

April 25, 2013

Honorable Herb J. Wesson, Jr.
President, Los Angeles City Council
200 North Spring Street, Room 430
Los Angeles, California 90012

Re: The Modernization of Los Angeles International Airport (LAX)

Dear Council President Wesson:

We are a group of civic and business leaders affiliated with organizations representing millions of families and business interests across this City. We consider Los Angeles International Airport a key asset of the City of Los Angeles and are united in our support for its full modernization.

Before the Los Angeles City Council are two vital elements of the modernization's progress: the reconfiguration of the North Airfield and a direct public transportation connection to the airport. **We are fully supportive of this effort and urge the Council to approve the February 5, 2013 Board of Airport Commissioners certification of the Environmental Impact Report and its approval of the Specific Plan Amendment Study.**

For far too long we have witnessed an inability of past City leadership to guide the successful and complete modernization of LAX. With terminals and airfields designed and constructed fifty years ago, our airport is outdated and lacks modern and convenient passenger services which are now common in other international airports in the United States and abroad. As other airports, especially those in the western United States, have completed impressive renovations to their terminals and airfields, LAX lags behind in its long-promised modernization.

The recent key construction projects underway at LAX are an indication that once and for all our airport is receiving the civic attention it lacked. We commend the Mayor, City Council, Board of Airport Commissioners and airport staff for advancing the modernization of LAX's aging facilities. Important projects such as the reconfiguration of the South Airfield, a new Bradley International Terminal, a modern Central Utility Plant and various terminal improvements all indicate that LAX's modernization is in full stride. However, the work must continue in order for us to achieve a 21st century airport – both in its terminals and its airfields.

LAX's North Airfield was designed and built for a generation of aircraft which is now obsolete. We understand that when the airfield was constructed, the normal wingspan of airplanes was 130 feet. Today's new aircraft can have wingspans of 260 feet. The Federal Aviation Administration has been clear on the subject – the runways must be reconfigured to allow more distance otherwise the airport is forced to halt traffic on taxi-ways while the new, larger jets move. Yet some activists do not accept this reality, or accept the basic logic that an

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airfield nearing fifty years in age must be improved for safety and efficiency. We believe that for too long local interests and fears have trumped the greater good. It's time to recognize the greater good. Therefore, we fully endorse the action of the Board of Airport Commissioners.

Likewise, it's time LAX is directly connected to public transportation. How can we boast of a modernized airport if it cannot be easily accessed via a rail system like so many other international airports? Travel nearly anywhere in the world and Los Angeles becomes an embarrassment in this regard. The ratification of the EIR as approved by the Board of Airport Commissioners will significantly advance fulfillment of these goals. An intermodal transportation facility, an automated people mover, and a consolidated rental car facility will all address and improve airport-related transportation issues. As passenger numbers increase, it is critical that airport access be functional while providing scalable opportunities for co-locating multiple modes of transportation on airport property- including light rail.

As the third largest international gateway to the United States, LAX drives not only the local economy but the regional economy as well. Economic activity in Los Angeles County resulting from activity occurring at LAX in 2011, including capital spending and its related visitor spending, generated 294,400 jobs in LA County with labor income of \$13.6 billion and an economic output of \$39.7 billion. Potential future capital improvement projects to yield a fully modernized LAX could involve expenditures of at least \$8.5 billion over a period of 10-15 years. This spending will generate 44,900 direct jobs and add \$15.9 billion in economic output. If LAX is to remain a competitive, world class airport, we need to have an airfield that can safely and efficiently handle large aircraft under standard operating procedures. Now is the time to create a long-term plan to continue the modernization of LAX for the benefit of this great City and the entire region.

We need to move forward with modernization and need to demonstrate that we can actually get something done. We therefore strongly urge the Council to support our airport's full modernization by approving this important item.

Sincerely,

Ed Avila

President, Alliance For A Better Community*

Elise Buik

President and CEO, United Way of Greater Los Angeles*

Geoffrey Cowan

University Professor, University of Southern California*; President, The Annenberg Retreat at Sunnylands*

John Emerson

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Thomas M. Priselac

President and CEO, Cedars-Sinai Health System*

Robert Simonds

Gary Toebben

President and CEO, Los Angeles Area Chamber of
Commerce*

**Organizations have been listed for identification purposes only.*

cc: The Honorable Antonio Villaraigosa, Mayor, City of Los Angeles
Members of the Los Angeles City Council
Gina Marie Lindsey, Executive Director, Los Angeles World Airports
Michael Lawson, Chair, Board of Los Angeles Airport Commissioners

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