

On August 28, 2017, Los Angeles World Airports announced that they would be enabling a system called "Rematch," which allows TNC drivers to both conclude a ride and begin a new one without exiting the Central Terminal Area (CTA) of Los Angeles International Airport (LAX). The stated goal of the program was to reduce the significant congestion that the CTA experiences on a daily basis due to the confluence of private and public vehicles all competing for the same lane space for both the departure and arrival levels.

During Council's consideration of the proposed Non-Exclusive License Agreements between LAWA and the TNCs, LAWA emphasized that there would be a negligible impact on CTA traffic if TNCs were permitted both pickups and drop-offs. LAWA also indicated that the policy would allow them to implement a Geo-Fence and only allow a pickup by a vehicle that was stationed within the permitted waiting area, thereby allowing LAWA to limit the number of TNC vehicles within the CTA at any given time.

Rematch seems to undermine the entire premise of the policy as it was described to the City Council by LAWA in 2015. Furthermore, it is unclear whether the airport ever experienced the traffic outcomes that they claimed would be the result of the TNC NELA policy.

I THEREFORE MOVE that the Council REQUEST that Los Angeles World Airports complete the following:

1. Have an independent third party complete an analysis of the traffic study that LAWA performed and presented to the Council prior to implementing the NELAs with TNC operators, with specific focus on comparing the estimated impacts of TNC pickups at LAX airport against the actual impacts that have been experienced at LAX now that the TNC program is in full operation.
2. A complete analysis of the operations of the Rematch program, how it ensures that only LAWA-permitted drivers are eligible for a pickup at the CTA, and whether it is achieving its goals of reducing traffic at LAX or whether it is actually prompting vehicles to wait in the terminal areas even longer.
3. LAWA should further report on the complaints it has received on its hotline for TNC passenger complaints, focused not just on complaints of driver bias, but on all aspects of passenger experiences using TNCs at the Central Terminal Area.

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