DALLAS LOVE FIELD

AIRPORT IMPACT ANALYSIS/MASTER PLAN

PUBLIC INFORMATION MEETING

March 29, 2001

MR. GWYN: Good evening. My name is Kenneth Gwyn, and I'm the director of aviation for the City of Dallas. And really on behalf of the staff and the consultants, we really want to welcome you here to a very important public meeting where we bring to you information of work that has culminated in the last, oh, 10 months. And this program really is designed to give you a briefing on what is going before the City Council relative to the Airport Impact Analysis and Master Plan for Dallas Love Field.

There's a lot of work that has gone into this effort and a lot of the work has been performed by a group of individuals who spent a lot of time and effort over the last 10 months in bringing issues to the committee and bringing issues to the staff and the consultants and working with us to resolve that. Those members are what we affectionately call the Master Plan Advisory Committee, the impact, and I would like those members to stand so you can recognize them and see who's been working very closely with you in development of this plan. Members, would you please stand?

(Audience applauds.)

MR. GWYN: Really, without the work of them and their dedication, this plan really would not have come together. I'd like to ask Alva Baker to come

forth to go over a couple of housekeeping matters relative to translation and the like, and then we'll get to the meat of the presentation.

MS. BAKER: Good evening. I just have a couple of quick comments for you. First of all, I want to assure that everybody signed in when they came in. If they did not, please, as part of our official record, please be sure to sign in. And we also have available for you comment cards, if you would like to write comments for us. And now I'd like to ask Anna to come up and make an additional announcement.

MS. LOZOYA: (In Spanish.)

MR. GWYN: Great. Thank you very much. We have a little Power Point presentation we'd like to go through with you. Again, this will be the information that will be presented to the Dallas City Council next week and will be the basis of their decision making and discussion. So just have a little Power Point presentation to go over tonight. First of all, here's the purpose of why we're here, to review the plan and present a comprehensive development plan for the airport.

One of the things that we'll be discussing also is we're going over in summary form the environmental work that has been done on this project

as well as review the public participation process, the Master Plan process itself. And what we've been doing for the last 10 months is really outlined on this slide here.

We looked at demand for the airport, the capacity for the airport, evaluated the number of development scenarios and conducted some environmental analysis. A lot of analyses have been brought to you in previous public meetings that we've had and this will really briefly summarize those environmental aspects.

We've talked about the Master Plan Advisory Committee, and those are the number of meetings and workshops that we've conducted along this process. I believe we've had approximately ten impact meetings and seven or eight public information meetings as well as a number of other efforts to keep in touch with you, the community and the public, about this process.

Again, this is a chart that pretty much outlines the history and the evolution of airline and general aviation activity since 1998. And 1998 is significant because that's when some additional airline activity and some additional work had occurred on the airport. And then you have the 2010 forecast, which is

the basis, really, for the -- at the heart of this study, the 2010, what will be occurring relative to airline operations and general aviation operations in the year 2010.

There were a number of assumptions that went into the development of this plan. Some are obvious; others are very important. Wright-Shelby Amendment remains in place, nothing changes there. There are certain limitations relative to airspace and relative to the runways, honoring that commitment that the airport would not expand beyond the boundaries that we have today and then unconstrained growth will result in delay.

Delay meaning the basis of this report is that what level of service will bring us an unacceptable delay, average of seven minutes average annual delay. This Master Plan assumes that this unacceptable delay obviously is not acceptable and everything is based upon that.

There's been a lot of discussion about the gate requirements, what is the gate requirements necessary to achieve an acceptable level of service given that delay being less than seven minutes? There are your annual air carrier operations of 183,000. That translates into daily air carrier operations of

500.

If you use an acceptable gate utilization rate, the bottom-line number of what we've been talking about and what that this Master Plan has concluded is that, given that scenario, 32 airline gates would be required to achieve that level of operation, both on an annual basis and on a daily basis for air carriers.

One of the key important factors for the community and has been subject to a lot of discussions here in public meetings were key environmental issues, those listed on the slide there. Let's first look at aircraft noise. The impact, as well as the -- a lot of the meetings relative to the community have been geared toward aircraft noise.

