Bernardino County.

Sponsor Agency

The Metro Gold Line Foothill Extension Construction Authority and San Bernardino Associated Governments (SANBAG).

Current Status

A Final EIR was completed in 2007. A further environmental review for the project began in late 2010 and is currently underway. Publication of this Draft EIR is anticipated in 2013.

Connectivity Improvements

This project would extend Metro Gold Line to within 8 miles of ONT.

Cost & Funding

Estimated cost is \$764M. Funding data is unavailable.

Metro Gold Line Foothill Extension (2C) Montclair to ONT Airport (F)



Project Description

The Gold Line Foothill Extension (2C) will extend the Gold Line 8 miles from Montclair to ONT.

Sponsor Agency

The Metro Gold Line Foothill Extension Construction Authority and SANBAG.

Current Status

The Construction Authority completed a study in 2008 to explore the feasibility of extending the line from Montclair to ONT. Formal alternatives analysis is awaiting funding.

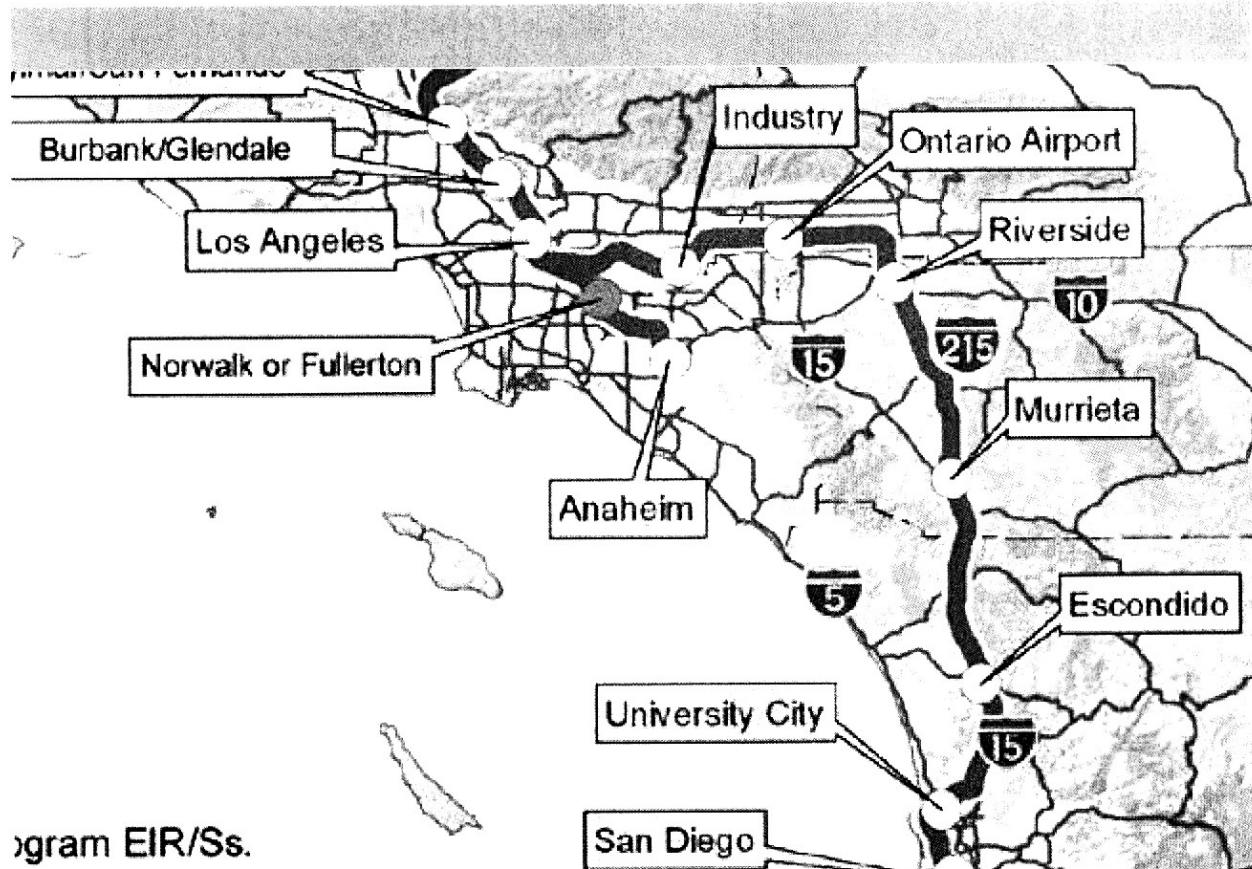
Connectivity Improvements

This project would extend the Metro Gold Line 8 miles from the planned terminus of segment 2B at Montclair to ONT and would therefore provide a direct rail connection to ONT.

Cost & Funding

Estimated cost and funding data are not available.

California High-Speed Rail Los Angeles to San Diego



ogram EIR/Ss.

Project Description

The Los Angeles to San Diego corridor of the CA High-Speed Rail system is 167 miles long, extending east from Union Station to the Inland Empire and onward to San Diego.

Sponsor Agency

California High-Speed Rail Authority

Current Status

The Los Angeles to San Diego Corridor has completed its Preliminary Alternatives Analysis (PAA) Report in March 2011. A station in the immediate vicinity of ONT has been studied and is under consideration. The next step is environmental review. As this section is not part of the initial statewide segment, the date of initiation of environmental review is uncertain.

Connectivity Improvements

This project would provide a direct rail connection to ONT from Los Angeles Union Station and the San Gabriel Valley to the west, and to the Inland Empire to San Diego to the east and south.

Cost & Funding

Estimated cost is not available. Funding will be provided by the California High-Speed Rail Authority.

