

1. INTRODUCTION

1.1. STUDY BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated an Alternatives Analysis (AA) for the Metro Green Line to Los Angeles International Airport (LAX) project. A Draft Environmental Impact Statement / Draft Environmental Impact Report (Draft EIS/EIR) will be prepared to comply with the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). It is anticipated that the Federal Transit Administration (FTA) and the Federal Aviation Administration (FAA) will serve as federal co-lead agencies for the purposes of NEPA environmental clearance. LACMTA is serving as the local lead agency for the purposes of CEQA environmental clearance.

The focus of the AA study is to identify, screen, and recommend alternatives for further study in the environmental process. A connection between the Metro Rail system and LAX has been the subject of study by Metro, Los Angeles World Airports (LAWA), and other agencies, with recent efforts including the LAX/Metro Green Line Interagency Task Force (2008), the LAX Master Plan (2004) and the Metro Green Line Northern Extension Supplemental EIR (1994). The Measure R sales tax, passed by Los Angeles County voters in 2008, included \$200 million (2008 dollars) in funding for a fixed guideway connection to LAX. It is also identified in the financially constrained portion of Metro's current Long Range Transportation Plan (LRTP).

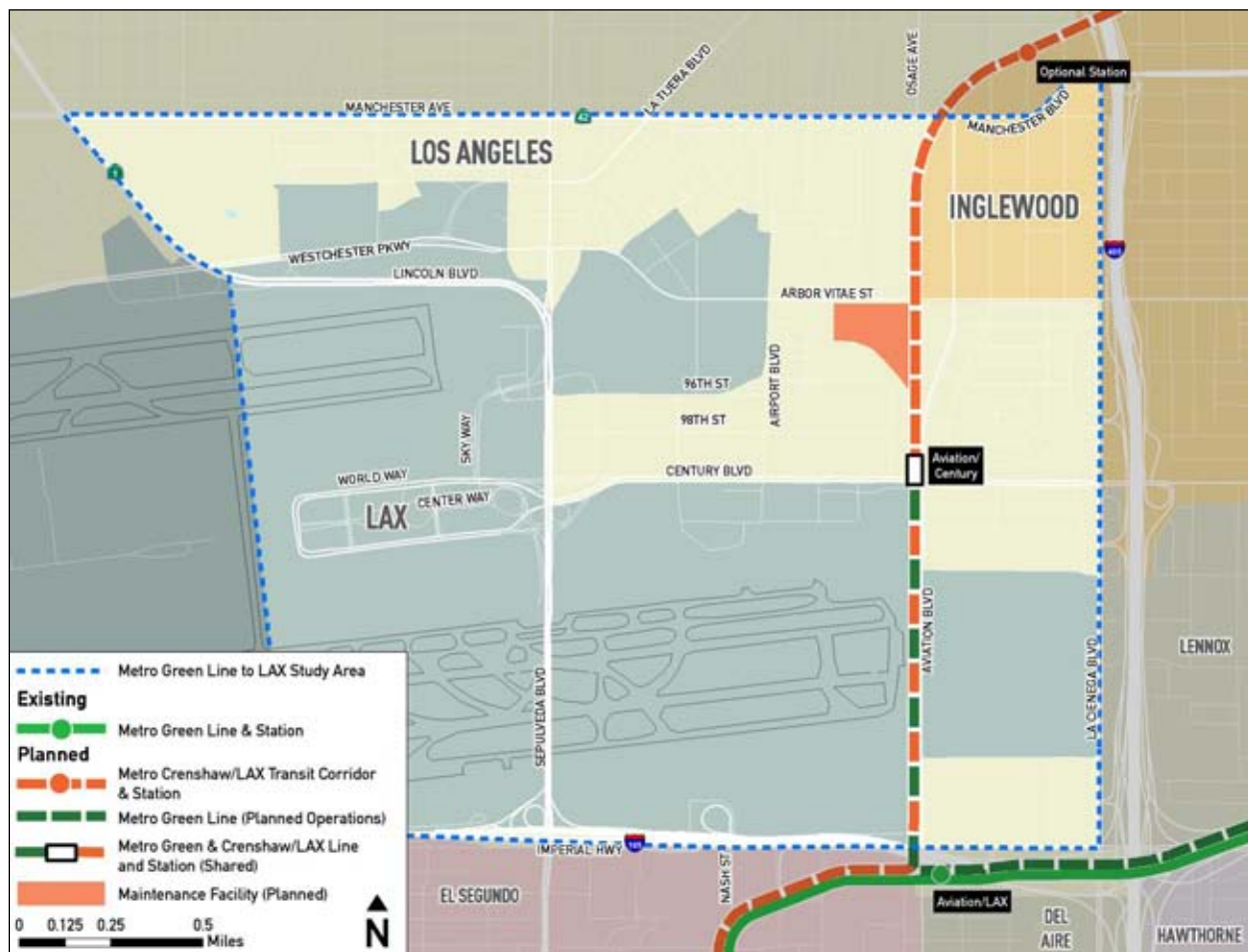
This study will examine potential connections between the Metro Rail system and LAX. Alternatives considered are summarized in Figure 1.1. The Project Study Area is bounded by Manchester Avenue to the north, La Cienega Boulevard to the east, Imperial Highway to the south and the LAX air cargo area to the west, and includes portions of the Cities of Los Angeles and Inglewood. An overview of the Project Study Area is shown in Figure 1.1.

