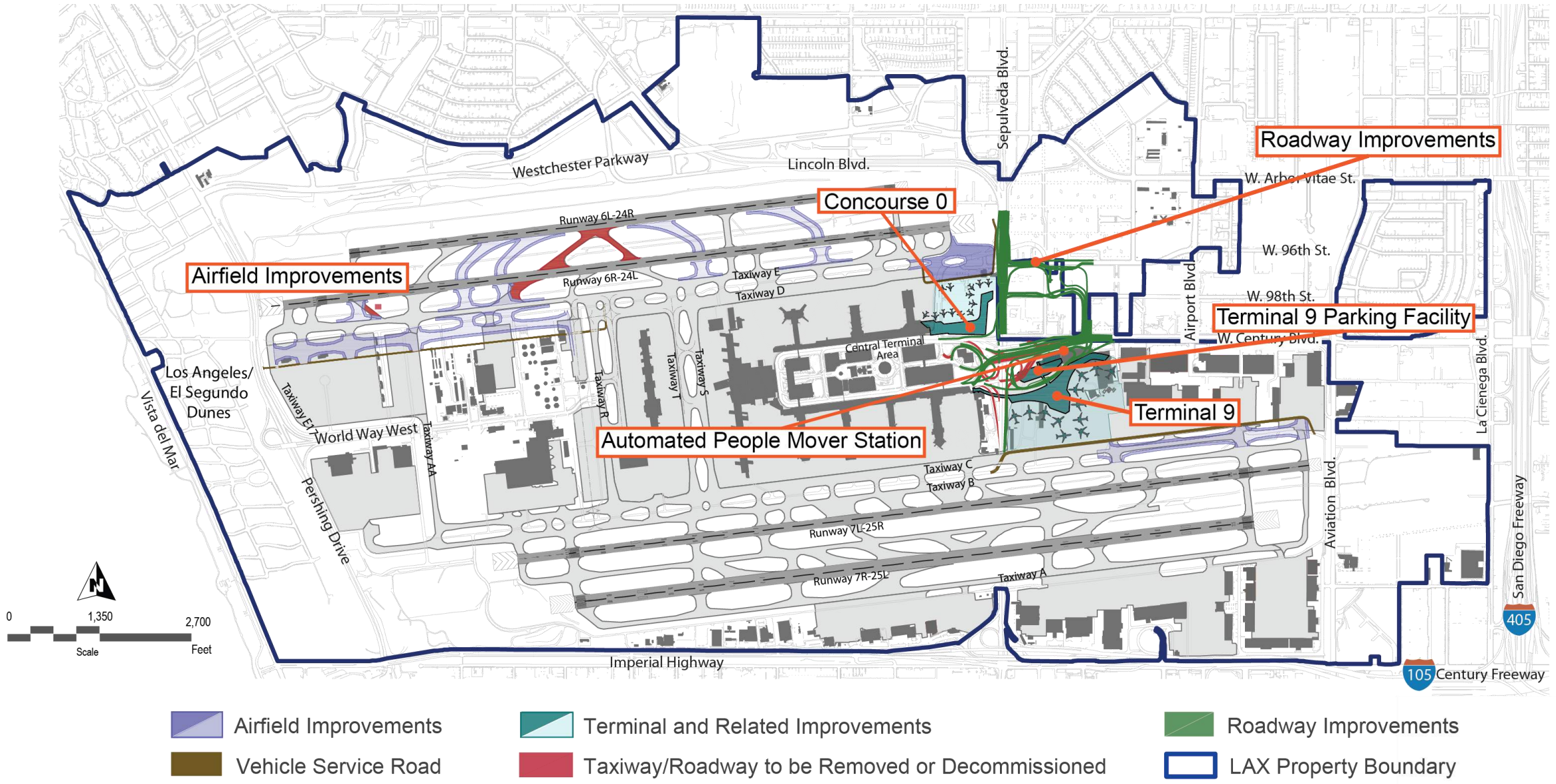




AIRFIELD & TERMINAL MODERNIZATION PROJECT

SBCCOG Board of Director's Briefing
January 28, 2021





Airfield Improvements

- Improves runway exit configurations to enhance safety and meet FAA design standards
- Extends taxiways to better manage airfield operations and to meet FAA standards