BUR

Existing Services

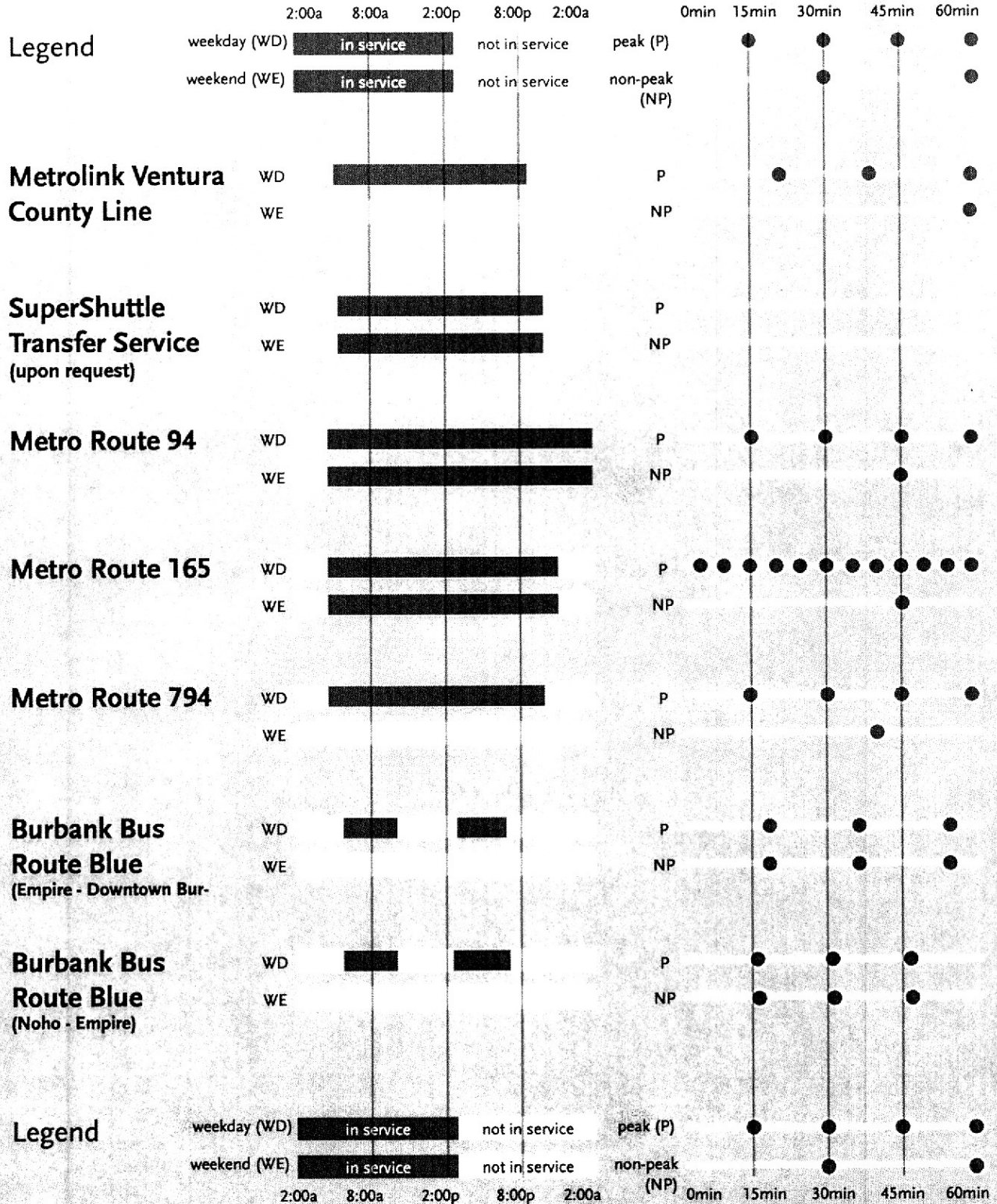
Individual Project Data

Existing Services

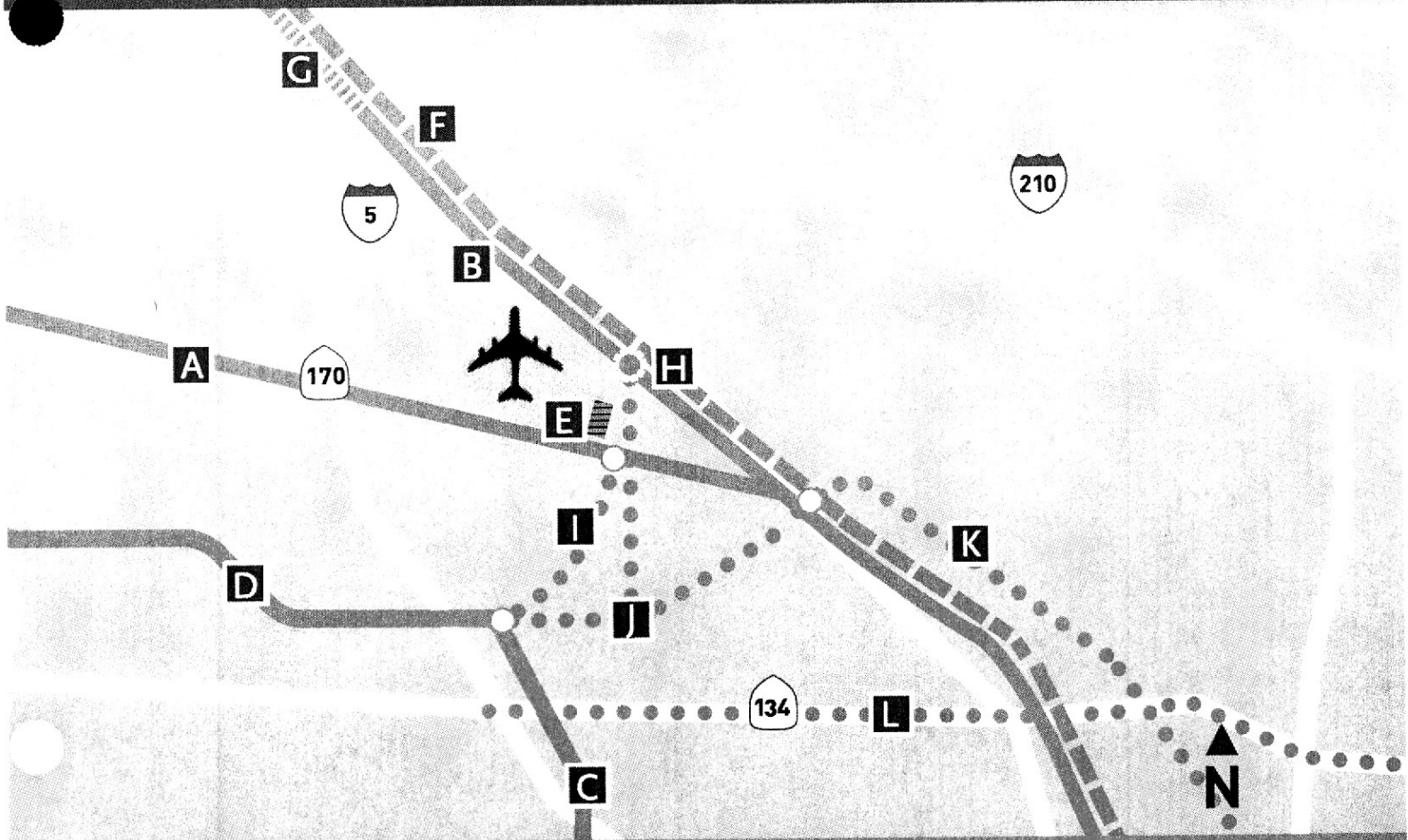
Service

Operating Hours

Frequency



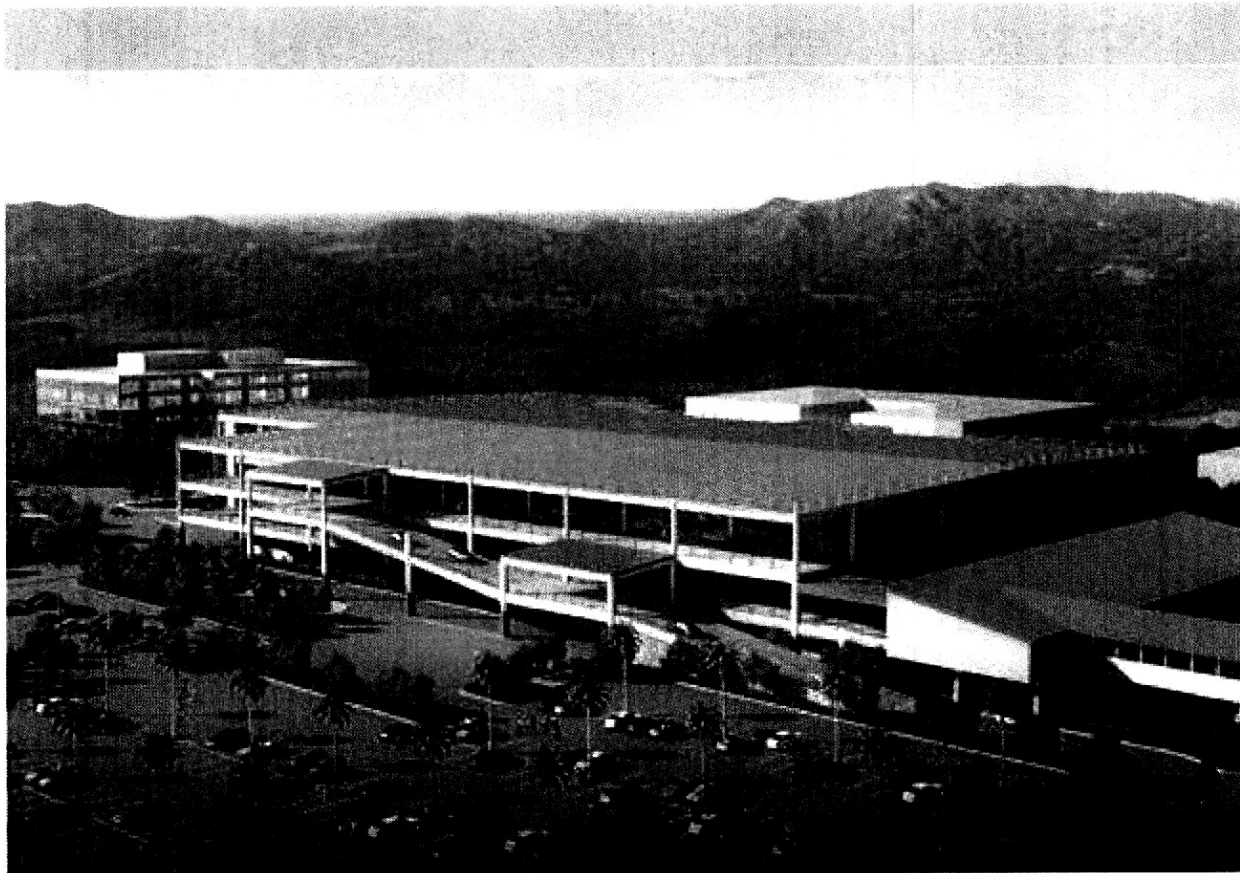
Summary Diagram



Legend

- Existing Services
 - A** Metrolink Ventura County Line & Amtrak
 - B** Metrolink Antelope Valley Line
 - C** Metro Red Line
 - D** Metro Orange Line
- Approved Projects
 - E** Regional Intermodal Transit Center (RITC)
- Environmental Phase Projects
 - F** CA High-Speed Rail (LA to Palmdale Corridor)
- L RTP Constrained Projects
 - G** Antelope Valley Line Infrastructure Improvement Strategy (some improvements)
 - H** Metrolink Antelope Valley Line Hollywood Way Station
- Other Opportunities
 - I** Metro Red Line Extension
 - J** Metro Orange Line Extension
 - K** Metro Gold Line Extension
 - L** Countywide Bus Rapid Transit and Street Design Improvement Study (SR134)
- Other Facilities
 - Existing Rail Station
 - Airport

Regional Intermodal Transit Center (E)



Project Description

The RITC project will provide a consolidated rental car, long-term parking, and a bus transit facility, along with a grade-separated pedestrian bridge for access between the RITC, the Metrolink Burbank Bob Hope Airport station and the BUR Main Terminal.

Sponsor Agency

Burbank-Glendale-Pasadena Airport Authority

Current Status

Construction began July 2012 and estimated completion is summer 2014.

