

MOTION

TRADE, COMMERCE & TOURISM

In 1994, the Los Angeles County Metropolitan Transportation Authority (MTA) approved an EIR/EIS and a Statement of Overriding Considerations to construct a Metro Green Line Northern Extension to LAX and beyond. This proposed project was cooperatively developed by the LAX/Metro Green Line Interagency Task Force. Due to subsequent funding constraints the extension was never constructed.

Currently, the City of Los Angeles Department of Airports (LAWA) is taking the first steps in developing an updated Los Angeles Airport (LAX) Specific Plan. This Specific Plan will guide modernization in all facets of airport operations, including transportation and transit access to LAX. The Plan will recommend to the Board of Airport Commissioners and City Council, specific ways to address congestion and mobility in the LAX area.


Both MTA and LAWA have expressed continued interest in providing improved transit access to LAX, in order to link LAX into the regional rail transit network, as well as to alleviate congestion in the LAX area, and to facilitate access to LAX, for both employees and travelers. Preliminary planning discussions indicate that an approximately 2-mile long LAX Green Line extension from the current terminus at Aviation and Century Boulevards to the intersection of Lincoln and Sepulveda Boulevards, meets many of the objectives of the approved 1994 extension, as well as the stated goals for the LAX Specific Plan update.


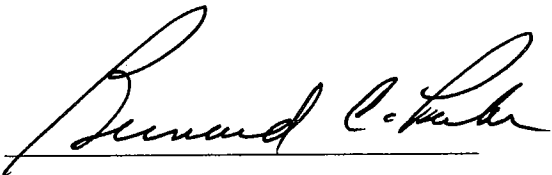
Just last week, the MTA board voted to re-examine previous studies of extending the Green Line to LAX and to direct staff to work with LAWA in studying Green Line extensions to the airport.

I THEREFORE MOVE that the City Council request the Board of Airport Commissioners to reestablish the LAX/Metro Green Line Interagency Task Force, for the express purpose of developing a proposal for implementing a Minimum Operable Segment (MOS), within the vicinity of LAX, of the previously approved Metro Green Line Northern Extension; and

I FURTHER MOVE that the LAX/Metro Green Line Interagency Task Force include representatives of the Mayor's Office, City Council, Departments of Airports, Transportation, and Planning, the County Board of Supervisors, Caltrans, Federal Aviation Administration, Federal Transit administration, and the Los Angeles County Metropolitan Transportation Authority; and,

I FURTHER MOVE that the City Council request the Board of Airport Commissioners include this proposed LAX/Metro Green Line MOS in the update of the LAX Specific Plan and accompanying environmental clearance.

Presented by: 
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