Reduces airfield wait times and reduces aircraft idling, decreasing air pollutant emissions



Terminal Improvements

- Adds Concourse 0 as an easterly extension of Terminal 1
- Adds Terminal 9, with a passenger bridge connection to Terminal 8
- Replaces most of the West Remote Gates

Provides new, state-of-the-art facilities that will improve the passenger experience



Roadway Improvements

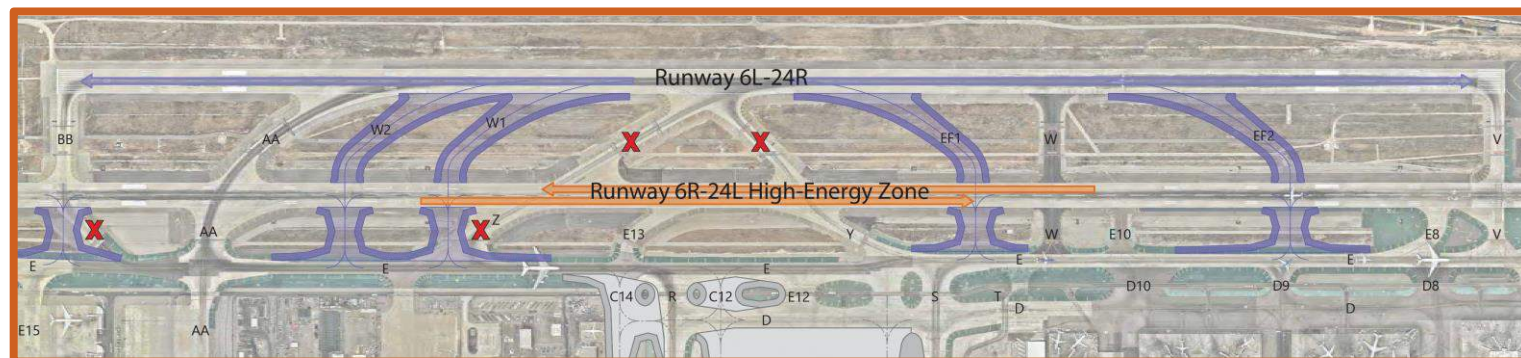
- Reconfigures the roadways used to enter and exit the airport terminals, and creates direct roadway access for Terminal 9
- Reduces congestion on public thoroughfares and neighborhood streets
- Adds a new Automated People Mover train station at Terminal 9