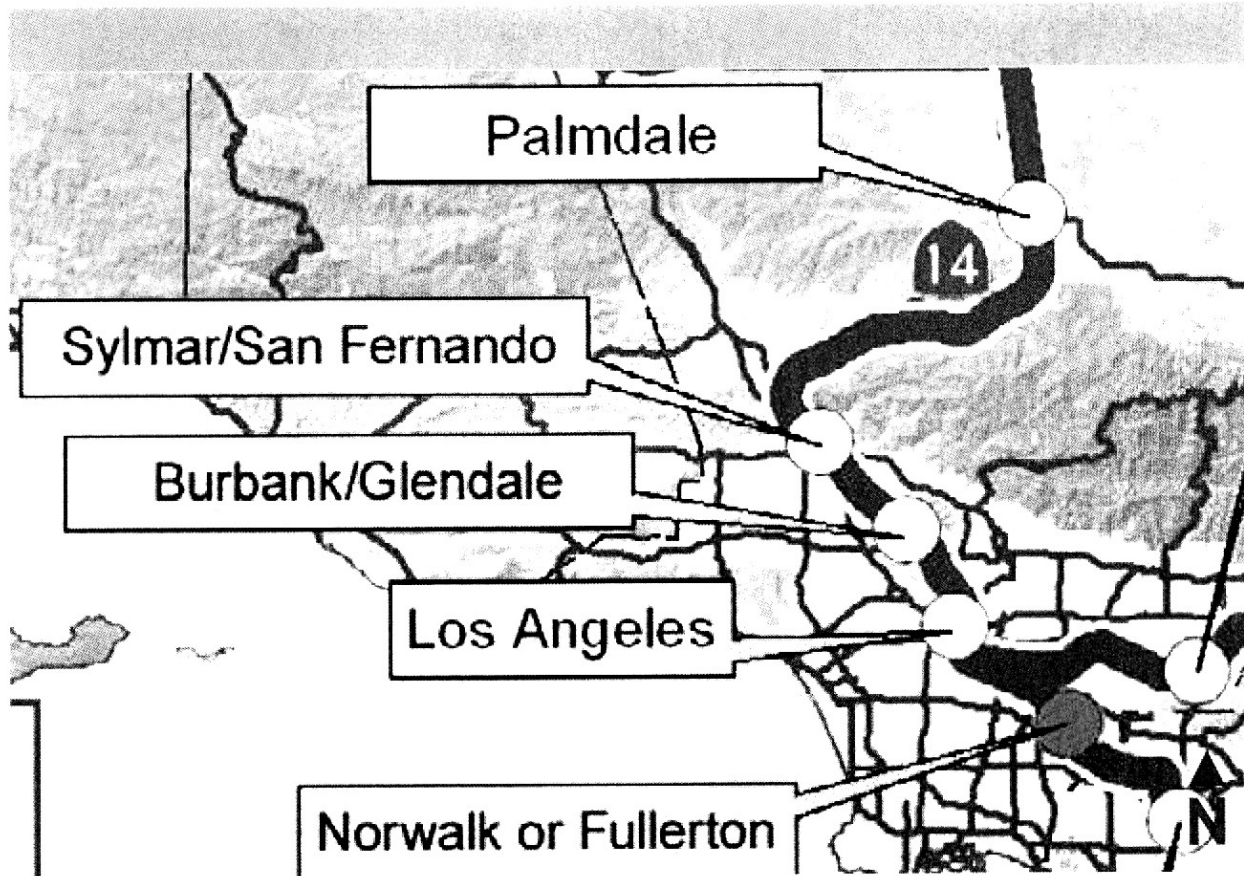
Connectivity Improvements

Phase 1 of the project will provide a grade-separated pedestrian walkway between the RITC and the BUR Main Terminal. Phase 2 of the project will extend the pedestrian walkway from the RITC and over West Empire Avenue to connect directly with the platforms at the Burbank Bob Hope Airport station.

Cost & Funding

Estimated cost is \$81M. The project is funded by the Burbank-Glendale-Pasadena Airport Authority and federal grants.

CA High-Speed Rail (LA to Palmdale) (F)



Project Description

The Los Angeles to Palmdale corridor of the CA High-Speed Rail system is 58 miles long, extending between Union Station, the San Fernando Valley and the Antelope Valley. A station is planned near Burbank Bob Hope Airport.

Sponsor Agency

CA High-Speed Rail Authority

Current Status

This project is in the environmental phase.

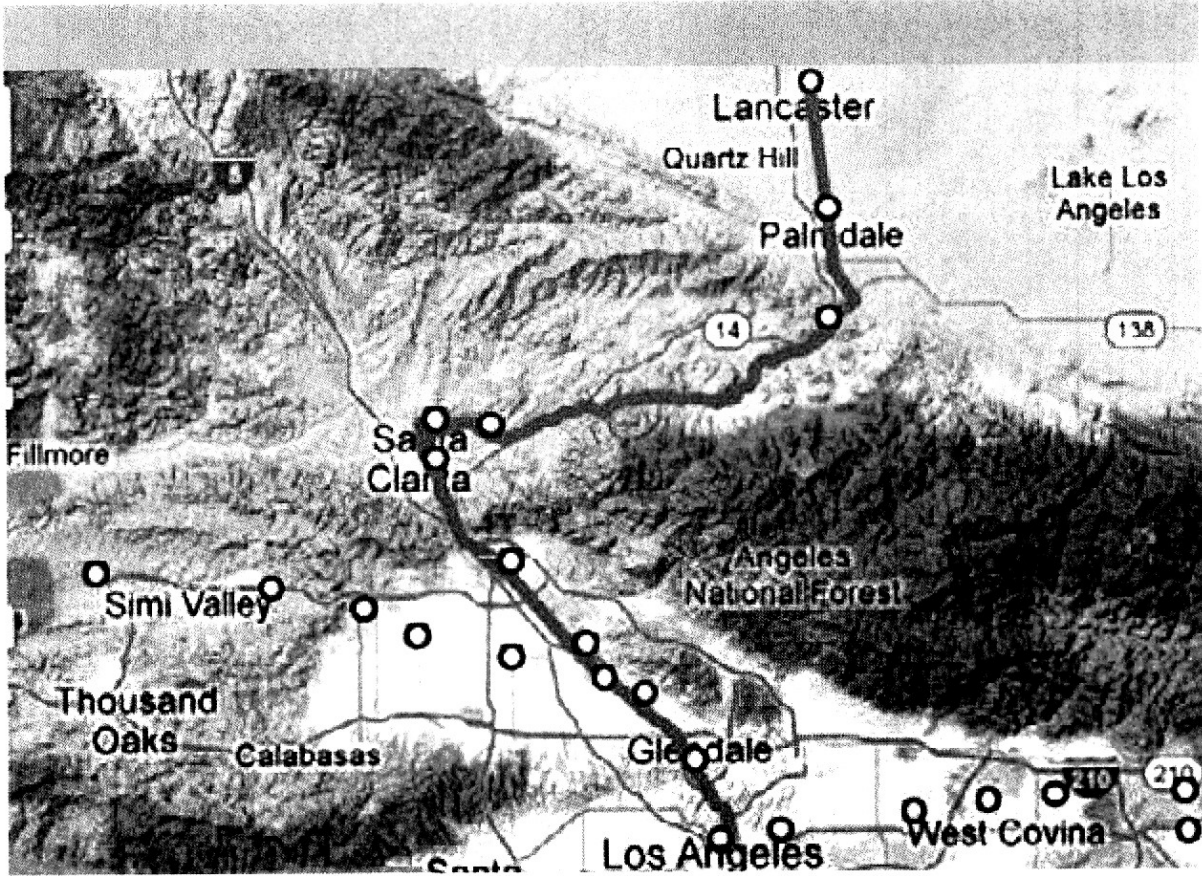
Connectivity Improvements

This project could provide a high-speed rail service along with a station at Hollywood way in the vicinity of BUR, improving regional access to the San Fernando Valley, San Gabriel Valley, LA Basin and San Joaquin Valley.

Cost & Funding

Estimated cost data are not available. This project will be funded by the CA High-Speed Rail Authority.

Antelope Valley Line Infrastructure Improvement Strategy (G)



Project Description

The objective of this project is to identify infrastructure improvements, such as grade separations and improved at-grade crossings, that would improve rail service on the Metrolink Antelope Valley Line.

Sponsor Agency

Metro

Current Status

Soon to enter the environmental phase.

