

**MINUTES OF THE
MEETING OF THE SOUTHERN CALIFORNIA
REGIONAL AIRPORT AUTHORITY**

October 12, 2006, 2:00 p.m.

MTA Headquarters
Board Room, 3rd Floor
1, Plaza Drive
Los Angeles, CA 91765

I. CALL TO ORDER

Ms. Lydia Kennard, Executive Director for Los Angeles World Airports called the meeting to order at 2:15 p.m.

II. INTRODUCTORY REMARKS

Ms. Kennard introduced U.S. House of Representative Jane Harman to make an introductory statement.

Representative Harman read a prepared statement where she called herself a regional solution advocate. She felt happy to see so many stakeholders in the audience and was hopeful that this time around the Southern Regional Airport Authority (SCRAA) would be successful. She would like to see a solution to a dysfunctional airport system that would allow travelers to use their local airports dispersing congestion and security threats. In order for SCRAA to work, Harman feels that it should be a coordinated effort by everyone in the region, not just the City and County of Los Angeles. She encourages SCRAA members to also look at the regional intermodal system to make it more functional in addressing airport access. She hinted at LAWA to look at extending the Greenline Metro Rail into LAX and up north to West Los Angeles. Representative Harman concluded by stating her support for the settlement to cap LAX and affirming that regional airports' growth generate jobs, improves security, offers better customer service and reduces traffic making it a win-win situation.

Ms. Kennard made a powerpoint presentation on SCRAA and its background.

Ms. Kennard credited Representative Harman, Board Member Don Knabe and Mayor Antonio Villaraigosa for re-activating SCRAA earlier in the year. She cited two main reasons for re-activating SCRAA, LAWA's Stipulated Settlement Agreement and Mayor Villaraigosa's commitment to regionalism. Ms. Kennard also presented the Board Member representing the City of Los Angeles as Councilman Bill Rosendahl and stated that counties represented in SCRAA included Los Angeles, San Bernardino, Riverside and Orange with invitations also made to San Diego and Ventura Counties.

She formulated the purpose of SCRAA as to regionalize air traffic in southern California, to formulate ideas to promote the regional dispersion of air traffic and undertake joint planning and marketing efforts. She also stated the SCRAA mission was to document and monitor airport planning in southern California, to develop and adopt a vision for aviation in the future and to develop a regional aviation plan.

She concluded by recognizing all elected officials in attendance including El Segundo Mayor Kelly McDowell, Riverside County Board of Supervisor Bob Buster who was sitting at the Member's table, Ontario City Mayor Paul Leon, Palmdale City Mayor Ledford, San Bernardino County Board of Supervisor Gary Ovitt also sitting at the Member's table, Board of Airport Commissioners' Lawson, City of Long Beach Councilwoman Rae Gabelich and Culver City Councilmember Scott Malsan.

Ms. Kennard introduced Board Member Don Knabe for opening remarks.

Board Member Knabe made some opening remarks citing himself as an original member of SCRAA who appreciates Mayor's Villarraigosa's efforts and commitment to re-activate SCRAA. He acknowledges the City of Los Angeles' and LAWA's role in SCRAA as important since they control three airports in the region. He also recognizes the importance of other airports in the region as a way of satisfying the existing and growing aviation demand and therefore encourages all to participate and join SCRAA to find solutions to regional problems.

Ms. Kennard introduced Deputy to the Mayor of Los Angeles Jaime de la Vega for opening remarks.

Mr. De la Vega stated in his opening remarks the Mayor's regrets for not being present and his appreciation for all those who made SCRAA a reality. Mr. De la Vega re-iterated the City's commitment to SCRAA and to cooperate for a regional solution by facilitating and bringing people together for an open dialogue. The City of Los Angeles is interested in reaching a regional balance and therefore has launched a new FlyAway service from Union Station to LAX and has begun to introduce remote check-in to get traffic off the streets and battle congestion and pollution. The Mayor feels that SCRAA has a vital role to play in the region and hopes that all are willing to participate and work together as partners. He concluded by recognizing the leaders who have made SCRAA a reality including Supervisor Don Knabe, Los Angeles City Councilmember Bill Rosendahl, Representative Jane Harman, Los Angeles Board of Airport Commissioner Val Velasco, former Los Angeles City Councilmember Ruth Galanter, the late Mayor of El Segundo Mike Gordon, former Santa Monica Mayor Denny Zane, and former San Bernardino County Board of Supervisor John Michaels.

III. COMMENTS FROM BOARD MEMBERS

Ms. Kennard introduced San Bernardino County Board of Supervisor Gary Ovitt for opening remarks.

