

Specific Plan Amendment Study

Advisory Committee Meeting

July 1, 2010

Agenda

- Introductions
- SPAS Background & Objectives
- Forecast & Horizon Year
- Ground Transportation
- Airfield
- Next Steps

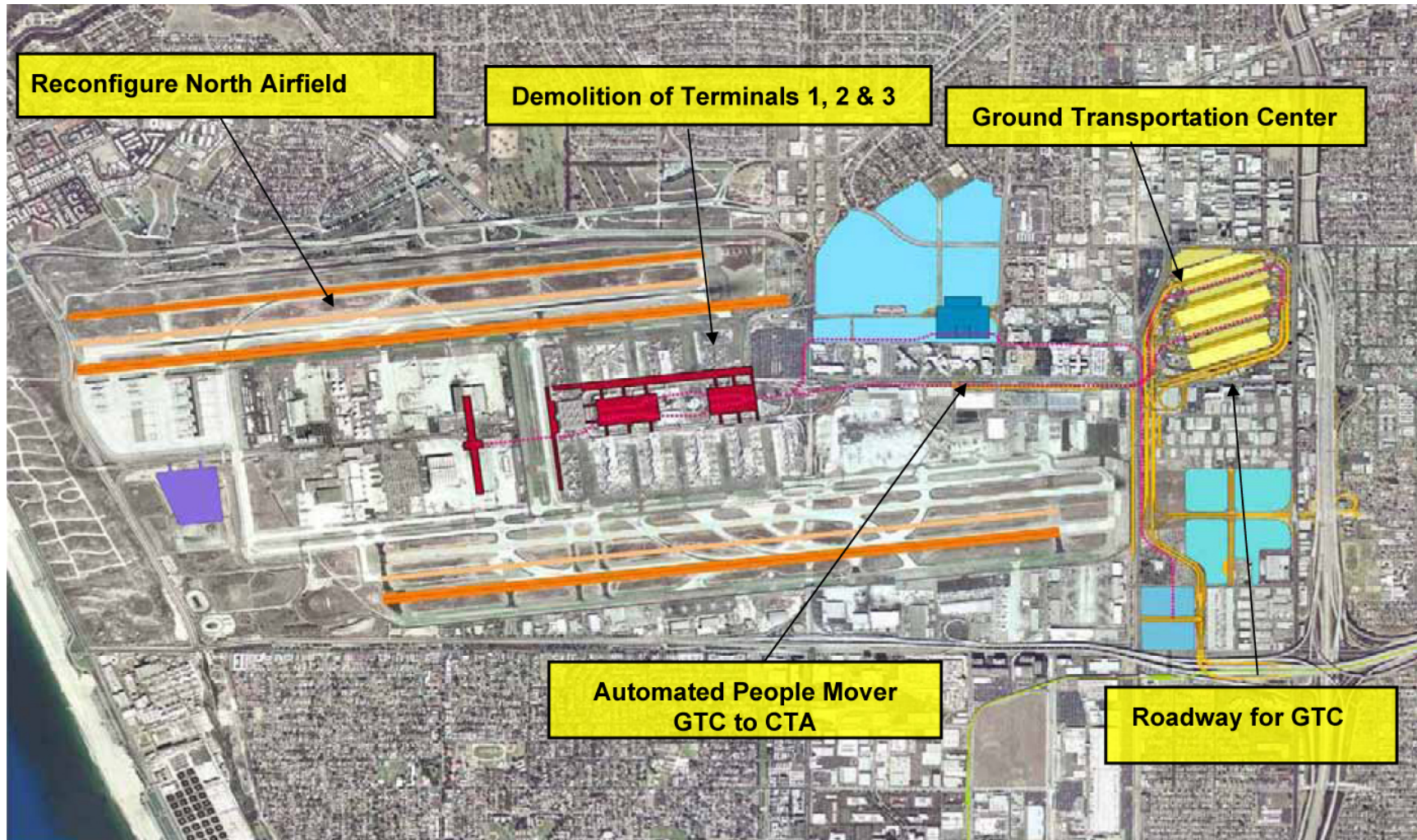
Background

- The LAX Master Plan serves as the airport's long range development plan. It establishes the framework for various airport programs and projects, including:
 - Airfield configuration
 - Ground access and regional transit connections
 - Terminal improvements
- Alternative D was approved in 2004 as the LAX Master Plan
 - However, pursuant to the LAX Specific Plan adopted by the City Council, certain projects required additional study prior to final approval.
 - The Stipulated Settlement Agreement further defined how the study of these “Yellow Light” projects is to be conducted.
 - “Yellow Light” projects cannot be implemented until they are evaluated through Specific Plan Amendment Study (SPAS) process and are approved by the City Council.