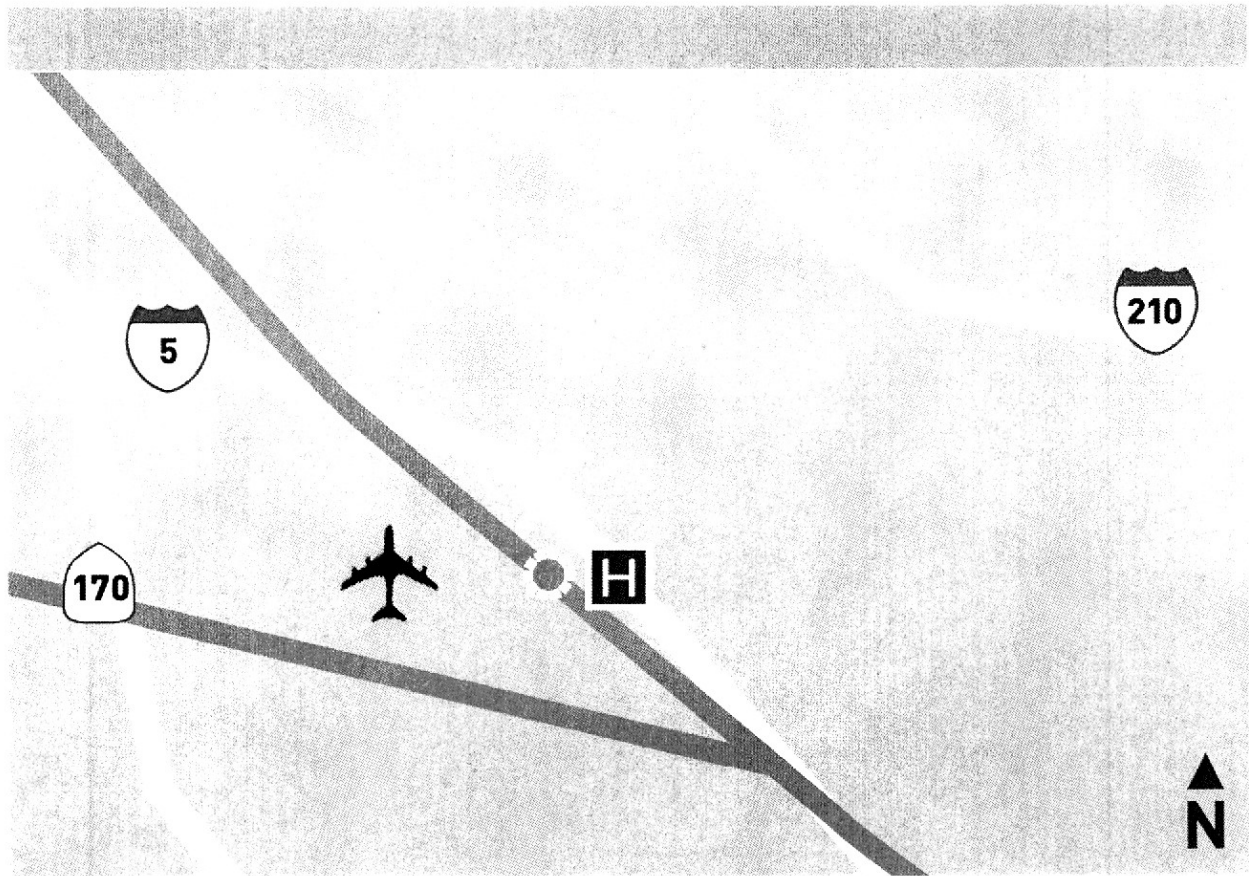
Connectivity Improvements

This project could provide infrastructure improvements that would reduce travel times and enhance safety on the Metrolink Antelope Valley Line, potentially providing more frequent services in the vicinity of BUR.

Cost & Funding

Estimated cost data is not available. Funding is from CA High-Speed Rail Authority and Measure R for some improvements included in the LRTP.

Metrolink Antelope Valley Line Hollywood Way Station (H)



Project Description

A new Metrolink station will be constructed at Hollywood Way on the Antelope Valley Line.

Sponsor Agency

Burbank-Glendale-Pasadena Airport Authority and Metro

Current Status

This project will soon enter the environmental phase.

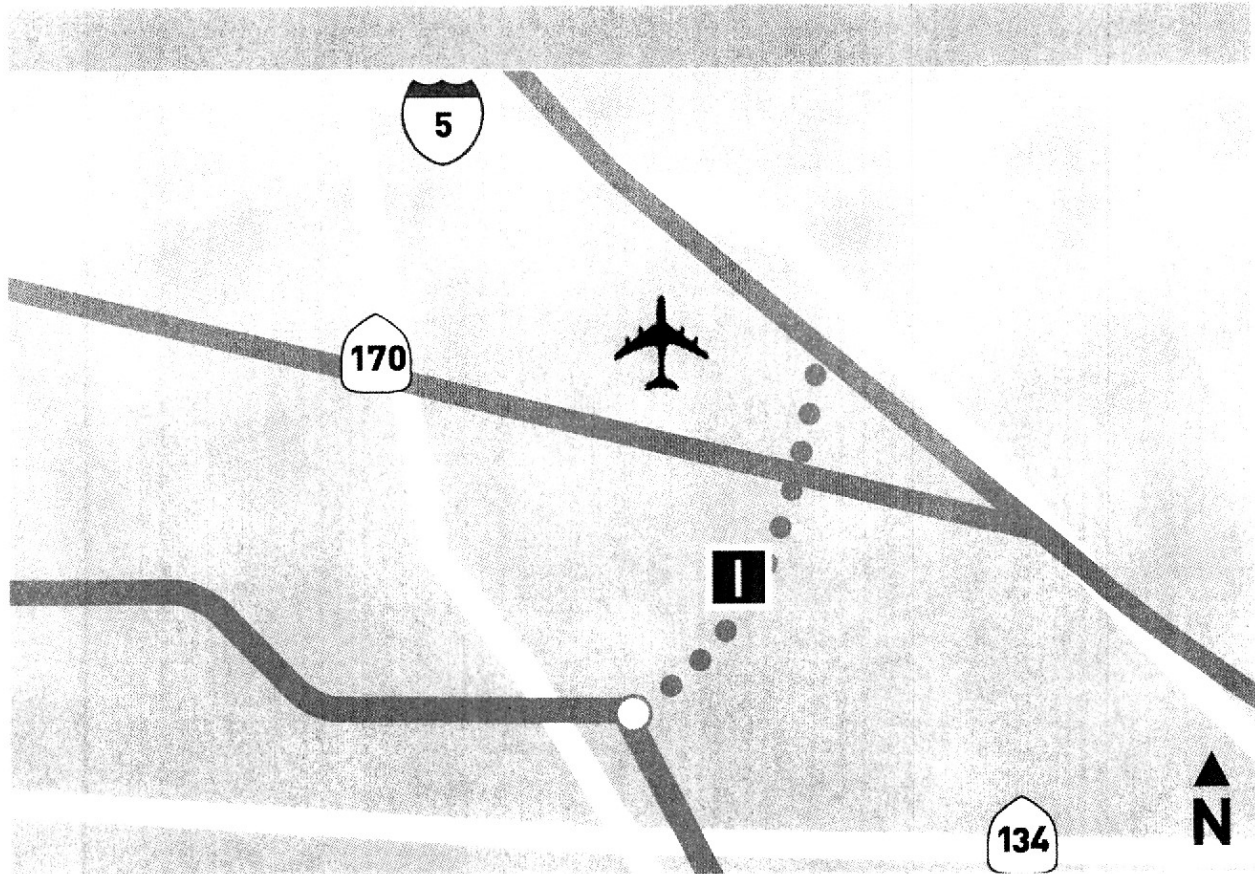
Connectivity Improvements

A free shuttle bus service is planned to operate between the new Metrolink Hollywood Way station and BUR.

Cost & Funding

Estimated cost is \$3M to \$4M. The Burbank-Glendale-Pasadena Airport Authority has committed \$1.75M.

Metro Red Line Extension (I)



Project Description

This project could extend the Red Line north from the Metro Red Line North Hollywood station, potentially to BUR and the new Metrolink Hollywood Way Station.

Sponsor Agency

TBD

Current Status

Included in the Strategic Plan. Route alignments have to be identified and selected in an alternatives analysis and environmental review.