This is some of the work that has been done relative to looking at and analyzing the impact of noise. We did some noise modeling. We carried out what would noise look like given a 2010 scenario or that scenario of 500 daily aircraft operations. All of this was done utilizing our noise monitoring system that is already in existence at the airport.

We did some additional work, looked at the -- evaluated the population that will be impacted by the noise contours, and we did a peak-hour analysis which evaluated single event and time above specific

sound levels. The results of the noise analysis is really up here on the slide. And after we boiled them down -- although a lot of data -- a lot of work was done in this area, we boiled them down to certain summary conclusions.

First of all, population impacted greater than 65 LDN or DNL is decreased slightly. Again, this is information we brought in previous studies. This reduction is due, in large part, to new and quieter aircraft being used. And the population impacted by the greater than 65 LDN is projected to decrease by over 4000 by the year 2010.

In terms of air quality analysis, it's based on the fact that the Dallas region is in a nonattainment for ozone. Those are some of the emissions inventoried and chemicals that we looked at or pollutants that we looked at. And in terms of the sources of those pollutants, at the heart of the study was aircraft, ground service equipment and cars and vehicles produced on the roadway by the activity today and the increased activity relative to 2010.

In summarizing the air quality analysis, these are the key points there. Emissions from vehicles are projected to decrease over time, even with the increased activities. One of the steps that the

airport has taken is a commitment on the part of the airport to work with the air carriers to electrify ground service equipment, which is a major contributor to pollutants. We will have an agreement to reduce those over time.

Airport-related emissions, in light of Dallas County region accounts for only or less than 1 percent of the total of emissions county-wide, again, that's generated by the airport, and we've had this reviewed by the TNRCC, Texas Natural Resource Conservation Agency.

Again, another analysis -- and, again, we're going over the high points in summary of a lot of the environmental analyses. We conducted a vehicular traffic analysis. We looked at the level of service for twelve key intersections in the City of Dallas around the airport. We revised a number of plans and looked at a number of plans at the City of Dallas that is already on the books, funded and will take place. We had evaluated that traffic and those improvements in light of the growth of what we have been projecting, and we determined airport-related traffic impacts.

One of the conclusions from vehicle traffic results, the city roadway improvements that are already planned will maintain or improve the level of

service at these intersections. Cedar Springs and Mockingbird, however, as the airport increases or airport traffic increases, improvements will be required at Cedar Springs and Mockingbird. However, at the 32-gate scenario, the growth that has been projected and accounted for in this report results in a minimal additional airport-related traffic at the key intersections.

It's important to note here also that although this is a conclusion today, one of the key points in this study is we will continue -- the City of Dallas will continue to monitor and take steps to minimize the impact of traffic within the neighborhoods and the communities. So this is a commitment that is on the part of staff as it relates to continued operations at Love Field.

In terms of economic impact, those really are the significant key points of the economic analysis, economic impact accounts for 3.4 going to 4.4 billion by 2010. By 2010, the 32-gate scenario will maximize opportunity of an additional $1 million in economic benefit. Residential property value is listed there for within the 55 DNL increasing -- providing an annual tax revenue of a $100 million.

These are some analyses that we did

relative to real estate values between 1997 and 2000, and the results are there: Increase in sales price, increase on market duration and increase in total sales. In terms of the economic analysis, no apparent economic -- negative economic impact on the surrounding property values and the community.

So, in conclusion, the 32-gate development concept results in no known significant environmental consequences. However, again, as I stated earlier, this is what is known today -- the conclusion that can be drawn today. But there's an agreement that additional analysis or noise and traffic as well as air will continue, and the airport will continue to monitor this and monitor the results of this plan.

As I stated earlier, we've agreed to take on some ongoing strategies in public information to really keep track of certain environmental consequences. Those are the key points on which we will continue to work on on an ongoing basis: Ongoing study to objectively assess air quality issues, plans to prevent and mitigate impact of airport traffic, continue to work with the community in providing information through a number of sources.

An existing Airport Advisory Committee

will be expanded, Master Plan Advisory Committee, but more importantly, what I'm personally excited about is we will create a web page that will provide information and will continue to provide information to you the public relative to environmental as well as activities that are going on at the airport.