SPAS - Objectives

- The LAX Stipulated Settlement states that the purpose of SPAS is to identify amendments that “plan for the modernization and improvement of LAX in a manner that is designed for a practical capacity of 78.9 million annual passengers while enhancing safety and security, minimizing environmental impacts on the surrounding communities, and creating conditions that will encourage airlines to go to other airports in the region, particularly those owned and operated by LAWA”.
- The Settlement Agreement states that SPAS should focus on “solutions to the problems that the Yellow Light projects were designed to address”.
 - The “Yellow Light” Designated Projects are:
 - Reconfiguration of North Airfield
 - Ground Transportation Center (GTC)
 - Automated People Mover (APM) between Central Terminal Area (CTA) and GTC
 - Demolition of Terminals 1, 2 and 3
 - Roadways associated with GTC and APM

Yellow Light Projects



SPAS Methodology

- LAWA's methodology for conducting SPAS will be based on realistic projections of air and ground traffic, and produce a program that is:
 - Efficient
 - Sustainable
 - Feasible
 - Financially responsible

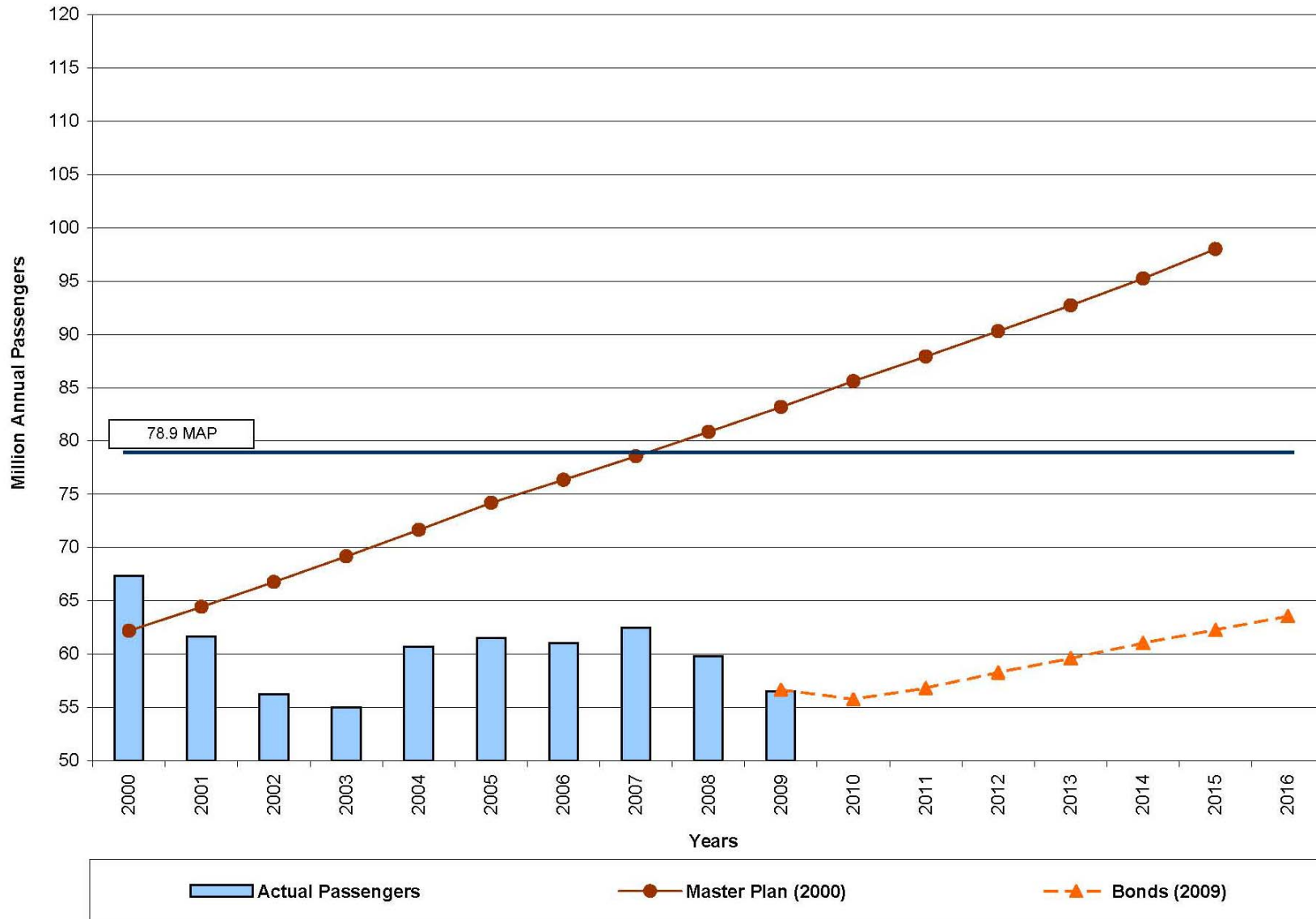
SPAS – Notice of Preparation

- In 2008, LAWA released a Notice of Preparation (NOP) which identified four airfield and two ground transportation options for consideration in replacement of the “Yellow Light” elements in the Master Plan.
- Since 2008, several major developments have occurred that make it practical for LAWA to supplement that NOP with updated SPAS alternatives. Those developments include:
 - Updated demand projections
 - Changed ground transportation environment
 - Additional studies and data

Updated Passenger Demand

- The current Master Plan (Alternative D) was based on a forecast developed in 1996. That forecast showed unconstrained demand for air travel reaching 98 MAP in 2015, the horizon for the plan.
 - Actual travel demand has been substantially lower than previously estimated.
 - The airport has completed a forecast update that includes the most recent LAX and aviation demand data.
 - The forecast is based on a percentage share of the FAA's projected national aeronautical activity.

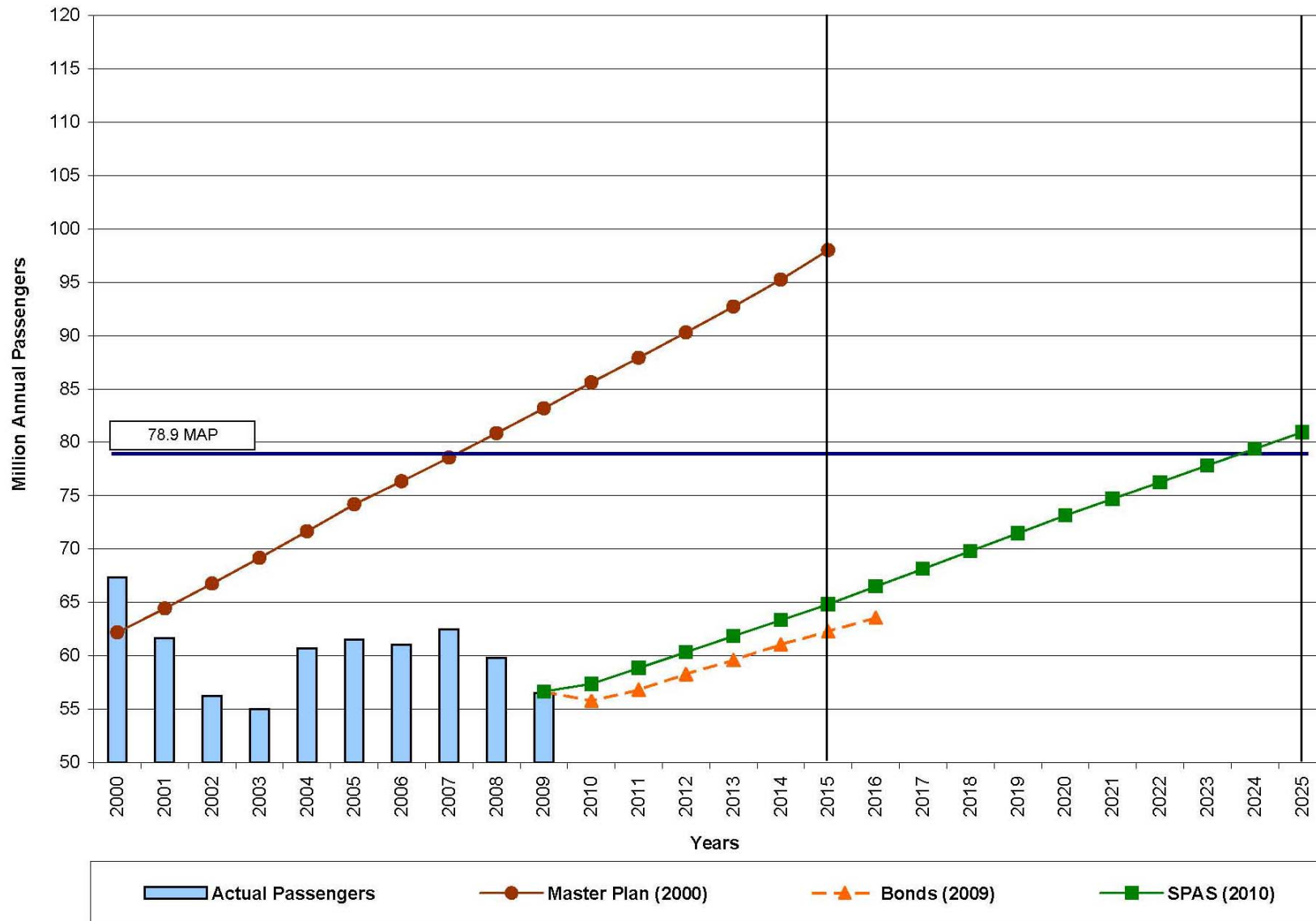
Prior LAX Unconstrained Forecasts and Actual Activity Levels



