

**COUNCIL MEMBER BERNARD C. PARKS' PROPOSAL FOR ENHANCEMENT
AND RENOVATION OF THE LOS ANGELES INTERNATIONAL AIRPORT**

Honorable Board of Airports and Board of Planning Commissioners:

I am opposed the Final Environmental Impact Report (FEIR) and the Final Master Plan (Alternative D) for the Los Angeles International Airport (LAX). These reports were recently presented to the joint Los Angeles Board of Airport Commissioners (BOAC) and the Los Angeles City Planning Commissions (CPC) for consideration and adoption for the expansion of the Los Angeles International Airport (LAX). I will strongly urge both commissions to reject the proposed plans.

There are seven reasons why I am opposed to the plans:

- **The extravagant and escalating costs of nine-billion dollars with no apparent return on this investment.**
- **The dated environmental impact report data.**
- **A convoluted planning process that continues to go on ignoring more practical alternatives.**
- **Based on the 8th District's Task Force Community Reaction Report, the LAX Master Plan (dated Nov. 2003) fails to address quality of life issues in minority communities.**
- **The lack of a fully empaneled Los Angeles Airport Commission (currently 3 of the 7 positions are vacant).**
- **The proposed Rand Airport Security Evaluation Study requested on May 14, 2004 is to narrowly defined and the study has not been completed.**
- **Most importantly, the rejection of these plans is mandatory as it the only way to ensure that undesirable and objectionable parts of the plans are never constructed—not postponed, but never constructed.**

The current plans are self-serving and will satisfy only special interest groups; not Angelinos nor visitors.

The approval of a new airport plan should not be rushed through based solely on the significant costs already encumbered (Over \$100M) nor the extensive prior time commitment invested on this project (over 10 years). The primary goal should be to build a cost effective and safe airport based on the best plan, the best technology and the best safety features available.

I'm here to announce a practical and less costly plan for modernizing and enhancing LAX while ensuring safety, security, convenience and protecting our neighborhoods.

My plan addresses safety, security, economic growth, airline viability, passenger convenience, neighborhood and property protection, and the environment. And it is a feasible plan that can be implemented; with fewer costs and creating thousands of jobs--now.

As a law enforcement officer and former Chief of Police for the City of Los Angeles, I was responsible for the safety and security for all who lived, worked and visited our great City. I know that the arrangement of facilities can make a difference, but the most important ingredients for safety and security are management and leadership issues: having enough of the right personnel, assuring they are well trained, and practicing excellent cooperation and coordination among the many different law enforcement agencies that have safety and security responsibilities at LAX and our local region.

As the Chairperson of the City Council's Budget and Finance Committee, I know how important it is to spend tax payer's money wisely, not wastefully. My plan for LAX will cost less than competing proposals, take less time to renovate and construct than competing proposals. Most important the plan would minimize disruption of both the airport and the surrounding neighborhoods and freeways.

As a resident of the Eighth District of the City of Los Angeles, I share my neighbors' concerns with the lack of mitigation efforts regarding traffic congestion on our streets and freeways and sound proofing in our residential and business structures. Unlike competing proposals, my plan for LAX does NOT require creating new traffic lanes to bring more cars through our communities. For those LAX air travelers who live across town or out of town, my plan offers the opportunity to check their luggage at an offsite location and ride to LAX unencumbered and in comfort.

LAX is not, and can never be a large land area airport as many of the other high traffic airports around the world. LAX is land locked at 3500 acres compared to Denver's approximate 34,000 acres and Dallas/Fort Worth's 17,500 acres. The keystone of my plan is a safe, secure, and convenient airport. A key element of my plan is to enhance safety and security within the existing LAX footprint. Security will be heightened within a secure perimeter.

My plan contains seven specific points:

Terminals

Presently operating north side concourses will remain intact. The Bradley International Terminal will be enhanced and modernized to more comfortably welcome the traveling public into the United States and accommodate the next generation of jumbo aircraft. Several of the existing Bradley gates will be replaced by a smaller number of larger capacity gates on the terminal ends. The remote, add-on gates will be removed from service.

Runways

Presently operating north side runways will remain intact. The southern runways will be remodeled to accommodate safety and the newer, larger aircraft.

Central Terminal

The Central Terminal parking and curbside check in will be safety enhanced to continue serving the public. A new consolidated rental car facility will be constructed to reduce the shuttle traffic inside the airport central area. Adequate public and private parking lots for personal cars will be maintained.

Ground Transportation

A new inter-modal transportation facility will facilitate public conveyance use and the Green Line train which now stops just short of LAX will be extended to provide LAX service and along the Aviation/Florence right of way to downtown connections.

Security

Security and safety will be enhanced within the existing LAX footprint. Security and safety will be heightened within the secure perimeter. Security surrounding the extensive LAX cargo facilities will also be enhanced and additional accommodations will reduce the impacts of trucks on local traffic.

Manchester Square

Manchester Square will remain as a part of the local community and not destroyed for the enhancements of LAX. A separate restoration of those portions of the housing already removed will either be restored or a green belt, open space area will be created.

NOTE: The approval of the above six elements are mandatory to ensure that the 78 MAP passenger capacity cap promised to the residents of this region is maintained.

The Future

As these extremely important issues of airport safety, security, facility use, expected growth of both population and annual passenger capacity southern California regional airport planning, operations and management must be elevated to the highest level of discussion. Serious attention and consideration must be given to two areas: completion of an updated southern California regional airport plan and the creation and implementation of a Regional Airports Authority. This regional plan and authority would ensure all impacted communities a voice and participation in the use and operations of airport facilities. I call on municipalities, state and federal agencies to quickly formulate such an authority.

Admittedly, my proposal will add more cost and time to the planning and preparation portion of the project but it will be money well spent when you consider the overall projected cost (ranges from \$9B to possibly over \$20B), length of time to construct the project and the importance of the project for the long term quality of life of residents and visitors and the financial health of the region.

Finally, as we continue to encounter the extremely important issues of airport safety, security, facility use, expected growth of both population and annual passenger capacity southern California regional airport planning, operations and management must be elevated to the highest level of discussion. We must give serious attention and consideration to two areas: completion of an updated southern California regional airport plan and the creation and implementation of a Regional Airports Authority. This regional plan and authority would ensure all impacted communities have a voice and ensure participation in the use and operations of airport facilities. I call on municipalities, state and federal agencies to quickly formulate such an authority.

My seven point plan (Bernard Parks E-1) corrects the flaws in Mayor Hahn's Alternative D proposal. My plan clearly states what will be built and more importantly what will be permanently eliminated. This green light/red light proposal does not create a more complicated process but simplifies what needs to be done and telling the public the truth. The public deserves to know NOW exactly what is planned for LAX.

Attachment #1 Bernard Parks Plan E-1

Attachment #2 District LAX Community Reaction Report