Redirects airport traffic from local streets to new dedicated roadways

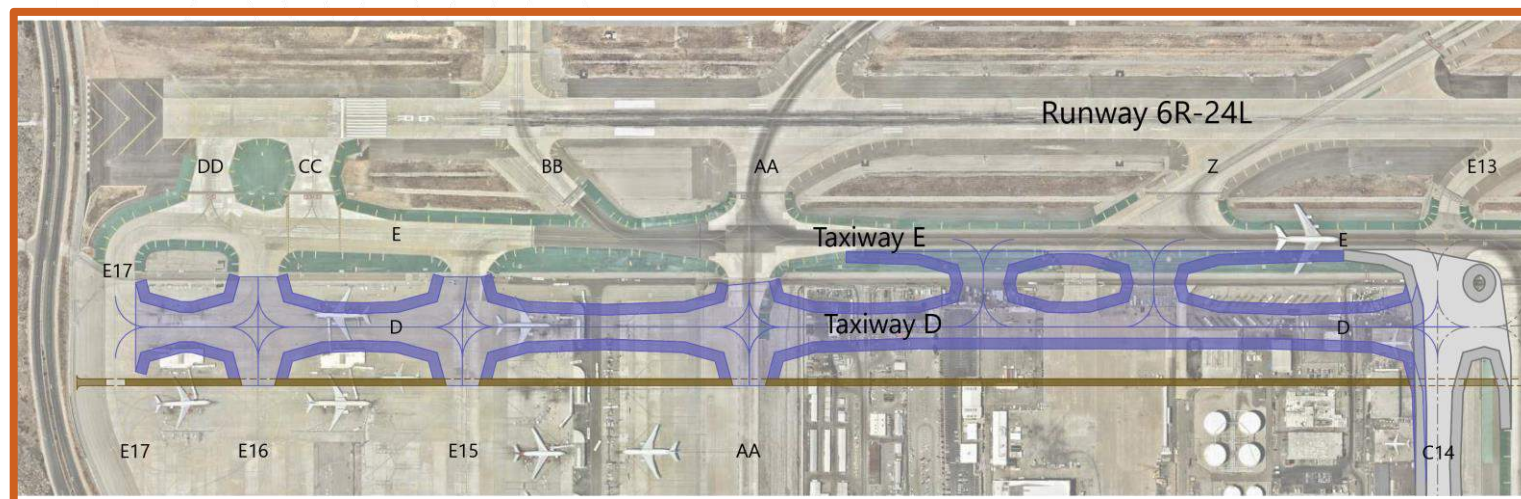


Airfield Improvements

- Reconfigure taxiways to meet current FAA design standards
- Improve the runway exit configurations to enhance the safety of aircraft crossings and improve pilot visibility
- Extend taxiways to improve airfield efficiency and accommodate the new Concourse 0 and Terminal 9



North Airfield Runway Exit Improvements



North Airfield Taxiway Improvements – West End



Concourse 0

- 11 gates (two would be removed for a total of 9 net new gates) for mid-size aircraft
- Between 750,000 and 1.2 million square feet in size (optional office space above the concourse facilities)
- International capability (Federal Inspection Services)
- Pedestrian corridor to future East Central Terminal Area Automated People Mover station
- No curb access - passengers would be processed through Terminal 1



Concourse 0 Conceptual Site Plan



Terminal 9

- 12 gates for large aircraft
- Up to 1.5 million square feet in size
- International capability (Federal Inspection Services)
- Pedestrian corridor to new Automated People Mover station
- Pedestrian corridor to Terminal 8 in the Central Terminal Area (CTA) over Sepulveda Boulevard
- Parking facility
- Access to/from roadway system



Terminal 9 Conceptual Site Plan



Conceptual View of Roadways

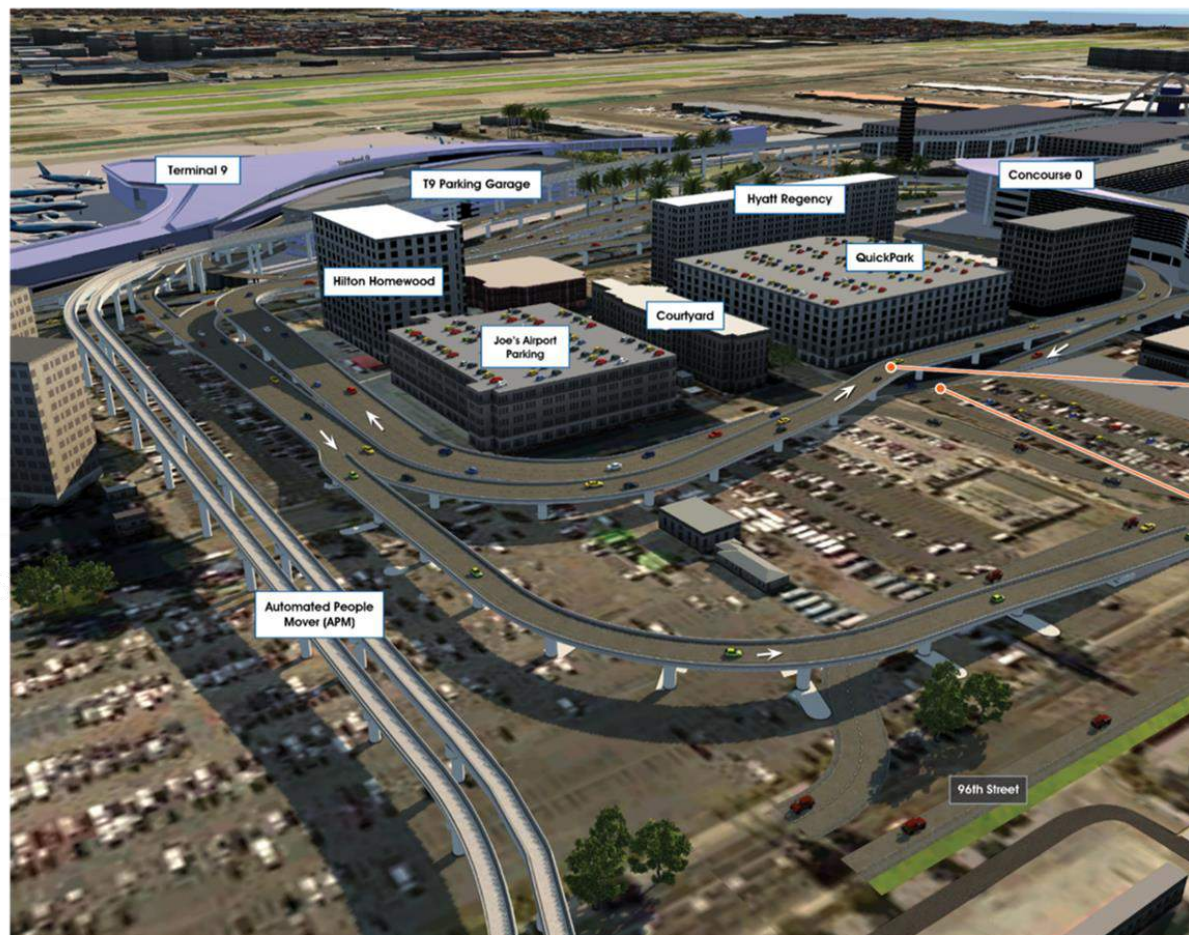
- Aerial view from Sepulveda Blvd. south of Lincoln Blvd., looking southeast across proposed roadway system
- Illustrates new elevated roadways providing access to and from the Central Terminal Area
- Automated People Mover (currently under construction) is shown on the left
- Concourse 0 is shown on the right side of the image
- Terminal 9 is shown in the background, south of Century Blvd. and to the left of Terminal 8