SPAS Planning Horizon

- The Stipulated Settlement requires that SPAS plan for a “practical capacity” of 78.9 MAP. Therefore, the forecast update estimates when the airport will reach that level of demand.
 - For SPAS, LAWA has identified a Horizon Year of 2025, given that LAWA’s updated forecast indicates LAX may reach 78.9 MAP close to this timeframe.

SPAS Forecast (2010)



Ground Transportation

- LAWA will reevaluate the ground transportation alternatives identified in the 2008 SPAS NOP given significant changes, such as the passage of Measure R and the MTA's adoption of the Long Range Transportation Plan (LRTP). Significant changes include:
 - Crenshaw/LAX Transit Corridor Light Rail Project was funded, with completion scheduled for 2018.
 - Joint Green Line/Crenshaw Station expected at the corner of Century/Aviation.
 - Proposed consolidation of regional bus operations (e.g. Metro, Big Blue Bus, Culver City Bus) to utilize the same station for transfers.

Ground Transportation (cont.)

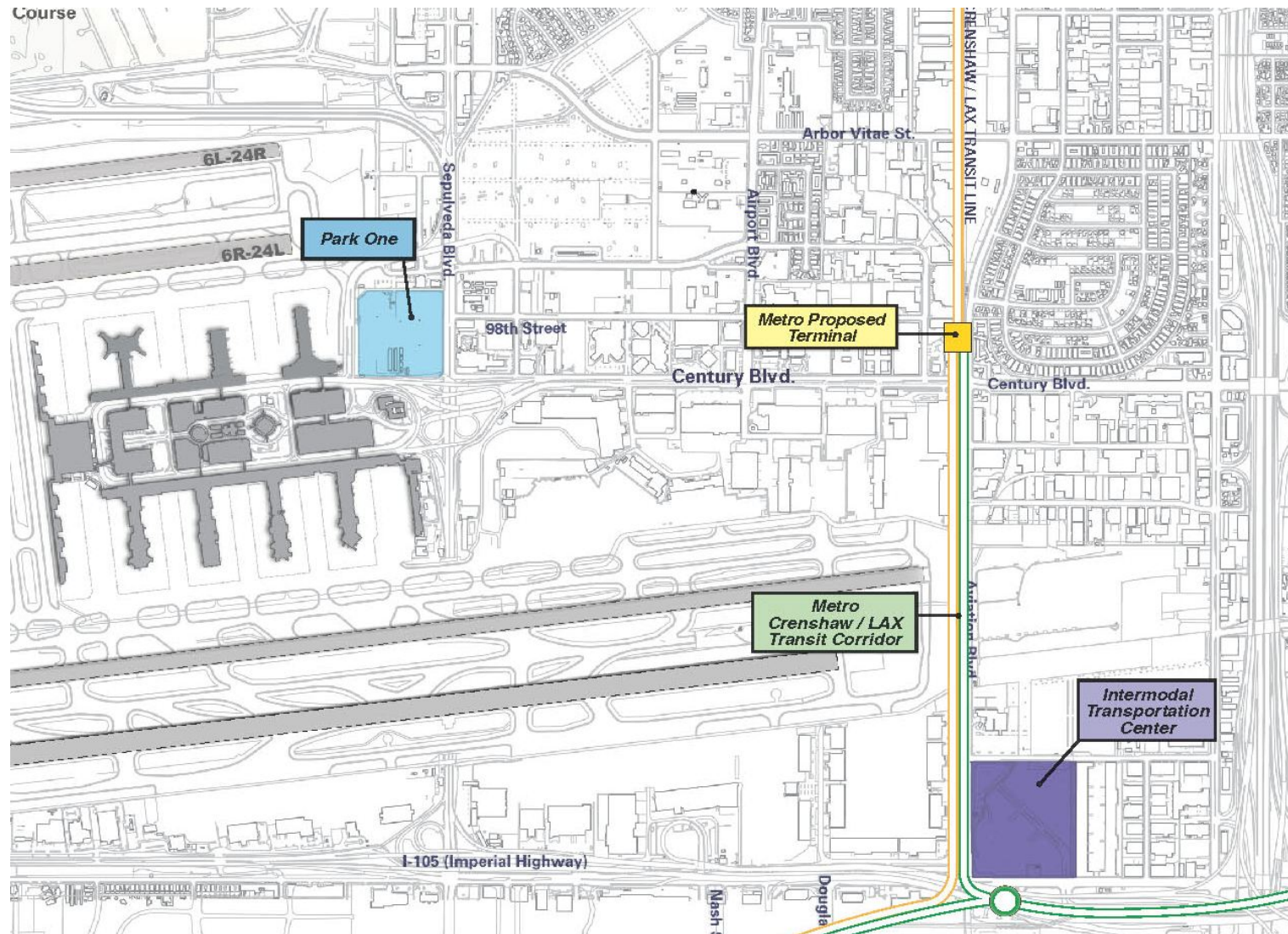
- Additional changes in Measure R and the Metro 2009 LRTP include:
 - Exposition Light Rail (Phases 1 & 2) was funded and a preferred alternative selected. This project serves the communities of Central Los Angeles, Culver City, & Santa Monica.
 - Green Line Extension to LAX was provided \$200 million in Measure R, funding apart from the extension of the Green Line to Century Blvd as part of the Crenshaw/LAX Transit Corridor project.
 - Green Line South Bay Extension, which will extend the Green Line south to Torrance, was funded in Measure R and the LRTP.
- The LAWA Purchase of Park One in 2009 makes space near the CTA available for airport use.

Metro Long Range Transportation Plan



Map provided by Metro

Ground Transportation



Ground Transportation (cont.)

- In 2009, LAWA contracted with STV, Inc. to assist in the development of ground transportation alternatives that would be analyzed through SPAS.
- STV and LAWA staff are presently conducting an analysis of existing conditions that could be addressed operationally or as part of SPAS.