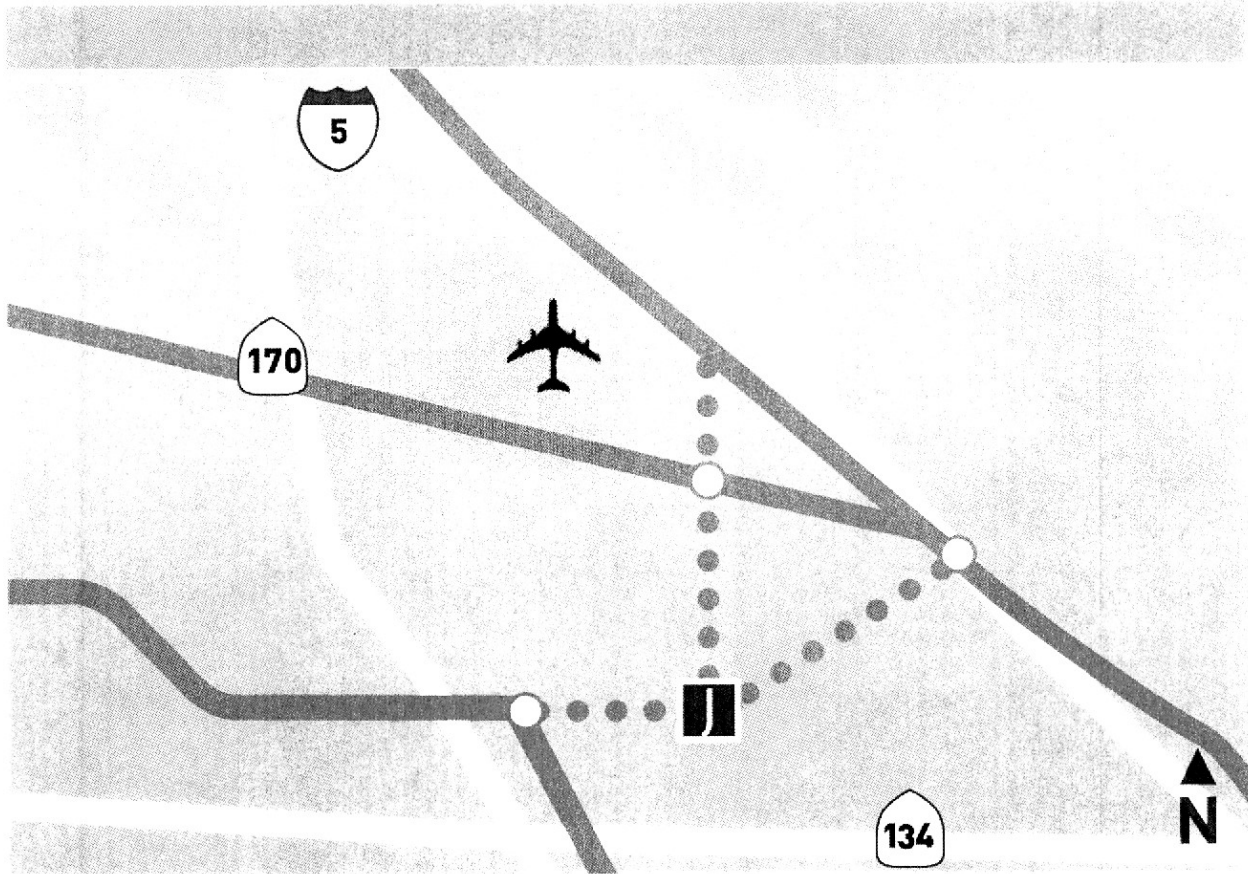
Connectivity Improvements

This project could extend the Metro Red Line northwards to BUR, providing a direct connection with BUR and the new Metrolink Hollywood Way Station.

Cost & Funding

Estimated cost and funding data are not yet developed.

Metro Orange Line Extension (J)



Project Description

This project could extend the Orange Line east from its current terminus at Metro Red Line North Hollywood station towards downtown Burbank and Glendale.

Sponsor Agency

Metro

Current Status

Included in the Strategic Plan. Concepts have not yet been developed or explored in feasibility study or alternatives analysis.

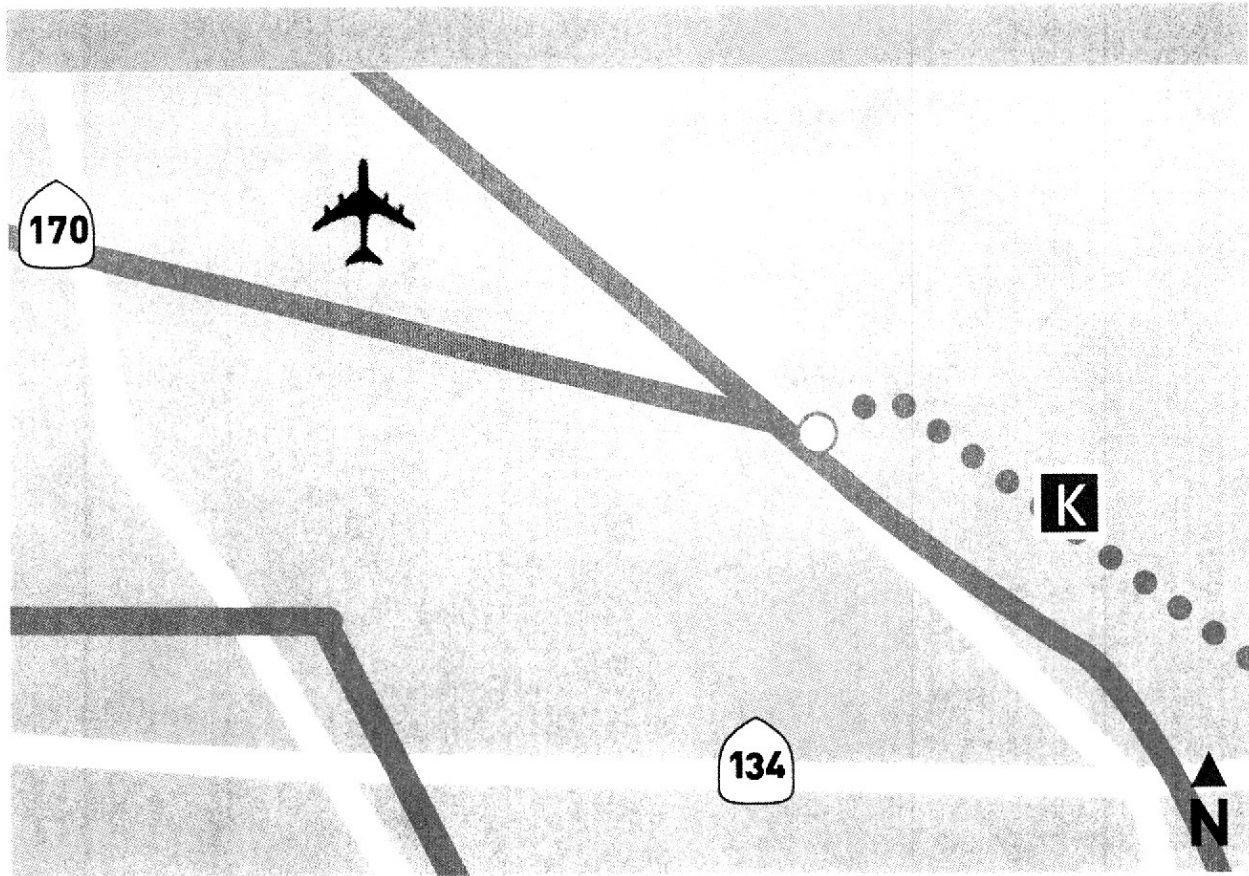
Connectivity Improvements

A branch of this project could potentially extend north towards BUR, providing a direct connection with BUR and the new Metro-link Hollywood Way Station.

Cost & Funding

Estimated cost and funding data are not yet developed.

Metro Gold Line Extension (K)



Project Description

This project could extend the Gold Line from Pasadena to Glendale and downtown Burbank, and potentially onwards to BUR.

Sponsor Agency

Metro

Current Status

Included in the Strategic Plan. No feasibility studies have been completed.

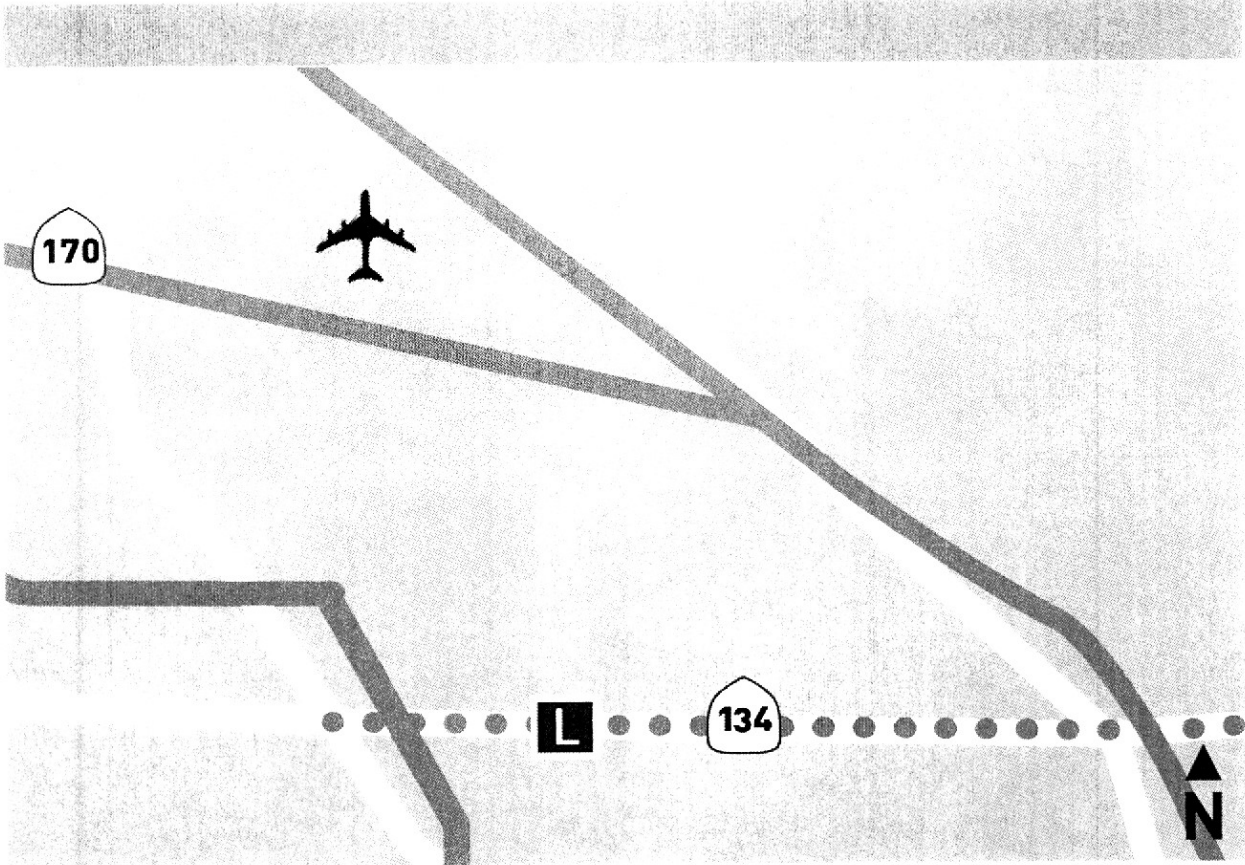
Connectivity Improvements

This project could extend the Gold Line to BUR, providing a direct connection with BUR and the new Metrolink Hollywood Way Station.

