



Alliance for a Regional Solution to Airport Congestion  
8055 W. Manchester Ave., Ste. 710 Playa del Rey, CA 90293  
(310) 827-7411

In Summary:

- Another Expansion of LAX is bad for Los Angeles and the Region
- Alternative D, the “staff preferred alternative,” has significant draw backs and the environmental documents are fatally flawed.
- Councilwoman Misikowski’s new way of handling Alternative D doesn’t fix those draw backs and adds additional costs without adequate assurances that the unacceptable aspects, like Manchester Square, will not be imposed.
- Do it right the first time! There are better ways to modernize LAX and still make it safe and secure for far less money.
- The approval cycle for Alternative D must be stopped. The rush to judgment isn’t waiting for the upcoming Rand Corporation Evaluation of Safety/Security versus Cost is performed and assessed.
- Just Say NO! Pass a resolution to support doing it right the first time instead of expending billions of dollars and then having to fix it.

For more information go to our website <http://www.regionalsolution.org> or phone  
Val Velasco, President (310) 827-7411  
Denny Schneider, Vice President (310) 641-4199

**LAX is noted as the number one terrorist target on the west coast—yet the majority of the region's air commerce is concentrated at LAX. It is the world's second largest air cargo facility, doing more dollar volume than our harbors. *Imagine the economic impact if a disaster--natural or man-made occurs at LAX.***

**Mayor Hahn's Alt D failed to honor his signed ARSAC NO LAX Expansion Pledge and the Councilmember Miscikowski version of his plan is equally unacceptable.** LAX-area Councilwoman Miscikowski (who terms out of office next year) is fostering a Plan calling for immediate approval of the entire Alternative D Master Plan first and to then “review the most onerous project elements.”

Professor Kanafani, the preeminent Cal Berkeley professor of airport planning, states that the gate reductions of Alternative D fails to hold LAX to the stated 78 MAP (the highest reached to date was 68 MAP prior to 9/11). His analysis indicates that the runway changes are the precursor to the largest expansion of LAX EVER for passengers and cargo handled (and the truck traffic) at LAX.

**Alternative D remains the largest public works project ever devised in California.** The LA City staff report refers to the Hahn-Miscikowski approach as an “Alternative D implementation plan.” A better plan deletes, not delays, the unacceptable projects. We urge Alt D rejection in favor of a far less costly modernization/safety/security plan, E-1, that keeps the basic airport design intact.

Alt D adds a new check in facility and parking in Manchester Square a mile and a half to the east of LAX, demolishing the north concourses to facilitate wider, lengthened runways on the north with new center line taxiways, adds new roads and an elevated, automated people mover system throughout the area, major upgrades of Tom Bradley International Terminal and a new terminal facility to the west, a new intermodal transportation system, added cargo handling capacity, and a consolidated rental car system in place of Lot C. Center line taxiways will also be added on the southern runways.

LAST YEAR, Alternative D was referred to by many in the LA City Council as “fatally flawed” and “dead on arrival.” Council member Miscikowski came to Mayor Hahn's rescue. She unveiled a “consensus” plan for which there is NO AGREEMENT. Many issues raised at the SBCOG, by other surrounding cities and other governmental agencies, and civic groups remain unanswered.

### **EVERYONE WILL BE IMPACTED BY THE IMPENDING LAX EXPANSION!**

Think the 405 congestion is bad now? Just wait until another 30+ million cars and trucks annually are forced onto it by LAX expansion. Business will suffer. People will avoid travel to the South Bay, Westside and Valley for shopping trips due to the extreme traffic jams.

LAX can be troublesome now; with 10-20 years construction and additional traffic on the 405 it will get worse. Low cost airlines like Southwest have threatened to leave LAX. Other airlines report serious concern about major passenger boarding delays and inconvenience. The "Safety and Security" focus of Alternative D is to protect aircraft, not the traveling public!

And of course ticket prices will go up! Someone has to pay for all of the unnecessary construction. Estimates by one airline (Southwest) was \$35 per ticket or more depending on the final project costs. Further, taxpayer dollars will be required for off airport projects that are not “specifically airport related” but are exacerbated by LAX traffic—that money that could be used to maintain or fix our neighborhoods.

Council member Miscikowski will not be in office to fight against the deferred projects. These projects can be approved by a simple majority of the LA City Council. The sitting elected officials will be associated with the resultant problems and costs.

