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**ROSENDAHL GETS GREEN LINE BACK ON TRACK**

*Council Motion Calls on Airport, MTA to Get Moving with Mass Transit to LAX*

LOS ANGELES - The City Council today voted unanimously to approve Councilman Bill Rosendahl's motion to revive efforts to bring the Green Line to the airport's front door.

In approving the motion, the City Council went on record as favoring a Green Line extension and called on Los Angeles World Airports to renew joint efforts with the MTA and other agencies to extend the east-west rail line to LAX. The rail line currently stops a half-mile short of the airport -- to the constant frustration of passengers and mass transit advocates.

"This is about common sense and about bringing us into the 21st Century," Rosendahl said. "A world class city has mass transit, and a world class airport is linked by rail to the rest of the region. This is an idea that can no longer wait."

Rosendahl's motion called for reestablishment of the LAX/Metro Green Line Interagency Task Force, which worked more than ten years ago to cooperatively develop the Metro Green Line Northern Extension plan to LAX and beyond.

Specifically, the Rosendahl motion requests the Board of Airport Commissioners to reestablish the task force for the express purpose of developing a proposal for implementing a Minimum Operable Segment (MOS) within the vicinity of LAX, specifically a two mile, two station segment of the Green Line rail project between the 105 Freeway and the intersections of Lincoln Boulevard and Sepulveda Boulevard.

Rosendahl said the rail connection would begin to relieve traffic congestion around the airport, and could be the cornerstone of a much-needed rail network serving the Westside, and linking LAX to the rest of the region.

"If we can build this now, while we modernize LAX, we can later build north-south lines that connect the South Bay, the Westside, and even the Valley into LAX," Rosendahl said.

"A Green Line connection to LAX is a logical and reasonable first step in planning for the future."

In June, the MTA board voted to dust off previous Green Line studies and work with LAWA to re-examine the feasibility of the rail link to the airport.

Rosendahl's motion requests the Board of Airport Commissioners to include the proposed LAX/ Metro Green Line MOS in the update of the LAX Specific Plan. Currently, the City of Los Angeles Department of Airports (LAWA), as a result of the LAX settlement agreement, is taking the first steps in developing an updated LAX Specific Plan, which will guide the coming modernization of the airport.

The council action was hailed by other area elected officials who support the Green Line extension.

"Bill Rosendahl is an extremely capable partner and I applaud the Council's action," said Congresswoman Jane Harman (D-Venice). "In endorsing the Green Line extension to the airport, the Council is making clear that it is imperative to relieve traffic congestion and improve passenger access to and from the fifth busiest airport in the world."

Preliminary planning discussions between MTA and LAWA indicate the proposed 2-mile long LAX Green Line extension meets the goals of the previously approved task force extension project plan, as well as the LAX Specific Plan's goals of addressing airport modernization, congestion, and mobility.

In August 1989, the Los Angeles County Transportation Commission (LACTC) certified the Final EIR on the Metro Green Line Northern Extension. The rail project was approved for implementation by the LACTC in March 1990, but was halted due to LAWA's concern that the Green Line may impact airport operations. Responding to the concerns, the LACTC suspended design work on the project and organized an interagency task force to examine alternative routes.

The taskforce, organized in 1991, included: the City of Los Angeles's Office of the Mayor; City Council office; Los Angeles City Department of Airports; Los Angeles City Department of Transportation; Los Angeles City Planning Department, the County Supervisor's office; Caltrans, Federal Aviation Administration; Southern California Rapid Transit District; and the LACTC.

The task force developed a 5-mile Green Line extension plan from the 105 Freeway to Marina del Rey. The Metropolitan Transit Authority approved the extension in 1994. Due to subsequent funding constraints, the extension was never constructed, leading to the disbandment of the LAX/ Metro Green Line Interagency Task Force.

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