Cost & Funding

Estimated cost and funding data are not yet developed.

Countywide Bus Rapid Transit and Street Design Improvement Study (SR134)



Project Description

A Countywide Bus Rapid Transit and Street Design Improvement Study is being completed to explore a broad set of BRT corridors throughout Los Angeles County. One potential corridor that is being explored is a project that would utilize HOV lanes on the SR134 between Metro Gold Line (in Pasadena) and Metro Red Line and Metro Orange Line in North Hollywood.

Sponsor Agency

Metro

Current Status

Results of the study are due to be presented to the Metro Board in Spring 2013.

Connectivity Improvements

A branch of this service could extend northwards from the SR134 freeway toward BUR, providing direct access to the RITC facility.

Cost & Funding

Estimated cost and funding data is not available.

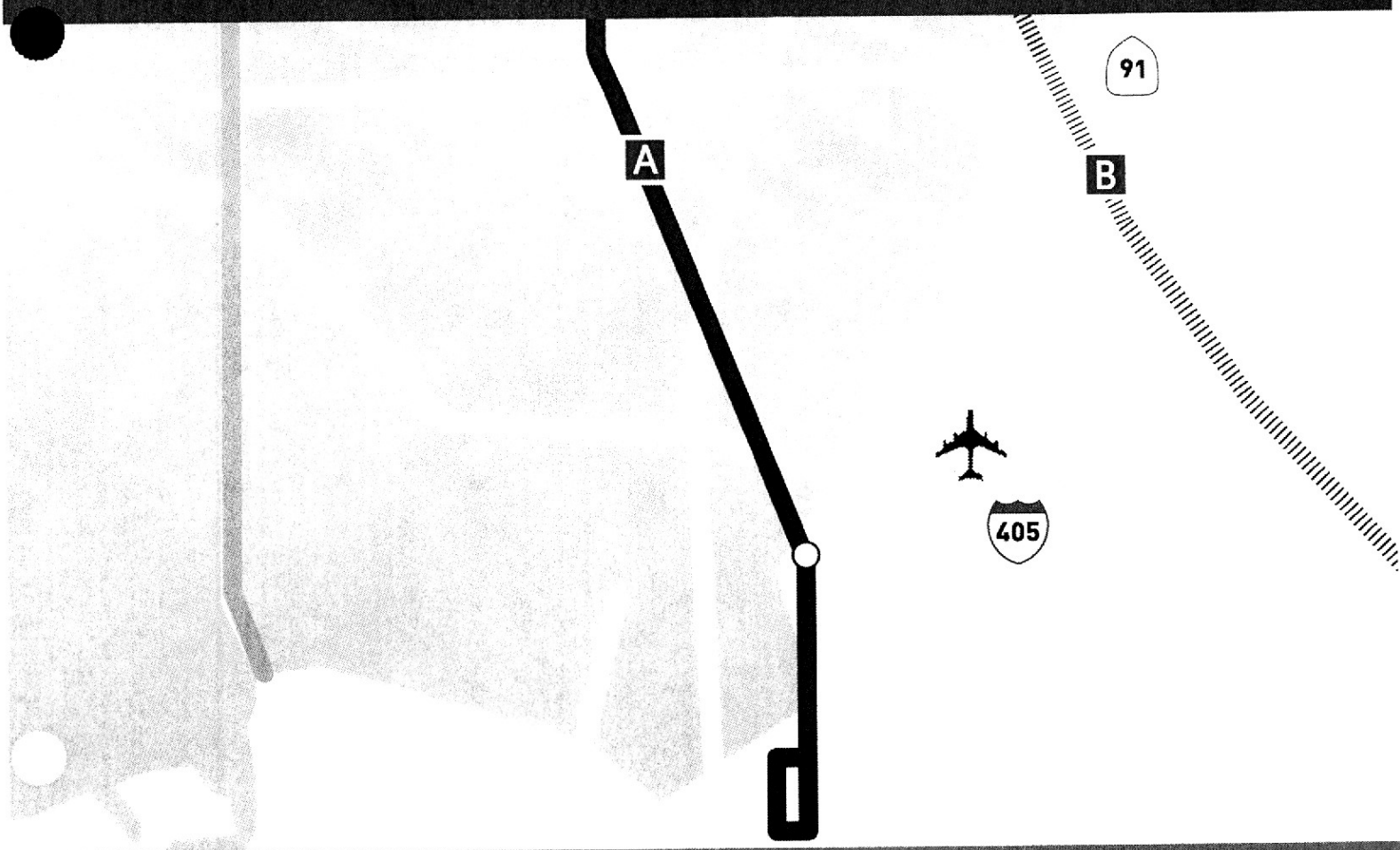


LGB

Existing Services

Individual Project Data

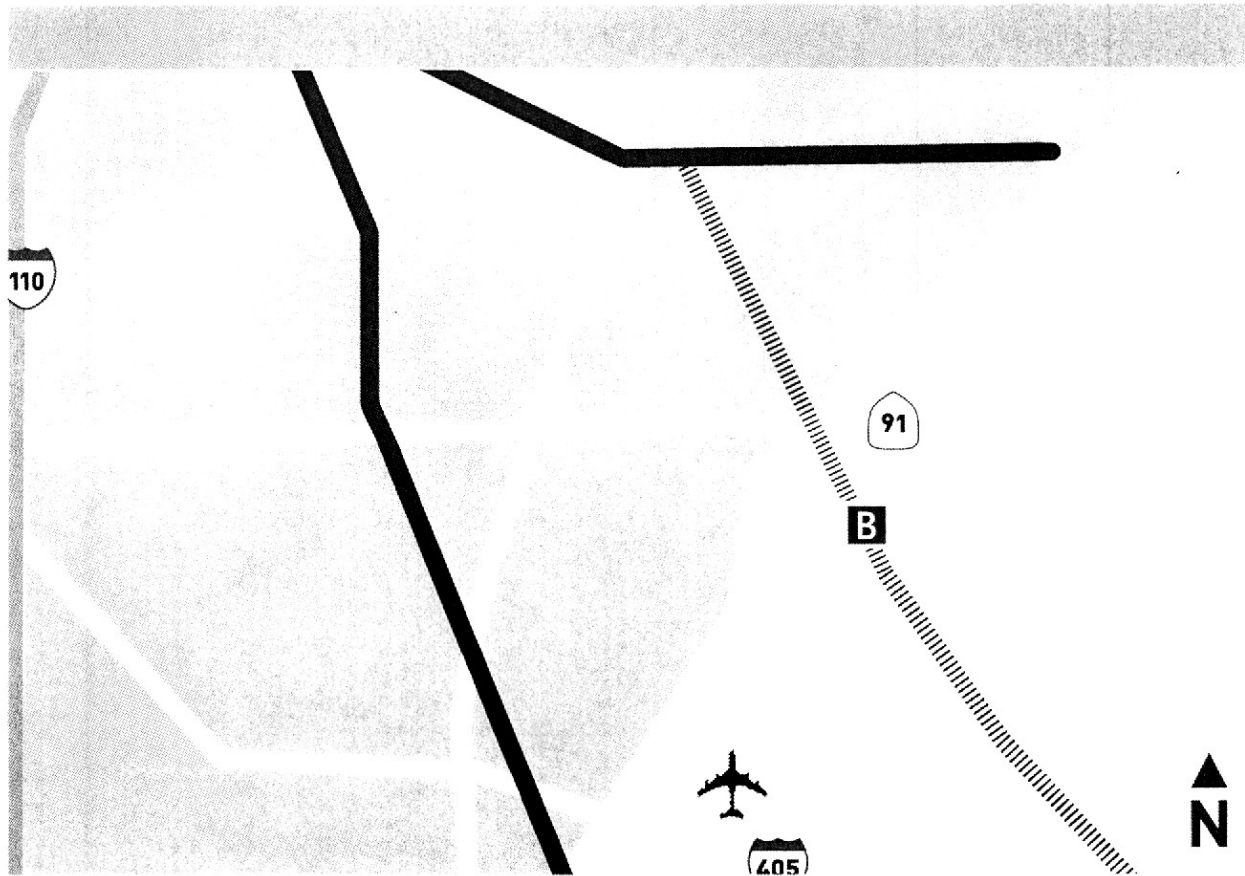
Summary Diagram



Legend

-  Existing Services
 -  Metro Blue Line
-  LRTP Constrained Projects
 -  West Santa Ana Transit Corridor
- Other Facilities
 -  Existing Rail Station
 -  Airport

West Santa Ana Transit Corridor (B)



Project Description

The West Santa Ana Transit Corridor is a railroad right of way that extends for approximately 20 miles between the City of Paramount in Los Angeles County and the City of Santa Ana in Orange County.