Protest the waste of our money--VOTE NO ON ANY VARIANT OF ALTERNATIVE D INCLUDING THE HAHN-MISCIKOWSKI PLAN. The community we save will be our own...

Denny Schneider, Vice President

Alliance for a Regional Solution to Airport Congestion [info@regionalsolution.org](mailto:info@regionalsolution.org) .

**Another expansion could be disastrous —Present Concentration of 75% passenger and cargo traffic at LAX risks our economy from any disaster—We need a regional solution**

**Reasons to question LAX Master Plan Alternative D**

- *Still facilitates growth.*
- *Expensive for airlines*
- *Still impacts local business, and surrounding communities.*
- *Traveler inconveniences*
- *Some capacity enhancement and adds potential for future expansion.*
- *Disruptions of air service during construction..*

Runways and Air Terminals:

1. *Reconfigured terminals cause airlines major expenses; many are already losing money. The other alternatives including D create substantial reconfiguration costs too.*
2. *Runway extensions in LAWA plans are insufficient to accommodate fully loaded takeoff of the current "Newer, Larger Aircraft" the A380 based characteristics posted on the Airbus website. LAWA alternatives including D create longer runways and additional taxiways that could add capacity.*
3. *LAWA Alternatives including D will have greater noise impact on residents. The FAA is already considering multiple, simultaneous landings. More flights will be spread all over the basin.*
4. *The number of gates is reduced, but each of the remaining are enhanced for larger aircraft. Alternatives A,B, &C add gates; D temporarily limits gate numbers but allows for increased capacity per gate. New terminals west of Bradley International can be increased in the future.*
5. *Ends of Bradley International Terminal (and those west of Bradley) may accommodate A380 or other newer, larger aircraft. No other gates need upgraded for A380 although D facilitates many more.*

Check in and Safety:

1. *D keeps autos out of central terminal; Manchester Square will have local traffic impacts..*
2. *Off site facility(Ground Transportation Center) of and Intermodal Transportation Center in Alt D provides some security improvement, but being away from LAX grounds splits security and emergency forces.*
3. *D transports passengers and baggage through unsecured areas.*
4. *Increases security delays from baggage check in. D calls for multiple screens away from passengers and/or lugging of bags to central terminal area.*
5. *D calls for transport over uncontrolled areas; has expensive systems such as billion dollar tunnel in an earthquake fault area.*
6. *D has undefined access from local hotels and business areas unlike other alternatives.*
7. *D's resources are not easily shared between check in and aircraft support areas. Emergency services and evacuation is complicated.*
8. *Surrounding residential communities closer to LAX in Alt D.*
9. *Increased Cargo and on-airport access can still make LAX vulnerable.*

Traffic Flow and Impact on surrounding communities improved:

1. *Traffic will infuse into neighborhoods as freeway backs up.*
2. *Makes true intermodal connectivity difficult. People arriving from all parts of Southern California via rapid transit busses and trains will transfer several times. Limits access to "Green Line" or other trains.*
3. *Some streets such as Aviation, La Tijera, Sepulveda, Lincoln, and Manchester will be subjected to more rental car and taxi traffic.*
4. *Consolidated rental car facility improvements of Alt. D could be in a better location.*

Harsher Experience for Travelers and Local Communities:

1. *Removes blighted areas and beautifies, but eliminates walkable business area in support of local business.*
2. *Increased cargo adds traffic and may conflict with passenger travel.*
3. *INCREASES POLLUTION from more traffic.*
4. *ELIMINATES promised park in area where parks are scarce.*



## **Alliance for a Regional Solution to Airport Congestion**

**322 Culver Boulevard, Ste. 231 Playa del Rey, CA 90293**

**(310) 827-7411**

***info@regionalsolution.org***

5-22-04 Via fax

Dear Councilmember Miscikowski

We concur with your expressed dual objectives of protecting both the overall needs of Los Angeles City and metropolitan areas as well as the communities surrounding LAX.

As you know, it is the ARSAC No LAX Expansion Pledge that Mayor Hahn signed prior to his election. Our membership has a large stake in what happens.

You recently specified ARSAC as one of the community groups in agreement with your Consensus Plan. This is not correct. We are just now reviewing your newly released draft documents and cannot support the acceptance of Alternative D in any way, shape or form.