1.1.1. Alternatives Considered

Several potential alternatives, which include various routing and station options, are currently under study as part of this Alternatives Analysis. The number of alternatives and options is expected to decrease as the analysis advances and options that are determined not to meet the purpose and need or initial screening criteria are set aside. The alternatives being studied include:

- **No Build** – Existing transit and highway plans and programmed improvements through the year 2035.
- **Transportation Systems Management (TSM)** – Lower cost capital and operational improvements to roadways designed to improve bus speeds along existing roadways from the Aviation/Century Station to LAX.
- **Build Alternatives** – Transit system(s) designed to connect or provide a more convenient connection to the airport for Metro Green and Crenshaw/LAX passengers. System can make use of a variety of technologies, such as light rail transit (LRT), automated people mover (APM), or bus rapid transit (BRT).

Figure 1.1. Project Study Area – Overview



Source: ConnectLAX, 2011

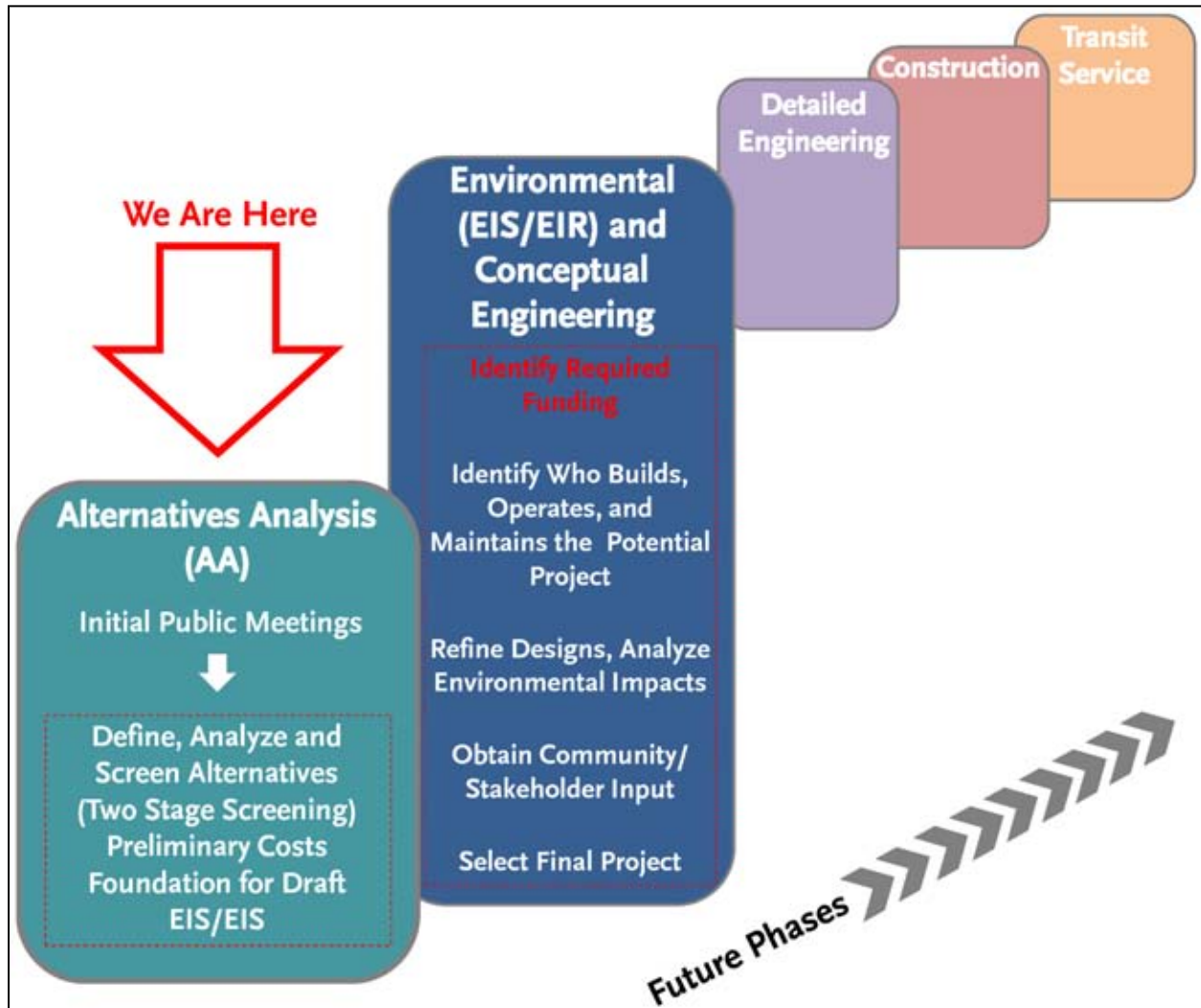
1.2. ALTERNATIVES ANALYSIS REPORT PURPOSE AND STRUCTURE

An AA is the first step of a process that is required to complete the planning, environmental assessment, design and construction of a large-scale transit project. Figure 1.2 illustrates the project development process for the Metro Green Line to LAX project. The AA Report begins with the Purpose and Need in Section 2. The Purpose and Need analyzes the travel markets and existing transportation conditions within the Project Study Area and details a range of project objectives designed to address specific mobility problems. Section 3 introduces the Preliminary Definition of Alternatives, which characterizes the transit alternatives that could potentially connect the Metro Rail system to the airport.

Screening, a two-stage screening process discussed in Section 4, examines the constraints of transit modes, route and station combinations (Stage I) and then compares performance between alternatives, including a trade-off analysis (Stage II). The purpose of the screening process is to narrow down the number of alternatives that are ultimately advanced to the draft environmental review process, the next step in project development.

Section 5 discusses the public outreach engaged to inform the public about the project, and Section 6 describes which alternatives will be carried forward to be studied in detail in the Draft EIS/EIS based on the screening process and public input.

Figure 1.2. Project Development Process



Source: ConnectLAX, 2012