Board Member Ovitt's opening remarks included his pleasure for being at the table and his commitment and belief in regionalization. He represents Ontario, being that he is the former Mayor, but he also represents two other airports in the county who have a vested interest in SCRAA. He feels that SCRAA can be instrumental in solving some of the major traffic issues plaguing the area and they are committed in finding regional solutions through a Regional Transportation Plan.

Ms. Kennard introduced Riverside County Board of Supervisor Bob Buster for opening remarks.

Board Member Buster opened with his pleasure at riding the train in and not having to battle traffic or parking. He is happy to be a part of SCRAA by representing March who is a Joint Use airport with the Air Force. He feels that Riverside is severely constrained and they are beginning to face congestion and noise problems associated with the airport and the regional traffic. He is very interested in working with the region and on integration of transportation modes.

Ms. Kennard introduced City of Los Angeles Councilmember Bill Rosendahl for opening remarks.

Board Member Rosendahl opened with his observation of the constant gridlock in traffic for the region. He thanks other members for re-activating SCRAA. He hopes that all eight counties join and work together to make regionalization a reality since they are all joined by the same issues. He feels that the Settlement Agreement was historic and instrumental in re-activating SCRAA and thinks that an instrumental issue that will need serious attention is the need to improve mass transit in the region, not only on the ground but also in the air.

Ms. Kennard introduced Southern California Association of Governments representative Michael Armstrong for opening remarks.

Non-voting Board Member Armstrong opened with his pleasure at being involved in SCRAA and stated that SCAG has been part of a productive relationship with SCRAA in the past. SCAG is currently working on developing a new aviation forecast for the latest Regional Transportation Plan (RTP) for 2008 and feels that SCRAA will be a helpful forum to assist with that effort. He concluded by expressing his excitement at working together with the different jurisdictions as his agency develops a new RTP.

IV. PRESENTATION

Ms. Kennard introduced Scott MacKenzie, Doctoral Candidate – UC San Diego to make a presentation on behalf of Steve Eire, Norm Emerson and Scott MacKenzie himself.

“The Southern California Regional Airport Authority and Regionalization: Preliminary Findings from the SCAG Regional Airport Management Implementation Study”

Some of the key factors found in the study projected regional demand to grow from 90 to 170 MAP and 2.8 to 8.7 MAT by the year 2030. The region is not prepared to address this projected demand. The study formulated three plans, A, B & C. Plans A and B were to increase Los Angeles and Orange County airports. Plan C looked at decentralization and was recommended by SCAG in their 2004 RTP, however, but there was challenges with finances, lack of mass transit and lack of coordination among the different agencies.

The findings for the 2005 SCAG Regional Airport Management Study recommends a SCRAA-like body to coordinate aviation activity in the region and ways of achieving success with this organization. Study found and recommends that a structured MOU between airport operators and stakeholders that would allow flexibility with its function as the best approach for the regional body.

Mr. MacKenzie went on to provide a historical background on SCRAA, its beginnings and the many reasons why it failed. He continued with recommendations on how to make SCRAA work with things like setting clear priorities and framing agendas, establishing more flexibility in the voting and coordination, and power-sharing at the regional level.

He is currently working on the 2006 SCAG Regional Airport Management Implementation Study and gave the audience a status report on its progress. The consultant team has already performed a survey of the stakeholders to collect information on the interests and concerns of southern California major airport operators, ground transportation providers, air carriers, policy makers and key stakeholders with respect to decentralization and other aviation issues.

Preliminary findings favor de-centralization to tackle the regional aviation issues, SCRAA focus should be on regional transportation/ground access issues, there should be more coordination with SCAG, membership should include the FAA and private companies like the airlines, and the SCRAA powers should be re-examined.

Mr. MacKenzie outlined the following issues for each of the counties: Riverside County faces legal and infrastructure problems at March. Orange County has a passenger cap and considers that Los Angeles has too much influence on the board therefore are not interested in participating. San Bernardino County is interested in participating and increasing their regional role. Los Angeles County has a built-out environment and currently has legal and environmental constraints. San Diego County relies heavily on Los Angeles area airports.

Mr. MacKenzie concluded by stating that in order for SCRAA to work there needs to be consensus on regionalization, for de-centralization and cooperation from all entities.

Board Member Knabe stated that his office was never contacted by the consultant team and he was an original member. Mr. MacKenzie made a note of it and promised to contact him in the future.

Board Member Rosendahl asked that Ventura and Imperial Counties be included in the study and also asked what was power-sharing. Mr MacKenzie stated that they did speak with both of those counties as well as Palm Springs but they received no invite to participate. He also explained the concept of power-sharing; regional entities should deal with regional issues and leave details to local agencies.