Conceptual View of Roadways

- Aerial view looking southwest across proposed roadway system from 96th St. between Vicksburg Ave. and Jenny Ave.
- This view shows the elevated roadways that would provide access to and from the Central Terminal Area (CTA), away from the existing bottleneck around Sepulveda Blvd. and Century Blvd.
- Terminal 9 is in the background on the left side of the image, and Concourse 0 can be seen on the right



Improves Passenger Experience

- Reduces busing from remote gates
- Contact gates provide a better passenger experience
- More seating, concessions, and retail
- Seamless transition between international and domestic flights

Improves Community Experience

- Reduces traffic congestion
- Promotes sustainability
- Less aircraft idling improves air quality
- Connection to the Automated People Mover train and regional mass transit

Enhances Safety & Carrier Experience

- Enhances operational management which reduces delays and enhances safety
- Reduces airfield wait times
- Removes most of the remote gates
- Improves taxiways
- Enhances aircraft movement

Increases Business Opportunities

- Promotes local jobs during construction and operations
- Provides additional concessions (restaurants and shops)
- Increases business opportunities for local and small businesses

- Over 6 billion dollars for Project construction
- Creation of short-term employment opportunities during Project construction and long-term employment opportunities once the Project begins operations
- Creation of local and small business opportunities during both the construction and the operation periods

Construction Jobs

Timeframe: 2021 – 2028

Types:

- Terminal, Concourse, Airfield, APM Facilities
- Roadway Improvements
- Inspections

Operational Jobs

Timeframe: 2028 +

Types:

- Concessions
- Operations

Increased Local and Small Business Opportunities

Timeframe: 2021 – 2028 +

- LAWA First Source Hiring Program
- Local and Small Business Participation Goals



Photo courtesy of Los Angeles World Airports



Photo courtesy of Los Angeles World Airports

CEQA Process



Environmental Concern	Significant Impact?	Significant Impact after Mitigation?
Air Quality	Yes	Yes
Human Health Risk	No	-
Cultural (Historic)	No	-
Energy	No	-
Greenhouse Gas	Yes	Yes
Hazardous Materials	No	-
Land Use and Planning	No	-
Construction Noise	Yes	No
Aircraft Noise	Yes	Yes
Transportation	Yes	Yes
Utilities	No	-

What We Studied

- Construction: Emissions from construction equipment and emissions during runway closures
- Operations: Air pollutant emissions from operations at Project buildout in 2028