Approving Alternative D and the Environmental Information Statement and Review documents at any time is totally unacceptable. Using the specific plan as the primary safeguard in theory sounds good, but implementation is the problem. There will be lag time greater than your term in office between approval of Alternative D and implementation of a Specific Plan. This creates a risk that the Community, travelers, and region will not be adequately protected.

Renegotiating all of the unacceptable parts of Alternative D at a future time is a waste of precious resources and time. We, too, want a modern and safe LAX. A safe and secure plan must be put in place at one time.

We appreciate your desire to salvage the sunk costs involved in the preparation of the previous LAX draft plans but much of the initial data is both old and flawed. The airlines' attorneys have stated that the EIS/EIR can be modified right now to implement a safe and secure plan.

The LA Times reported the Mayor will be requesting a Rand Study to enact a cost-benefit analysis for LAX safety and security implementation. All alternatives must be addressed. This must be completed and considered before any determination is made.

We look forward to the opportunity to meet with you to devise a truly safe and secure plan that eliminates the ground transportation center and actually limits the gates to 78 MAP.

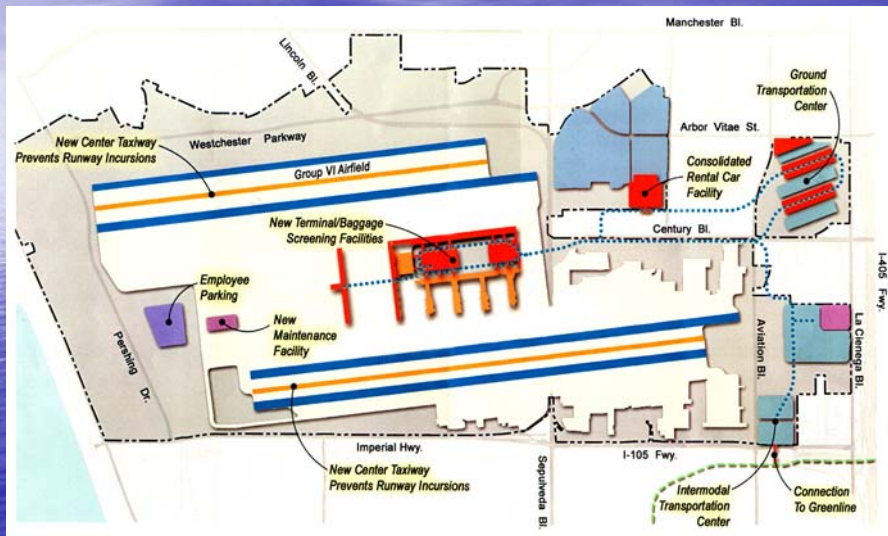
Sincerely yours,

A handwritten signature in cursive script that reads "Valeria C. Velasco".

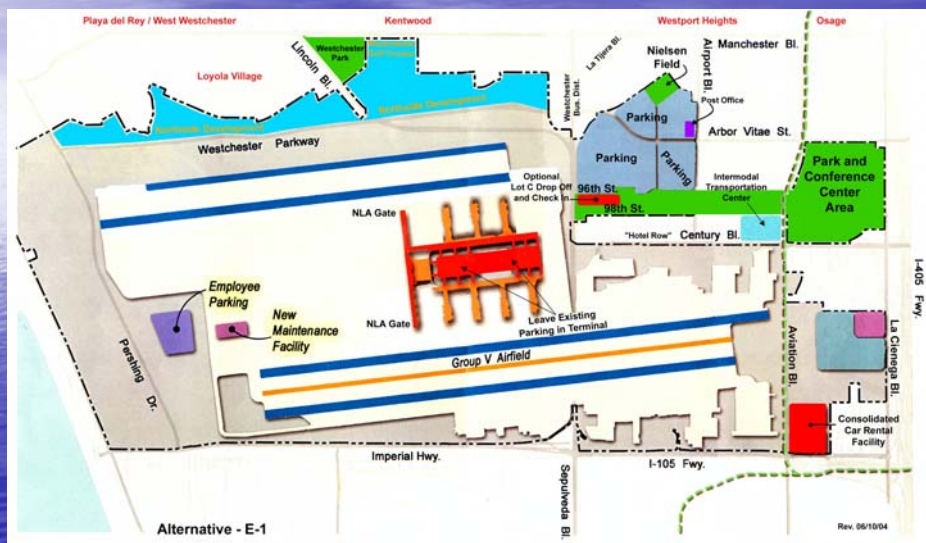
Valeria Velasco, President

CC: LA City Council members  
Congresswoman Jane Harman  
Congresswoman Maxine Waters  
LA County Supervisor Knabe