Other Project Elements Under Review

- While an objective of SPAS is to develop and analyze alternatives for the problems that the “Yellow Light” projects were designed to address, the planning associated with the formulation of such alternatives may also involve other planned improvements at LAX that were not identified as “Yellow Light” projects.
- LAWA is currently reviewing whether other projects should be reassessed through SPAS. Some of those projects include:
 - West Employee Parking Structure
 - Intermodal Transportation Center
 - Consolidated Rental Car Facility
 - APM 1 (serving the ConRAC and ITC)

Airfield

- Since the 2008 Notice of Preparation, several developments have occurred which pertain specifically to North Airfield configuration. They include:
 - In May 2010, the Academic Panel finalized its North Airfield Safety Study (NASS). The study included analysis of the following alternatives:
 - Baseline
 - Baseline with interim safety improvements
 - 24R - 100' North
 - 24R - 340' North
 - 24L - 340' South
 - Single Runway
 - The NASS concluded that:
 - North Airfield “extremely safe” at 78.9 MAP
 - New configurations on the North Airfield would “substantially reduce” the risk of runway collision
 - However, because the baseline level of risk is so low, reducing that risk by a substantial level is of “limited practical importance”
 - A “serious case” could be made for building 340-North because it might “significantly reduce airport congestion”
 - Acknowledged that the Academic Panel did not analyze airfield alternatives for their environmental benefits.

Airfield (cont.)

- On April 2, 2010, following the release of the Preliminary NASS report, the FAA issued a letter to Mayor Villaraigosa.
 - Safety improvements obtainable with airfield reconfiguration should not have been downplayed.
 - Inappropriate use of aggregate runway data to compare risk to a specific runway.
 - Inadequate capture of major risk factors specific to North Airfield.
 - Miscast assumptions about the performance of South Airfield and new safety technologies.
 - Disregard of FAA definition of acceptable level of risk.

