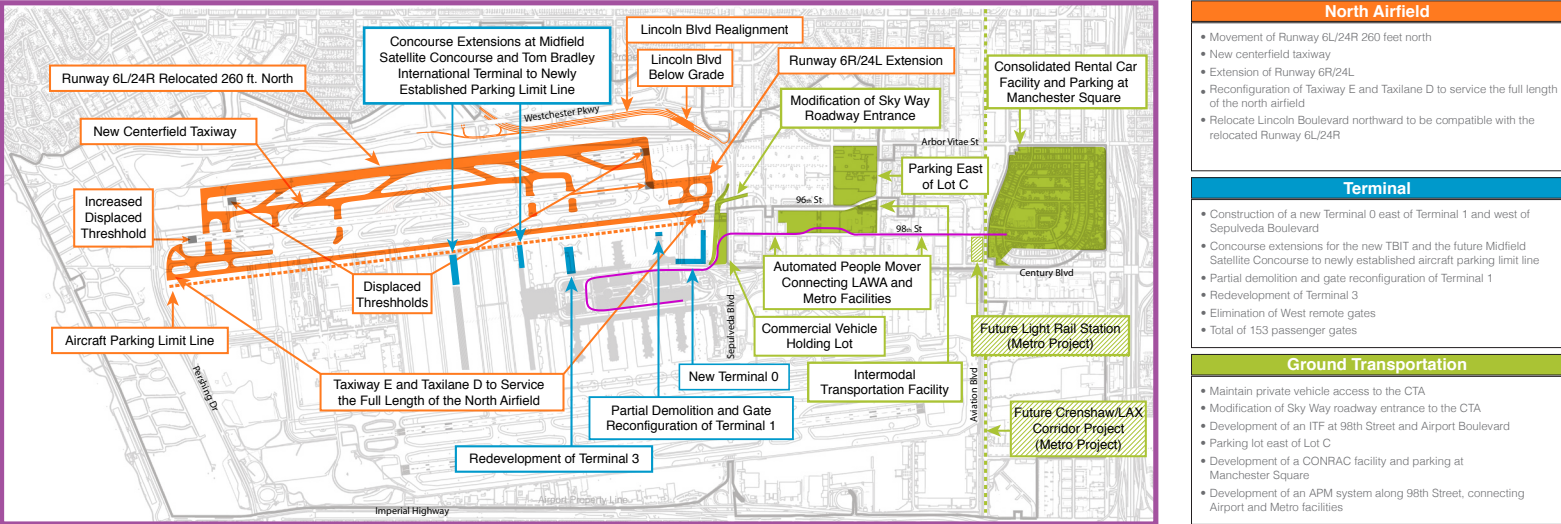


OBJECTIVES & ALTERNATIVES

STAFF RECOMMENDED ALTERNATIVE

The Preliminary SPAS Report and the SPAS Draft EIR identified and evaluated nine potential alternatives to certain components of the previously-approved LAX Master Plan, referred to as Yellow Light Projects, including various configurations for the north airfield, terminal improvements, and improvements to LAX’s ground transportation system. After an extensive review of public comments received during the 75-day public-comment period; staff analysis of the environmental impacts of each alternative; and review of the SPAS Project Objectives, LAWA staff has recommended a combination of the airfield and terminal elements of SPAS Alternative 1 with the ground transportation elements of Alternative 9 as the Recommended Alternative to be considered for adoption by the Board of Airport Commissioners. All components of the Staff Recommended Alternative were described and analyzed in the SPAS Draft EIR.



Key Features of Staff Recommended Alternative

Airfield/Terminal Features:

- Achieves construction of a centerline taxiway with a movement of arrivals Runway 6L/24R 260 feet north
- Extends Runway 6R/24L eastward
- Supports standard operations on the North Airfield, except for Group 6 aircraft when visibility is less than ½ mile
- Provides pilot line-of-sight to end of departures runway for all except Group 6 operations
- Addresses Runway Safety Area and Taxiway/Taxilane deficiencies
- Allows development/redevelopment/extension of Terminal 0, Terminal 3, Tom Bradley International Terminal and the future Midfield Satellite Concourse
- Proposes a maximum of 153 passenger gates

Ground Transportation Features:

- Significant new facilities to be developed based on airport ground transportation and passenger conveyance needs, including (but not limited to):
 - ▶ Intermodal Transportation Facility (ITF) in the vicinity of Lot C
 - ▶ Consolidated Rent-A-Car Facility (CONRAC) and long-term parking in Manchester Square
 - ▶ Automated People Mover system (APM) to serve as conveyance between airport and Metro facilities
- Redesign of Sky Way