Sponsor Agency

Metro and Orange County Transportation Authority (OCTA) have the jurisdiction over the right-of-way within their respective counties.

Current Status

SCAG has completed a study of the West Santa Ana Transit Corridor and is currently scheduled to obtain approval in February 2013.

Connectivity Improvements

The West Santa Ana Branch Transit Corridor lies within 6 miles of LGB and will connect with the Metro Green Line. A bus transit connection could be implemented to connect LGB with stations on both the West Santa Ana Branch Transit Corridor and the Metro Green Line.

Cost & Funding

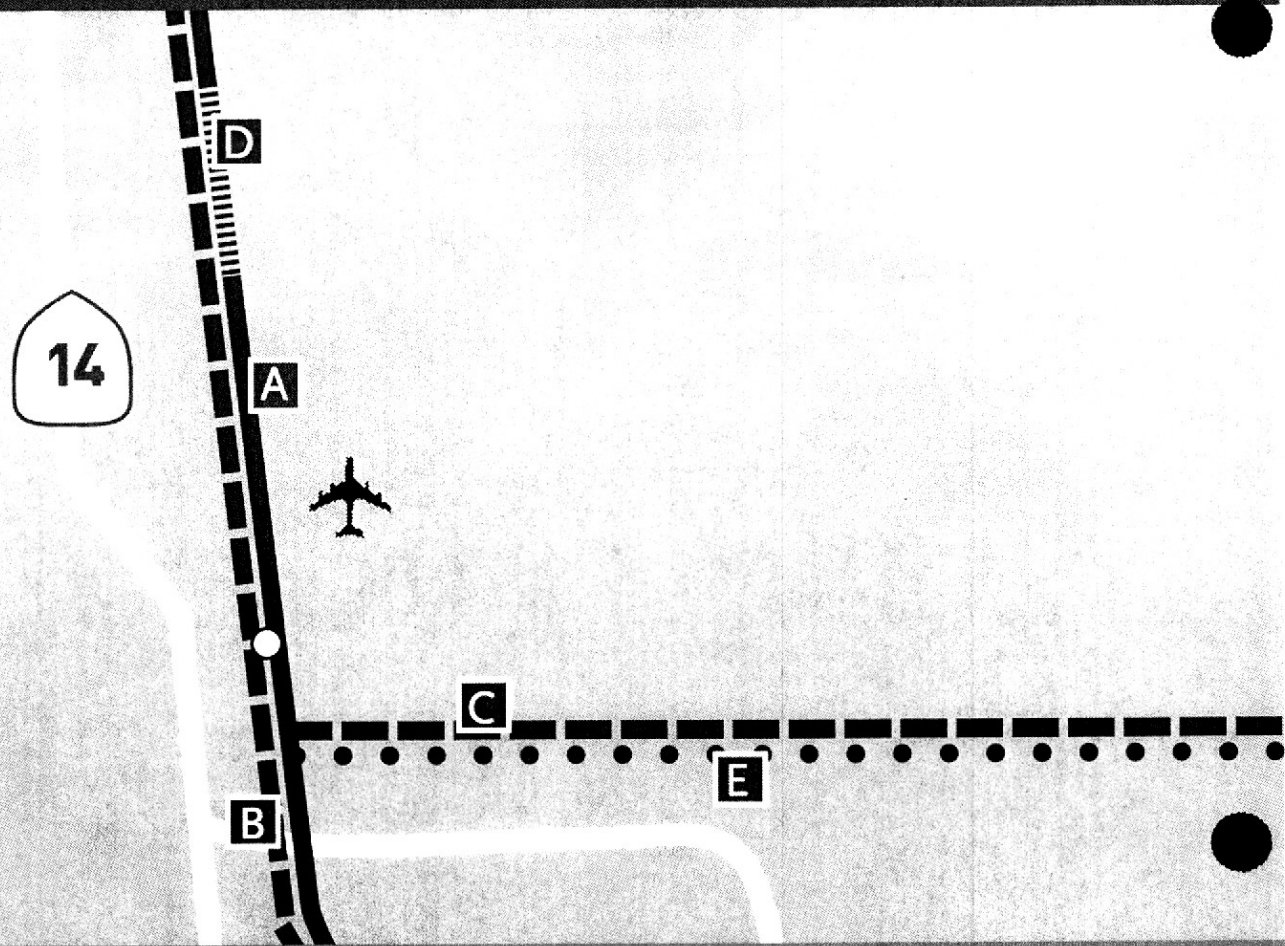
There is no estimated cost data. Project funding is \$240M from Measure R.

PMD







Existing Services

Individual Project Data

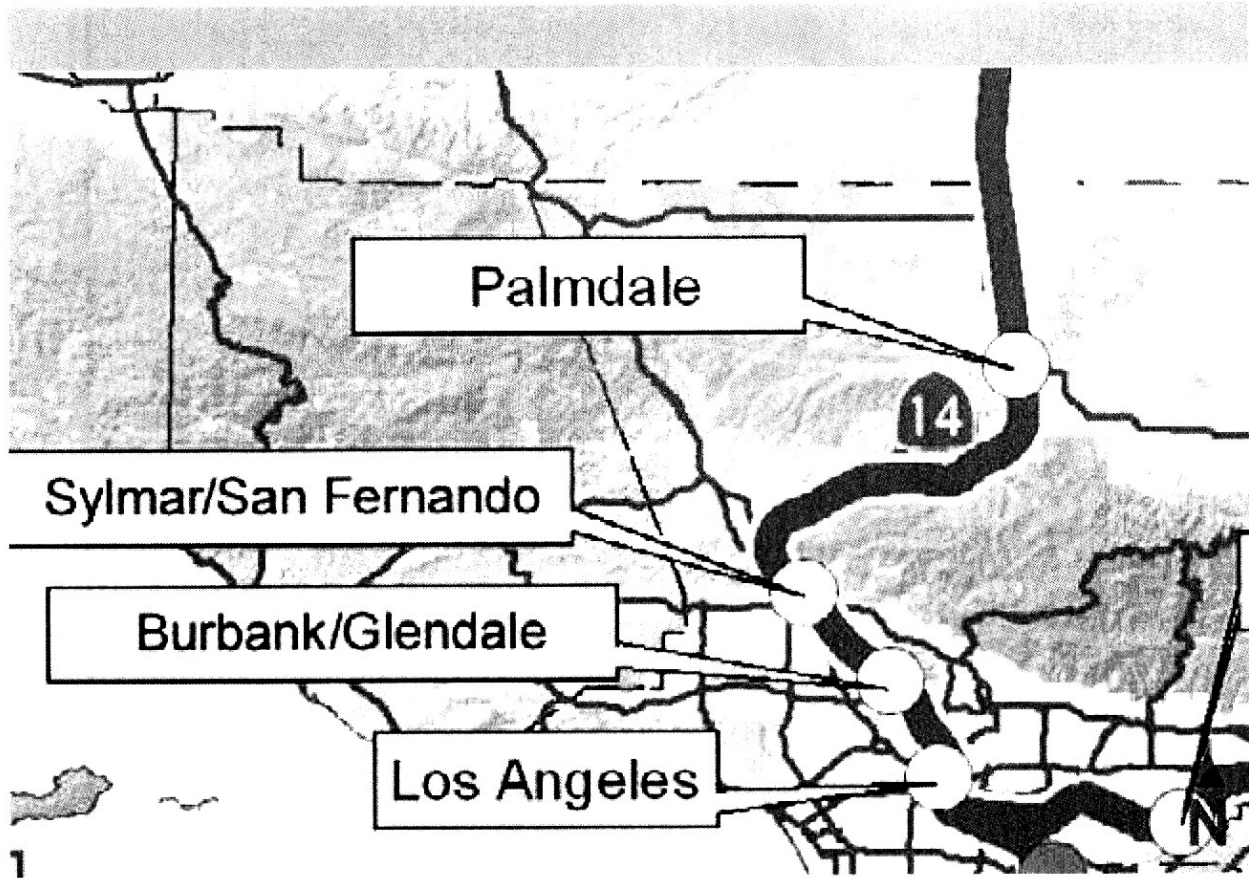
Summary Diagram



Legend

-  Existing Services
Metrolink Antelope Valley Line
-  Environmental Phase Projects
CA High-Speed Rail (LA to Palmdale Corridor)
High Desert Corridor
-  L RTP Constrained Projects
Antelope Valley Line Infrastructure Improvement Strategy
-  Other Opportunities
XpressWest
-  Other Facilities
Existing Rail Station
-  Airport

CA High-Speed Rail (LA to Palmdale Corridor) (B)



Project Description

The Palmdale to Los Angeles corridor of the CA High-Speed Rail system is 58 miles long, extending between Union Station, the San Fernando Valley and the Antelope Valley.

