



October 6, 2000

TO: BOARD OF DIRECTORS

**FROM: JAMES L. de la LOZA, EXECUTIVE OFFICER
COUNTYWIDE PLANNING & DEVELOPMENT**

**SUBJECT: STATUS OF METRO GREEN LINE CONNECTION TO
THE LOS ANGELES INTERNATIONAL AIRPORT (LAX)**

AR
Metropolitan
Transportation
Authority

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ISSUE

At the May Operations Committee meeting, Directors Burke and Cragin asked for information on the potential expansion of the Metro Green Line, or a connection from the Metro Green Line Aviation Station, to the LAX. The query was forwarded to Countywide Planning and Development.

BACKGROUND

In 1993, the MTA completed the Metro Green Line Northern Extension Supplemental Environmental Report. This study focused on an alignment from the Metro Green Line Aviation Station to Parking Lot C through Aviation Boulevard, Century Boulevard and a rail right-of-way to be created through an MTA property between Century Boulevard and 98th Street. The alignment was environmentally cleared and approved but not constructed due to funding limitations.

Shortly after the MTA environmental study, the City of Los Angeles began efforts towards developing a Master Plan for the LAX. In June 2000, the U.S. Department of Transportation Federal Highway Administration and the City of Los Angeles issued a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) on the proposed LAX Master Plan. A major element of the staff recommended plan is the extension of the Metro Green Line directly into the airport. The proposed extension would begin at the Aviation Station, turn west along the Imperial Highway corridor and terminate at the proposed West Terminal Area at Pershing Drive. The City of Los Angeles Department of Airports has not identified a specific funding source or developed an implementation schedule for the rail extension at this time. A recently published LAX Master Plan brochure states that proposed improvements would be funded primarily by passenger facility charges and airport revenue bonds. It also adds Federal Airport Improvement grants and federal and state infrastructure and transportation funds as possible sources of additional funding. In conjunction with the master planning process, the Department

of Airports will be conducting a study of fund sources and uses to determine specific funding programs for each major element of the Master Plan.

NEXT STEPS

Staff will continue to coordinate with the Department of Airports on the future extension of the Metro Green Line from the Aviation Station to the airport and on other ground access projects.

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