Evaluation of Relationship Between Project Objectives and Staff Recommended Alternative

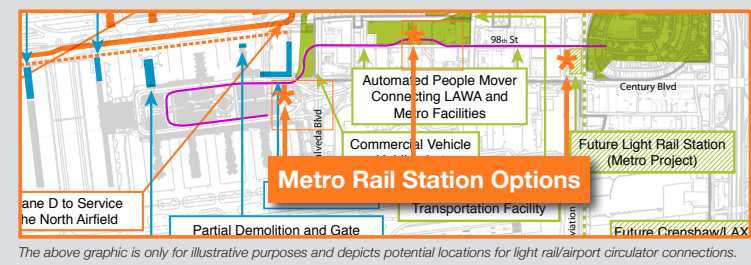
LAWA staff utilized the “Preliminary Evaluation of the Relationship Between the Project Objectives and the SPAS Alternatives” (see SPAS DEIR Board 3.5) as it considered recommending a particular alternative to decision-makers. The results from the Preliminary Evaluation enabled staff to recommend the Alternative for the following reasons:

- The Staff Recommended Alternative provides for standardization of nearly all airfield operations, substantially improves pilot situational awareness, addresses all airfield hazards, and includes airfield efficiency features
- The Staff Recommended Alternative provides four of the four types of improvements associated with the ground transportation planning objective: reducing bottlenecks and congestion in the CTA; reducing the volume of vehicles in the CTA by providing alternative locations for pick-up and drop-off; providing grade-separated connection between the CTA and other airport transit facilities; and integrating with nearby transit facilities
- The Staff Recommended Alternative provides opportunities to modernize terminals and concourses for international passengers
- Like other Alternatives, the Staff Recommended Alternative would not result in more than 153 passenger gates at 78.9 Million Annual Passengers (MAP)
- The Staff Recommended Alternative would meet existing and anticipated federal security requirements
- The DEIR identifies mitigation measures for the Staff Recommended Alternative to mitigate environmental impacts on surrounding communities
- Implementation of the Staff Recommended Alternative would provide low to moderate impact on LAWA finances

The chart below illustrates how the Staff Recommended Alternative’s components, the combination of Alternative 1 and Alternative 9, measure against the Project Objectives.

LEGEND	FULLY INTEGRATED ALTERNATIVES (AIRFIELD, TERMINAL & GROUND)				AIRFIELD/TERMINAL IMPROVEMENT OPTIONS			GROUND TRANSPORTATION IMPROVEMENT OPTIONS	
	1	2	3	4	5	6	7	8	9
OBJECTIVE 1: Provide north airfield improvements that support safe and efficient movement of aircraft at LAX (i.e., meet FAA design standards for large aircraft, minimize non-standard operating procedures, reduce potential for incursions, improve balance with South Airfield, reduce RPT in residential areas)									
OBJECTIVE 2: Improve ground access system to better accommodate airport-related traffic, especially as related to CTA. Types of improvements could include: (1) redesign CTA roadway segments/curbsides prone to traffic bottlenecks; (2) reduce traffic volumes within CTA by providing transportation facilities outside of CTA; (3) provide grade-separated/dedicated access route into CTA; and (4) integrate CTA with regional transit facilities									
OBJECTIVE 3: Maintain LAX's position as the premier international gateway supporting and advancing the economic growth and vitality of the Los Angeles region (A- Airfield, T- Terminal, G- Ground)									
OBJECTIVE 4: Plan improvements that do not result in more than 153 passenger gates at 78.9 MAP									
OBJECTIVE 5: Enhance Safety and Security at LAX									
OBJECTIVE 6: Minimize environmental impacts on surrounding communities									
OBJECTIVE 7: Produce an improvement program that is efficient, sustainable, feasible, and fiscally responsible									

Light Rail Opportunities for Airport Metro Connector



Los Angeles County Metropolitan Transportation Authority (Metro) is in the process of constructing the Crenshaw/LAX Corridor Light Rail Line along Aviation Boulevard, with a station on Century Boulevard and Aviation Boulevard.

In a parallel effort, LAWA is collaborating with Metro to identify convenient connections to LAX. As part of the Airport Metro Connector project, LAWA is working with Metro in examining potential methods to connect Crenshaw/LAX Corridor and Green Line passengers “to the airport.”

The Staff Recommended SPAS Alternative preserves two additional opportunities should Metro desire to connect Metrorail light rail directly “to the airport.”