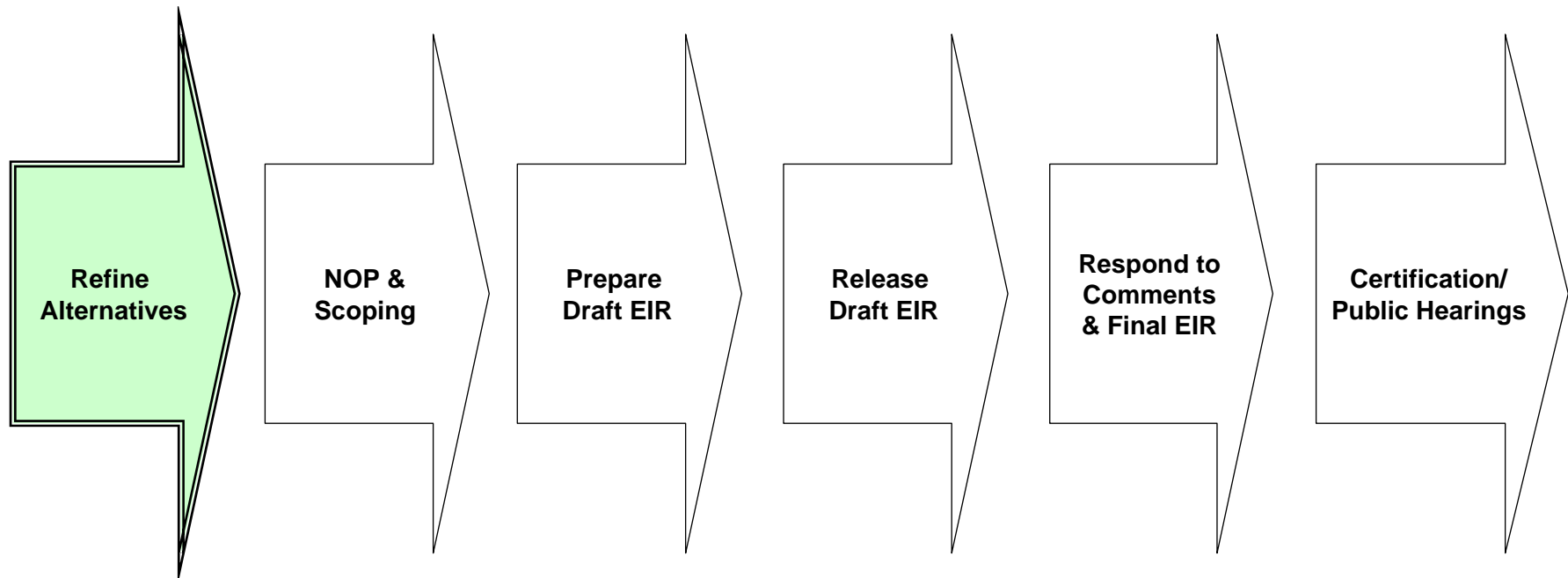
- In the final release of the NASS, the Academic Panel reviewed the concerns raised by the FAA and did not change any of its conclusions.

- On April 7, 2010, the Mayor asked LAWA “to expedite the specific plan amendment and environmental review and specifically address the issues in Administrator Babbitt’s letter as part of that process”

Airfield (cont.)

- On June 10, 2010, LAWA released a Notice of Preparation (NOP) for the Interim Taxiway Safety Improvement Program (ITSIP), which is designed to provide interim safety improvements to the North Airfield.
- Congress and the FAA have made other changes to airfield design and safety rules, which include:
 - FAA issued Engineering Brief No. 75 in 2007, which provides guidance on taxiway and runway design to improve safety.
 - In 2006, Congress required FAA to begin enforcing Runway Safety Area (RSA) requirements on airports.
 - Pursuant to this mandate, FAA has issued notices indicating LAX's non-compliance with RSA requirements.

Key Steps in SPAS Process



Next Steps

- Brief Board of Airport Commissioners (BOAC) on results of Advisory Committee consultation and on alternative refinement process.
- Select and refine SPAS airfield, terminal, and ground transportation program elements and integrate into SPAS Alternative(s).
- Brief BOAC on SPAS Alternative(s).
- Consult with SPAS Advisory Committee.
- Brief Board on results of Advisory Committee consultation.
- Release Supplemental Notice of Preparation