## LAX Master Plan Alternative D



## LAX Master Plan Alternative E-1



# LAX MODERNIZATION ALTERNATIVE E-1

7/25/2004

**Everyone agrees additional air commerce capacity will be needed in Southern California to maintain our economic growth.**

Incremental projects since the 1984 LAX Master Planned growth to 40 million annual passengers have expanded LAX air capacity to at least 78 MAP with ground access to the Central Terminal Areas being the limiting factor. LAX Expansion has concentrated air commerce at the one, relatively small, facility. Many in Southern California acknowledge that a **Regional Solution is critical to the security and stability of our economy**. Environmental burdens would also be more equitably shared. Mayor Jim Hahn agreed. During his 2001 mayoral campaign he signed the ARSAC pledge to limit growth at LAX to no more than the existing 78 MAP capacity.

In 2002 Mayor Jim Hahn added, in response to the September 11 terrorist tragedy, a new "Security and Safety" Alternative D to the already 7-year old, on-going Master Plan process. Although EIR applicability is of concern, Alternative D is the "preferred alternative" but has met opposition from most residential and business concerns.

- Local communities note that LAX land mass (and air space) is limited and is surrounded by high population centers. Severe, non mitigate able traffic congestion already exists around LAX. LAX, despite substantial efforts to mitigate, is the greatest source of pollution in Southern California. Prof. Kanafani of Cal Berkeley, the foremost expert in airport design and capacity pronounced Alternative D to be a capacity growth project with runway changes that could result in growth even greater than the Alternatives A, B, or C.
- The airlines express substantial concern about public safety and inconvenience.
- Most everyone expresses concern about the \$9 Billion minimum cost (depending on implementation it could be far greater).

**Community groups surrounding LAX and the airlines have discussed the Master Plan alternatives and its deficiencies and concluded that design compromises and reduced cost options should be offered to the City of Los Angeles.** We agreed that LAX continues to be an important Gateway to Los Angeles and that the area should reflect this. **This plan represents that effort.**

## **THE NO PROJECT ALTERNATIVE WAS USED AS A BASELINE.**

Several items proposed for the Westchester-Playa del Rey Community Plan (but not added by the City of Los Angeles despite a City Council park resolution in March 2001) such as the walk able business area and Park and Conference Center (in green between 96<sup>th</sup> and 98<sup>th</sup> streets) was incorporated in this plan.

**Basic terminal configuration left intact.** Changes to the concourses represent major investment costs for cash strapped airlines. Airline security experts indicate that the CTA is security upgradeable and defensible. Anti-terrorist conditions can be implemented. Further, an optional Lot C drop off area for "commuter" passengers is to be created to reduce congestion in the CTA and can service as a redundant back up in case of a CTA incident.

**A380 Airbus Accommodation;** double height gates added at the ends of Bradley. International terminal and baggage handling areas to be upgraded to facilitate passenger clearance in a more timely manner. Loose gates to be reconfigured along back of Bradley.

**Limited changes of parking facilities.** Consolidated rental car facility created and moved to Continental City area with freeway access. This multistory facility will house rental car activity. As the corner of Aviation and Imperial Highways is highly congested, Aviation will be subterranean along LAX so there is no longer a bottle neck. Lot C will remain the "moderate priced parking" and Lot B will be long term and employee parking along with the new western area employee parking. Private parking lots will remain fully accessible and functional.

**Green Line transportation connection will be expanded.** Adding to the existing route, the below grade route will follow the MTA owned right of way north through the Crenshaw area all the way to Union Station. A regional transportation center will be incorporated at the north-west corner of Century and Aviation to connect all busses and taxis. Flyaway check in activities will continue to be encouraged.

**Northside Development to house more LAX operations** related support and will be built as a sound barrier to reduce impacts on Westchester-Playa del Rey from on-airport operational noise.

**Cargo handling facilities will remain fully functional on south side with controlled access** as will those on the north and east.