This slide depicts really some activities that are already planned for the airport, and you probably have seen the need for that for those of you who have traveled in Love Field. A new parking lot, a parking garage, is under construction or is designed right now and will soon be under construction. Heating and ventilation and air-conditioning changes will be made, as well as a new bag wing. This is really looking at planned improvements that are already underway regardless of the Master Plan.

In terms of the development of the airport and how do we get to 32 gates and the infrastructure that's needed to support that, let's -- it's important to throw out -- to look at that and to assess it, really, in current terms. Right now at the airport, there are 22 gates that are currently either in use or available for use on an immediate basis. There are 22 gates that are there now. Twenty-nine can be turned into gates tomorrow. This includes seven

that are currently used by Southwest Airlines as office space, but they can be turned into gates. The 32 gates first would be achieved, first of all, on a demand basis.

This whole plan is based on the fact that gates would not be built unless there is a demand. And the associated infrastructure that goes along with it to support that would only be built upon demand. And there is a phasing process by which these new facilities will be placed on-line. There is a Phase 1, and that's what this slide depicts. To get to that, we would open three gates immediately on the east concourse, and I wish I had a pointer, and that's the light blue area that is depicted in the light blue area.

If you look to the right of the light blue area, that is currently a terminal building. One of the key elements of this plan is that that facility will be demolished. Places where gates had traditionally been at the start when the airport was operating at a higher tempo, those will be demolished and replaced with a cargo building.

There's also in that blue area a parking lot, the blue area to the right of the screen, a parking lot that will accommodate the cargo building as

well as an auto parking lot adjacent to it. So it calls for the demolition of the rest of the east concourse beyond that light blue area. It also calls for the demolition of another structure of the east concourse which extends out beyond the light blue area, In fact, you can see it on the chart.

But, again, it's also a demolition of some existing facilities as well as some improvement in the roadway. This immediately would add three gates to the mix. It's also an important fact that I had failed to mention that in the count of 29 and going to 32, six gates that currently exist at the Legend facility, six gates, are counted in that number, are a part of that number. This represents the immediate phase, the first phase of the development.

There are also future phases, and, again, emphasis here, future phases will be driven by demand only. It would not undertake the -- the airport will not undertake this build-out unless there was airline demand for these activities.

This would call for a replacement or rehabilitation of what is called the north concourse currently leased to Southwest. This will add seven gates, again, demand driven, but seven gates to the airport, and ultimately now reaching a 32-gate

capacity. There will also be a ticket wing that, again, if demand necessitates the development of a ticket wing to support that new development or rehabilitated development of the north concourse and the seven gates.

And the big blue circle that you see that is going around the parking area represents a redevelopment and reconstruction of the roadway system in front of the airport. Again, if that demand necessitates the development of that north concourse, it will require some roadway improvements in the front, as well as something that I had mentioned earlier that's not depicted on this screen, roadway improvements at Cedar Springs and Mockingbird. But, again, this is a future phase.

The plan also calls for what is called some airside improvements, generally related to the airfield. Those are listed there for you. We won't go into a lot of detail there, but there will be some improvements that will be necessary on the airside.

How much will all this cost? And that's a breakdown really of Phase 1, $2,295,000, and then the future phase, $124,973,000, and that's the total. Now, it is important to state that the starting capital improvements have been financed through the revenues

that are generated by the airport through federal grants that probably will pay for a lot of the airside improvements that we talked about in the last slide.

But more importantly, we look to the tenants, the airlines that want to come in to operate at the airport, to make those improvements. So the capital improvements generally will be financed revenues, airport revenues, grants, tenant investments.

The recommendation that we'd be making to the Dallas City Council relative to this plan would be to approve the Master Plan, which the key elements being the gate numbers and the configuration, the 32-gate scenario, demand driven 32-gate scenario, the costing estimates, we want to approve the cost estimates.

And a key element of this is to endorse the ongoing strategies of additional environmental, additional public information tools that have been the heart of this plan and strategies to manage the environmental impact. The city manager will also be required to negotiate some new lease amendments to fully implement this plan and to submit this plan to the federal agencies.

One of the things that you've been reading about and hearing about in the press is that