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PROPOSED FOR ADOPTION BY SCAG TRANSPORTATION COMMITTEE

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Accelerated Regionalization Forecast for SCAG 2016-2040 Regional Transportation Plan

Preface

While SCAG and airports cannot control airline schedules, SCAG can and should establish policy goals to effect true regionalization.

Definition of Regionalization

“Regionalization is the proactive redistribution of a portion of Southern California’s aviation demand to unconstrained airports in the Southern California region other than LAX, in order to achieve a more equitable and proportional allocation of airport growth and aircraft operations among the airports, reduce congestion, increase safety, and minimize vehicle miles travelled, with consequent benefits to both the environment and the economy.”

The scope of the definition is not intended as a passive, supply and demand based model where, when traffic LAX increases sufficiently to cover costs, either directly or through negative externalities, or impacts, passengers independently decide to use other available airports. True regionalization is a results oriented process, conducted in close collaboration with stakeholders, the success of which is to be measured by growth in absolute numbers (not percentages) of air passengers using other airports. The function of regionalization, in the most fundamental sense, is to stop the “leakage” of passengers from other airports in Southern California to LAX and to proactively promote the use of other airports that are legally and physically unconstrained such as Ontario (ONT) and Palmdale (PMD).

Accelerated Regionalization Plan – Key Points

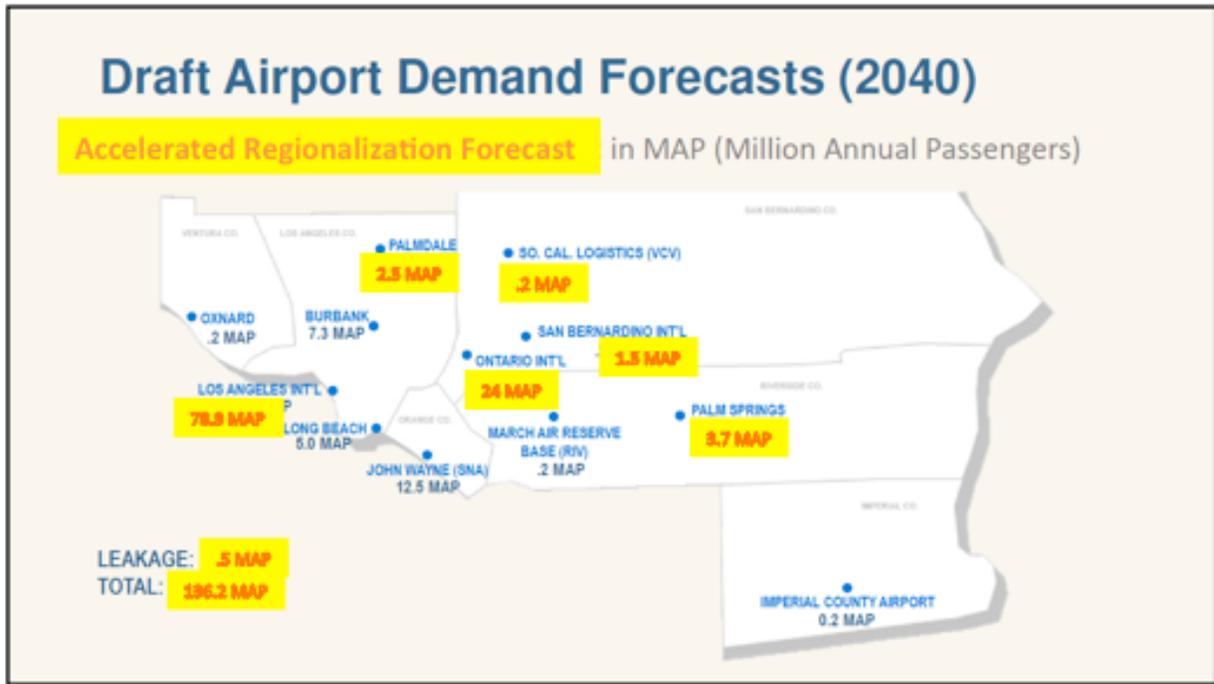
1. Overall regional demand is 136.2 Million Annual Passengers (MAP) with leakage of 0.5 MAP.
2. All SCAG area airports with commercial passenger operations or aspirations for commercial airline service will all have a projected MAP for 2040.
3. LAX remains constrained to 78.9 MAP until the year 2040. The Petitioners (e.g. ARSAC, County of Los Angeles and/or cities of Culver City, El Segundo, Inglewood) will pursue an amendment to the

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2006 Stipulated Settlement Agreement to extend the passenger and gate cap to 2040. Passenger caps will be maintained through gate reductions. Once LAX has been reduced from 153 to 120 gates, Los Angeles World Airports (LAWA) must begin to construct a new international airport on the 17,750 acres that LAWA owns in Palmdale. The new airport can be designed with an overall plan, but built in a modular fashion as demand increases. The PMD plan should include a direct or spur line to the California High Speed Rail network.

4. ONT will grow to 24 MAP by the year 2040. ONT will be under the control of the City of Ontario and/or Ontario International Airport Authority (OIAA). ONT will pro-actively add flights by working with buyers of large amounts of airline tickets- Disneyland Resort and Pleasant Holidays. ONT will work to make ONT the official airport of the Disneyland Resort. ONT and Disney will work with Alaska Airlines, the official airline of the Disneyland Resort, to establish ONT as the Disneyland hub. ONT will ask Pleasant Holidays to conduct a study of its customers to determine if there are enough passengers to sustain airline service between ONT and Hawaii. ONT will also pursue international traffic through active marketing of its business, entertainment and shopping attractions.
5. PMD will grow to 2.5 MAP by the year 2040. PMD will take the same approach as ONT in asking Pleasant Holidays to conduct a study of its customers to determine if there are enough passengers to sustain airline service between PMD and Hawaii. PMD will also ask Pleasant Holidays to consider including passengers originating or ending their journey in the Dallas/Fort Worth metroplex as a part of a Hawaii-Palmdale-Dallas/Fort Worth route. Strong demand for a PMD-DFW route was identified in the 2001 TriStar Marketing report commissioned by Los Angeles County. In addition, PMD will work to add flights to Las Vegas, Phoenix and the San Francisco Bay Area.
6. All commercial passenger airports in the SCAG region will update their marketing studies.
7. All commercial passenger airports in the SCAG region will work pro-actively with ground transportation agencies such as Metro, Metrolink, California High Speed Rail agency and other bus transit agencies to bring mass transit as close as possible to the airport passenger terminals.
8. All commercial passenger airports in the SCAG region will create “diversion support plans” to accommodate airline passengers where commercial aircraft have to be diverted away from another airport in the SCAG region due to natural disasters or other calamities. The diversion support plans will allow for people to be able to continue to enter or exit the SCAG region by air if an airport in the region is closed or limited due to an emergency at that airport.

Passenger counts for the Accelerated Regionalization Plan Forecast are on the next page.



Airport	2040 Accelerated Regionalization
Burbank	7.3
Imperial Valley	0.2
John Wayne (SNA)	12.5
Los Angeles International	78.9
Long Beach	5.0
March Inland Port	0.2
Ontario International	24.0
Oxnard	0.2
Palm Springs	3.7
Palmdale	2.5
San Bernardino	1.5
Southern California Logistics	0.2
SCAG Region Total Passengers	136.2