**South runway separation of 50' more** is an accommodation to LAX/Airlines desires. This relates to the A380 and a desire to address incursion avoidance. Incursion avoidance has not been demonstrated. **This may not be done and is being negotiated with El Segundo. Northside runways and concourses are left intact.**

## **Background Summary for LAX Expansion**

LAX is operated by Los Angeles World Airports, LAWA, an independent department within the City of Los Angeles. Prior to Sept 11 LAX was the world's third busiest passenger (67.8 million annual passengers, MAP) and third busiest cargo facility (almost 2 million annual tons, MAT). LAX has slipped to being the fifth busiest passenger facility having lost about 15-20 percent of its passenger base. It continues to be number 3 in cargo with slightly over 2 MAT and increasing. LAX handles approximately seventy five percent of all commercial air traffic in all of Southern California and is the only International airport of consequence south of San Francisco. LAX land mass is one of the smallest major airports at 3500 acres compared to a typical of about 10,000 acres. LAX is located in the densely populated Westside and is surrounded by a substantial amount of "non-compatible land uses"—people's residences.

**LAX is noted as a top terrorist target. The economic impact on Southern California would be devastating if there were either a man-made or natural disaster at LAX.**

Attempts to truly diversify air traffic have stalled. Establishment of an airport at the former El Torro military base in Orange County has been defeated by south Orange County interests. The Southern California Regional Airport Authority has apparently died due to lack of support by Los Angeles City and some other participants.

The last major expansion of LAX authorized by a Master Plan (and full environmental impact review) was 1978-1982 which increased LAX to 40 MAP. This was promised to be the last. Past expansions have removed one third of the local residences. Subsequent incremental project expansions (no environmental impact study was required because each individual project was only a small percentage increase) raised the stated potential capacity to 78 MAP with ground traffic access to LAX as the prime constraint. BOAC President Ted Stein estimated that without this constraint LAX capacity is 83 MAP.

The FAA no longer establishes airline routes or schedules. This responsibility ended with the 1980's deregulation of the airline industry. Airlines establish their own frequency to any airport. The FAA states that they will work to safely facilitate all desired flights based on the ability of an airport to safely handle aircraft take offs, landings, and gate availability—even if it maximizes air traffic all 24 hours of the day.

Mayor Hahn was elected in 2001 after signing a pledge by the Alliance for A Regional Solution to Airport Congestion, ARSAC, that he would not increase LAX capacity. Subsequent to September 11 Mayor Hahn had a new Master Plan alternative, "the Safety and Security Alternative D," added to the Riordan Master Plan. Reissue of the Riordan Master Plan with this new alternative is anticipated this summer. More than \$125 million has been spent preparing this plan. The \$9-11 billion Alternative D estimates capacity at 78 MAP. This pronouncement is NOT universally accepted. Alt. D safety and security benefits are questioned by local "activists" and most recently by a RAND Corporation study.

Southern California Association of Governments, SCAG, a four county coordinating body, projects an increased air capacity need for Southern California. Their "allocation" of air capacity usage to various airports (not an enforceable number) calls for a percentage reduction of overall So Cal flights at LAX from three-fourths down to two-thirds by 2020. The Riordan expansion LAX Master Plan released (and defeated) about two years ago called for increases in LAX capacity to between 94 MAP to 100 MAP plus. SCAG estimated building equivalent capacity in areas other than LAX would cost \$2 billion less.

More than twenty years ago it was anticipated that Southern California would need more airport capacity. The LAWA Board of Airport Commissioners owns and operates Palmdale Airport and Ontario Airports. There is currently no commercial air service from Palmdale and about 6.7 Million Annual Passengers leave/return to Ontario Airport. Although LAWA has slack capacity at both Ontario and Palmdale, LAX remains the preferred site. During portions of the day LAX operates at near maximum capacity.

The initial Riordan plan was 12,000 pages long and environmental impacts were justified using 1996 data. The Hahn alternative has been added to the Riordan Master Plan and will be reissued. This approach allows continued use of the 1996 data rather than more current data. Although thousands of comments were submitted and major flaws found within the Riordan plans and support data, there have been no responses to the public comments. LAWA instead proceeded with development of Alternative D “with the comments in mind.” They removed some of the significantly objectionable elements from the Riordan alternatives. Alternative D would have far less severe local impacts than Alternatives A, B, or C. None-the-less significant undesirable local and Southern California impacts remain.