Board Member Buster stated that adding new members would be difficult since there has to be unanimous consensus. He also stated that everything that happens in Los Angeles, San Diego and Orange County affects the inland empire and opportunities are becoming limited. Mr. MacKenzie responded that de-centralization has to be consistent with March AFB's goals.

Board Member Ovitt made the observation that in order for regionalization to work, there has to be regional representation.

V. BOARD BUSINESS

A. Reconstitution of membership

Mr. Richard Weiss, the County Counsel who used to be SCRAA counsel, clarified membership and general SCRAA issues. He stated that the agreement allows for five members and can be amended with a unanimous vote. He also advised that associate members were also allowed and they are usually elected officials of affected communities who would become non-voting members.

Board Member Rosendahl stated that to change the number of members, a motion was required, but suggested it be left for the next meeting.

Mr. De la Vega reminded the members that LAWA is currently serving as the SCRAA staff and asked LAWA to invite other potential members.

Ms. Kennard responded that other airports have been invited and she encourages other regions to invite their heads of their airports to the meetings. She also offered LAWA staff to help County Counsel with amendments.

B. Election of Chairperson and Vice Chairperson

Mr. Weiss recommended that election of chair and vice-chair be left for the next meeting.

Board Member Knabe stated that SCRAA should continue to seek more regional members and elections should be made until SCRAA has more members.

C. Updating rules and by-laws

Mr. Weiss advised that updating the Joint Powers Agreement requires a unanimous vote.

Board Member Knabe suggested to the members to review the Joint Powers Agreement and act in the next meeting.

D. Financial Report

Mr. Weiss reported that the finances for SCRAA have been kept by the Los Angeles County Treasurer and Auditor.

E. Selection Committee for Executive Director/Secretary

Mr. Weiss advised that it was required to identify an Executive Office but a Secretary was optional.

F. Future Agenda Items

Ms. Kennard suggested the following issues as agenda items for the next meeting: Adding new members, election of officers, staffing and updating the by-laws.

G. Future meeting Schedule and Location

Next meeting is scheduled for January 11, 2007 at the MTA Building from 2:00 p.m. to 5:00 p.m.

VI. PUBLIC COMMENT

Scott Malsan, Councilmember for Culver City, expressed his appreciation to the members for re-establishing SCRAA, stated that his city is affected by the 10 freeway and LAX, they were part of the plaintiff and settlement agreement with LAX and would like to participate and help SCRAA.

Charles Griffin, Los Angeles resident, stated that as a Control Systems Engineer with a lifetime experience in aviation, the board would benefit from his background and experience and would like to be a member.

Arnold Sacks commented on Harman's comment on the Greenline extension as a bad idea since infrastructure wouldn't accommodate. He felt that the Greenline should be extended to Metrolink in Norwalk. He also felt that international flights should be added at other airports since currently only LAX has them. He felt that LAX should have a monorail system around the airport.

Anita Willis, City of Inglewood Counsel, stated that on behalf of the Mayor of Inglewood, the city was in support of SCRAA.

Ruth Galanter, former Los Angeles City Councilmember, expressed concerns on the selection of SCRAA staff and offered to help if asked to do so.

Denny Schnider, Westchester resident and Vice President for ARSAC, thanked SCRAA for their efforts.

Mayor Kelly McDowell from El Segundo, congratulated members for re-convening SCRAA and recommended that it be an inclusionary environment.

Rae Gabelich, Councilmember for Long Beach, stated that she represents Districts 3, 4, 7 and 8 from Long Beach. Their airport is surrounded by single family residences and the city is currently working on an EIR to grow their airport. They are working and building trust with the community and will fight eminent domain by SCRAA on their airport. She demands to have a seat in the SCRAA table.

Robert Ackerman, Westchester resident, feels happy about SCRAA and regionalization. He asked SCRAA to undertake two goals: 1) Encourage more counties to join such as Antelope Valley and Mohave Airport. 2) Organize a bus tour for airline planner to other airports to seek ideas for potential use at those airports.

Board Member Knabe responded to Long Beach by stating that the original eminent domain issue was geared towards LAWA owned airports and that their intent was never to use it to force anything on anyone.

Board Member Buster felt that SCRAA should use new technology for the region to build trust among the participants.

Board Member Armstrong stated that SCAG is currently updating forecast and forging new trends on security, regional ticketing like LAWA's FlyAway system. They are working on it and promised to keep the Board informed.

Ms. Kennard made closing remarks and re-stated next meetings date and time.

VII. ADJOURNMENT