Sponsor Agency

California High-Speed Rail Authority

Current Status

This project is in the environmental phase.

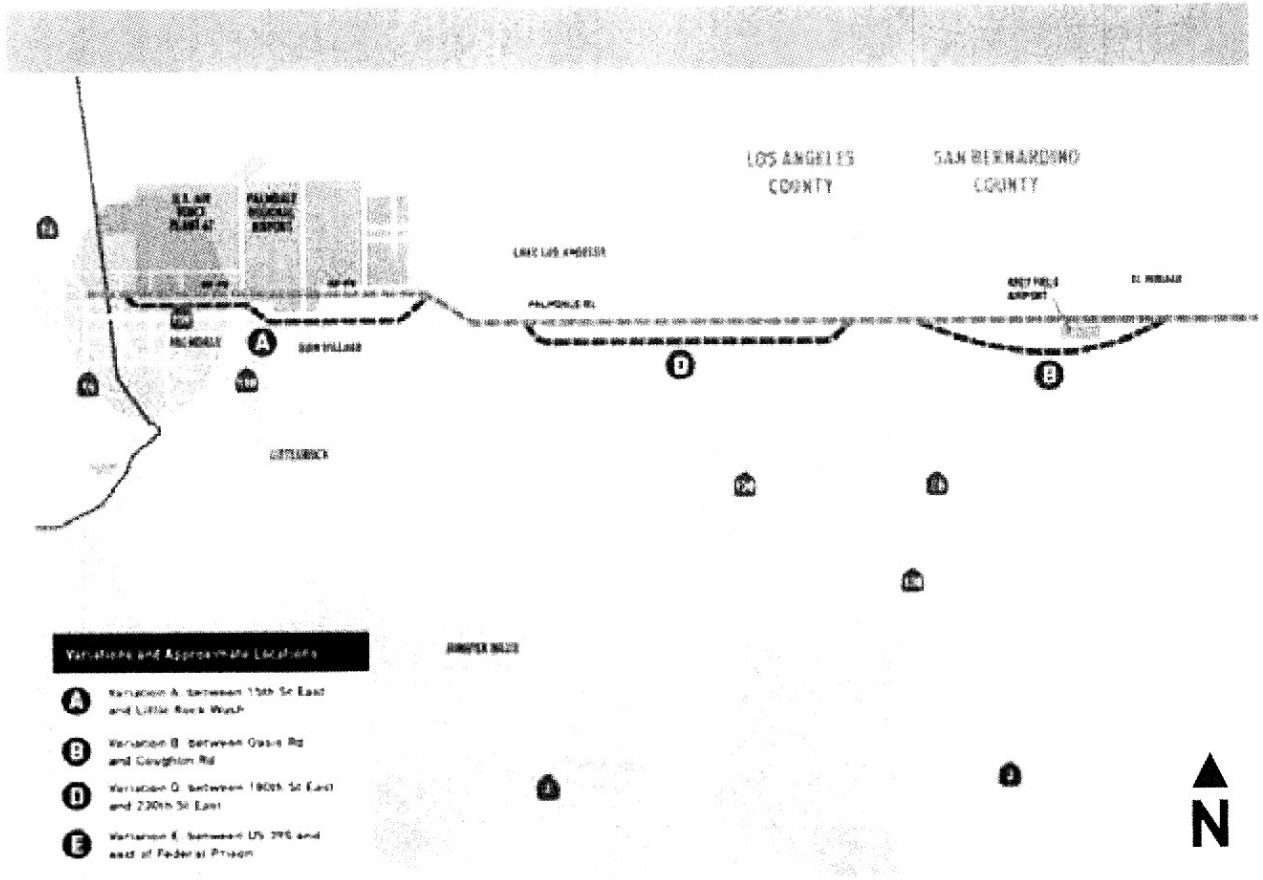
Connectivity Improvements

This project could provide a high-speed rail service in the vicinity of PMD, improving regional access to the San Fernando Valley, San Gabriel Valley, LA Basin and San Joaquin Valley.

Cost & Funding

Estimated cost data is not available. This project will be funded by the California High-Speed Rail Authority.

High Desert Corridor (C)



Project Description

The High Desert Corridor (HDC) project proposes the construction of a new, approximately 63-mile, east-west freeway/expressway linking State Route (SR)-14 in Los Angeles County with SR-18 in San Bernardino County, with provision for a right of way for a future high-speed rail service.

Sponsor Agency

Metro

Current Status

Currently the project is in the environmental phase with the anticipated release of the Draft EIS/EIR in late 2013.

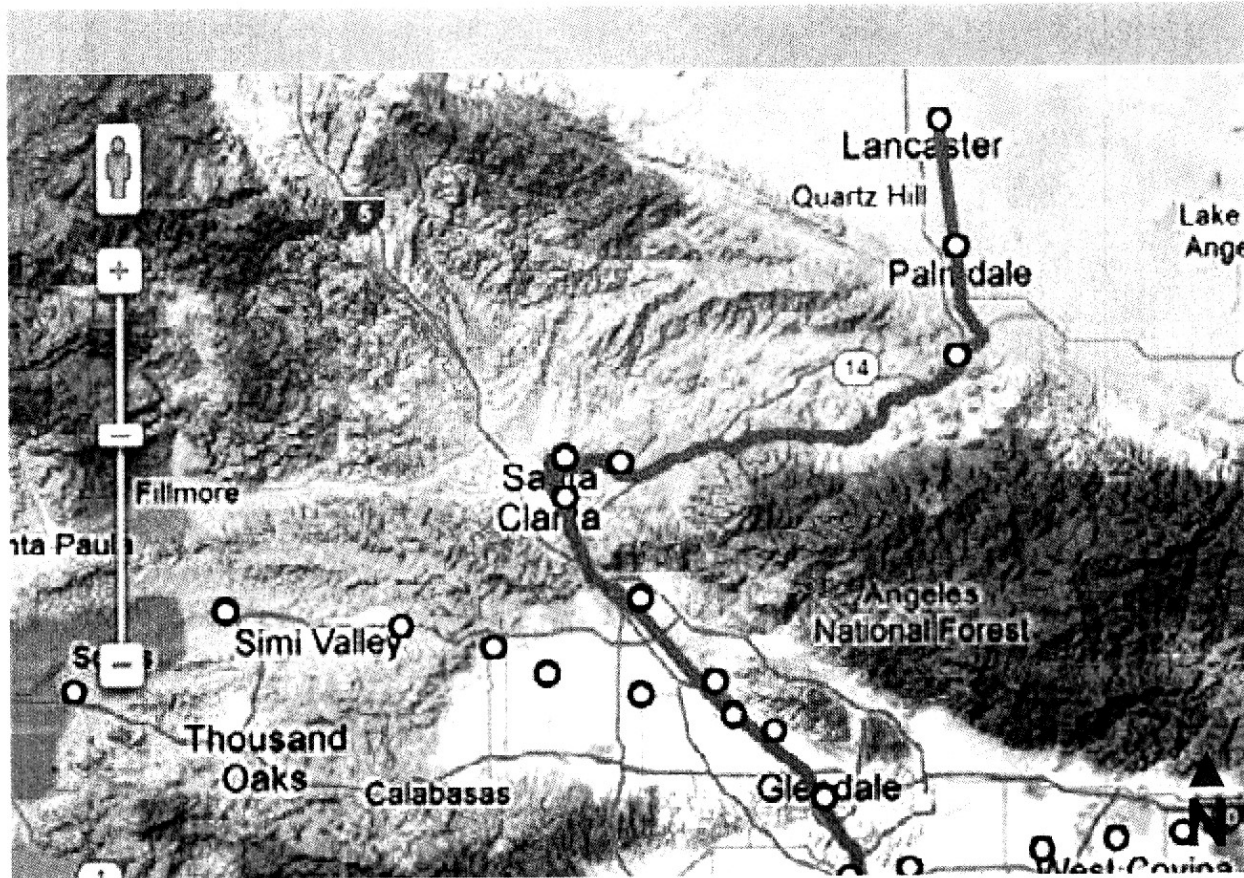
Connectivity Improvements

This project could connect to the California High-Speed Rail service at Palmdale and make provision for a second, future high-speed rail service in the vicinity of PMD and offer service to Victorville

Cost & Funding

Estimated cost data are not available. This project has secured \$33M Measure R dollars for the environmental phase only. Partial funding by Public/Private Partnerships (P3) is under consideration.

Antelope Valley Line Infrastructure Strategy (D)



Project Description

The objective of this project is to identify infrastructure improvements, such as grade separations and improved at-grade crossings, that would improve rail service on the Metrolink Antelope Valley Line.

Sponsor Agency

Metro

Current Status

Soon to enter the environmental phase.

Connectivity Improvements

This project could provide infrastructure improvements that would reduce travel times and enhance safety on the Metrolink Antelope Valley Line, potentially providing more frequent services in the vicinity of PMD.

Cost & Funding

Estimates are currently being developed. Funding is from California High-Speed Rail Authority and Measure R. Some improvements were included in the L RTP, others were not.

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