Alternative D Master Plan development has been largely uni-directional. Little criticism has been tolerated and schedules appear to get all approvals before the next Mayoral election. Eleven months have past, for instance, since the most impacted homeowners area was promised a meeting. The initial Alternative D press announcement was by invitation only. The Plan has enjoyed much general exposure by LAWA, but few details exposed. Virtually all meetings are of the “this is what it is” nature. Only the Mayor’s Blue Ribbon Committee on Manchester Square allowed some give-and-take, but was convened with major assumptions such as expansion into Manchester Square residential area fixed as a condition. Attendance was by invitation only in a secure location with no handouts or recording allowed. The public and press were not given admittance. Manchester Square procurement by LAWA is under GAO investigation for irregularities. If the area were to be procured, it was promised to remaining local residents as a park by the City Council in March 2001.

Local residents were told from the start that the general aspects of the plan are “not negotiable.” Numerous requests to address plan objections were consistently met with the phrase, “we thought about it and decided against it.” Alternative D continues to lack support from the Airlines, local community, or surrounding governmental entities. Only LA City Council and Mayoral approval is required to proceed.

Local community leaders independently developed their own Alternative E without support from LAWA consultants already being paid \$1 million per month. Alternative E addresses Alt. D short comings. The Mayor and LAWA remain unwilling to address this plan despite a Neighborhood Council request.

The Riordan review period was more than a six months long. This time we will be required to inspect the initial 12,000 page documentation for changes in addition to what we have been told will be 4,000-8,000 additional pages covering Alternative D—all within 45 days! Numerous requests from all levels of government and interest groups to extend the comment period have been rebuffed.

The enclosed CD contains numerous annotated named documents including a Powerpoint presentation on the history of LAX development, Alternative D, and Alternative E.

There are many nuances to this dollar give-away. Feel free to call me at (310) 641-4199 or e-mail me at [DennySchneider@WeLiveFree.com](mailto:DennySchneider@WeLiveFree.com) for more details.

# ARSAC

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## Alliance for a Regional Solution to Airport Congestion

8055 W. Manchester Ave., Suite 710 Playa del Rey, CA 90293

(310) 827-7411 or [www.regionalsolution.org](http://www.regionalsolution.org)

### Mission Statement

To establish and bring to bear a powerful, unified voice of elected officials, business and community leaders promoting a regional solution to the future commercial aviation demands of the entire Southern California region.

### Objective

To promote the use of our many regional commercial air transport resources including Palmdale Regional Airport, Ontario International Airport, Van Nuys Airport, Southern California Logistics, March Inland Port, Palm Springs International, San Bernardino International, and Burbank-Glendale-Pasadena Airport in solving the growing air traffic demand which is now primarily focused on LAX.

ARSAC is opposed to any plan that will increase the volume of air traffic at the 3<sup>rd</sup> busiest airport in the world. ARSAC supports a plan which includes expansion of at least one other airport in the region to provide a viable alternative to LAX. Alternate facilities must be in place in the event of an emergency. A regional solution is needed to maintain economic vitality and to preserve the quality of life and environment for residents and businesses in the area.

### History

ARSAC is a grass roots organization formed in 1995. During the last Mayoral campaign, ARSAC developed a large voter base dedicated to electing a mayor who opposed further expansion of LAX. That voter base was instrumental in electing Mayor Hahn after he signed the ARSAC pledge to support a regional approach to airport expansion.

*A nonpartisan coalition supporting a regional solution to Southern California's air transportation needs, including the expanded international use of regional airports other than LAX and the development of an airport in Palmdale*

**Statement Calling for Constraints at LAX  
and Development of a Regional Airport Plan  
for Southern California**

Submitted to candidates for Mayor of Los Angeles, February, 2001  
by The Alliance for a Regional Solution to Airport Congestion (ARSAC)

1. JAMES K. HAHN, assert that:  
(name of candidate)

1. The proposed Master Plan for the development of Los Angeles International Airport should not be approved by the Board of the Los Angeles World Airports and should not be submitted to nor approved by the City of Los Angeles; and,
2. LAX should be constrained to operate safely within the capacity of its existing facilities; and,
3. Los Angeles must take immediate steps to ensure significantly increased utilization of the under used capacity at Ontario Airport and Palmdale Airport; and,
4. The City of Los Angeles, including Los Angeles World Airports, should work together with the communities and counties of Southern California and the FAA to develop a truly Regional Airport Plan for Southern California that develops both the passenger and cargo capacity of other commercial airports in the region so that they might meet the needs of our expanding air commerce marketplace.

James K. Hahn  
Candidate for Mayor of the City of Los Angeles

3/26/01  
Date

3/26/01