

MOTION

There is severe traffic congestion in and around the Los Angeles International Airport (LAX) Central Terminal Area, resulting in lengthy delays for passengers. Much of this congestion is caused by the large percentage of passengers using privately-owned vehicles to access LAX and the comparatively smaller percentage of passengers using transit to access the airport.

Currently, public transit to LAX generally takes more time than private cars, ridesharing or taxicabs despite the numerous transit options available including Metro's Green Line, the LAX City Bus Center, Santa Monica's Big Blue Bus, Culver City Bus Lines, Torrance Transit, Beach Cities Transit, the LAX Flyaway Bus, and various, privately-operated bus services. However, transit service to LAX is scheduled to improve dramatically in the coming years with the opening of Metro's Crenshaw/LAX line as soon as 2020 and the Automated People Mover in 2023.

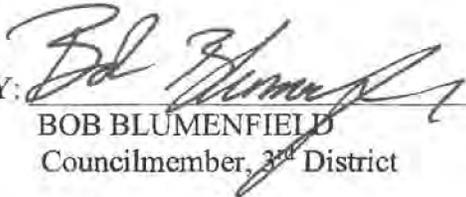
The City of Los Angeles has an interest in promoting transit ridership to reduce traffic congestion and greenhouse gas emissions and to provide lower-cost transportation options. To achieve these goals, the City should consider policies that will promote ridership while also improving the passenger experience.

The Massachusetts Port Authority has launched a "Ticket to Skip" program allowing passengers arriving at Logan International Airport via the Logan Express bus, ferry, or water taxi to get priority access at the airport's security lines, which has doubled ridership on the Logan Express. Bay Area Rapid Transit (BART) is working with the San Francisco International Airport (SFO), the San Francisco County Transportation Authority, and the San Mateo County Transit District to develop a similar program for those who take BART to SFO.

The City should follow these airports' lead and work to have a priority access program in place before the opening of the Metro Crenshaw/LAX Line.

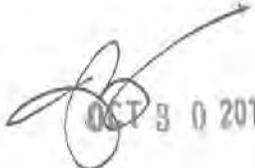
I THEREFORE MOVE that Los Angeles World Airports be requested to report on the feasibility of establishing a program at Los Angeles International Airport (LAX) to allow for priority entry at security checkpoints for passengers who arrive via public transit, including from Metro rail and buses, the LAX Flyaway Bus, municipal transit providers, and/or privately-operated, scheduled bus services.

PRESENTED BY:


BOB BLUMENFELD
Councilmember, 3rd District

SECONDED BY:




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