

MTA Executive Management Committee Meeting
September 20, 2012

**MOTION FROM SUPERVISOR DON KNABE
ACCELERATING THE LAX/AIRPORT METRO CONNECTOR
GREEN LINE EXTENSION TO LAX**

Los Angeles International Airport (LAX) is the gateway for air travelers to the Los Angeles region. A world-class metropolitan area deserves a world-class airport, and that requires a speedy, direct connection to the Metro Rail System.

Connecting LAX directly to the Metro Rail System should be among our highest priorities. Completing an accelerated, transit connection to LAX by 2018, would show our prospective Federal funding partners and regulatory agencies that we are building a transit system that makes sense and that we value a regional rail system directly connected to LAX. It is the next logical step in advancing regional airport connectivity.

In 2008 Los Angeles County voters approved Measure R which promised a direct airport connection by 2028, but the half-cent sales tax measure included only partial funding to connect and complete the Green Line Extension to LAX. In 2010, Metro recognized the importance of the project by proposing to accelerate the project to completion by 2018 under the 30/10 scenario, if outside funding, federal loans and bonding could be secured. Now, in 2012, Metro proposes to accelerate the project to 2023 under Measure J. However, the amount of complete funding needed for the direct airport connection still has not been identified nor fully secured.

Metro continues to dialogue with Los Angeles World Airports (LAWA) to plan Metro's project alternatives for consistency with LAWA's LAX Specific Plan Amendment Study (SPAS) Project and Draft Environmental Impact Report (DEIR). LAWA is currently receiving public comments on the LAX SPAS DEIR through October 2012. The question remains: Does LAWA's airport plans make a world-class direct Metro transit connection to LAX a priority and a reality? Metro should be in the process of commenting to LAWA in response to the LAX SPAS DEIR public review process.

Therefore, it is necessary to request that the CEO report to the MTA Board on what it would take to successfully "accelerate" completion of the Green Line to LAX/Airport Metro Connector Project, with or without Measure J, for construction and revenue service by 2018, and to recommend next steps for working with LAWA and others on options to implement the Airport Metro Connector Project on an accelerated schedule. The CEO report would include a comprehensive analysis of the issues and potential solutions.

I, THEREFORE, MOVE THAT THE MTA BOARD:

1. Instruct the CEO to report back during the next MTA Board meeting cycle in October 2012 on what it would take to “accelerate” completion of the Green Line to LAX/Airport Metro Connector Project, with or without Measure J, for construction completed and in revenue service by 2018, on a timeline that complements both the Crenshaw Corridor Light Rail Project and the South Bay Green Line Extension Project, which are connected to and share the Green Line Corridor;
2. Identify and recommend a strategic implementation framework and action plan that includes project and funding alternatives, and options for working with LAWA, as well as local, state, and federal partners, to fund and implement the Green Line to LAX/Airport Metro Connector Project on an accelerated schedule;
3. Identify and recommend advocacy efforts with relevant federal agencies (FTA, FAA, etc) to better coordinate and streamline the federal review process, including resolving any road blocks to project funding, implementation and acceleration;
4. Report back on any relevant comments that may be submitted to LAWA by Metro in response to the LAX SPAS DEIR public review process;
5. Return to the Board in the October 2012 Board Meeting cycle to present the report and recommendations for consideration and discussion by the full Board.