What We Found

■ Air Quality

- Construction would result in significant impacts from construction activities and from temporary runway closures
- Project would result in significant impacts from aircraft operations, vehicle traffic, and roadway dust
- Most of increase in emissions would result from increased aircraft operations, over which LAWA has little or no authority and which would be the same in 2028 with or without the Project

■ GHG Emissions

- GHG emissions from construction and operations would be higher than current emissions levels, resulting in a significant impact
- Most of the increase in GHG emissions would result from increased aircraft operations, over which LAWA has no authority and which would be the same in 2028 with or without the Project

Air Quality and GHG Mitigation Measures

- LAWA identified the following measures to reduce impacts from air quality and GHG emissions:
 - Use an on-site rock crushing operation (located away from residential areas)
 - Use renewable diesel fuel in construction equipment
 - Provide cool roof treatment on Terminal 9 parking facility to reduce energy use
 - Update LAWA's Electric Vehicle (EV) Purchasing Policy
 - Include additional EV charging stations in the Terminal 9 parking facility
 - Implement solar energy technology, where feasible



Photo courtesy of Los Angeles World Airports



Photo courtesy of Los Angeles World Airports

Additional GHG Mitigation Measures

- LAWA identified additional measures to address impacts from GHG emissions. These measures focus on reducing waste and reusing resources, which contribute to lower GHG emissions:
 - Require contractors to recycle or salvage a minimum of 85 percent of construction and demolition waste
 - Implement LAWA's Organic Waste Collection Program at Concourse 0 and Terminal 9
 - Adopt a Green Procurement Policy for LAX
 - Enhance LAWA's existing recycling program and include tenant diversion goals
 - Use only non-potable water for Project landscaping
- Even with mitigation, construction and operational air quality and GHG emissions impacts cannot be reduced to levels below the significance thresholds



Photo courtesy of Los Angeles World Airports



Photo courtesy of Los Angeles World Airports

What We Studied

- Noise from aircraft due to temporary runway closures during construction and long-term operations
- Noise from roadway traffic
- Noise from construction traffic and construction equipment
- Vibration from construction equipment



Photo courtesy of Jay Berkowitz



Photo courtesy of Los Angeles World Airports



Photo courtesy of Los Angeles World Airports

What We Found

Short-Term Aircraft Noise Impacts

- Short-term closures of the north airfield runways during construction cause a temporary, significant aircraft noise impact during the runway closures (approximately 4.5 months in duration for each of the two north airfield runways)

Short-Term Aircraft Noise Mitigation Measures

- No mitigation measures are available to mitigate temporary aircraft noise impacts
- Short term impacts would be significant

Long-Term Aircraft Noise Impacts

- Long-term increases in aircraft noise are projected to occur 2 to 5 miles east of LAX due to an increase in future aircraft operations, which is forecasted to occur with or without the proposed Project

Long-Term Aircraft Noise Mitigation Measures

- Update the LAX Noise Exposure Map (NEM) prior to Project completion
Continue to work with FAA and appropriate jurisdictions on Sound Insulation Programs for eligible noise-sensitive uses newly exposed to noise levels that are above the standards

Construction Noise - What We Found

- The proposed Project would have a significant, but mitigable, impact on nearby hotels during construction from construction-related equipment noise
- The proposed Project would not have a significant noise impact on homes or residences
- Impacts from construction-related traffic and vibration would be less than significant

Construction Noise Mitigation Measures

- Development of noise control plans for construction activities
- Schedule noisiest on-site construction activities during the day, as feasible
- Locate noisiest equipment away from sensitive land uses, as feasible
- With mitigation, construction noise impacts would be less than significant



Photo courtesy of Los Angeles World Airports

What We Studied

- CEQA was revised in 2019 to shift focus of transportation analysis away from congestion (i.e., LOS) and instead towards Vehicle Miles Traveled (VMT), which better measures impacts to the environment (i.e., AQ/GHG)*
- Following new State CEQA and LADOT guidelines, the impacts of additional Vehicle Miles Traveled (VMT) were evaluated in the Draft EIR
- VMT considers number of vehicle trips and trip length
- VMT analysis evaluated:
 - Employee VMT
 - Passenger VMT
 - Induced VMT
- A Project Travel Demand Model was developed to calculate impacts

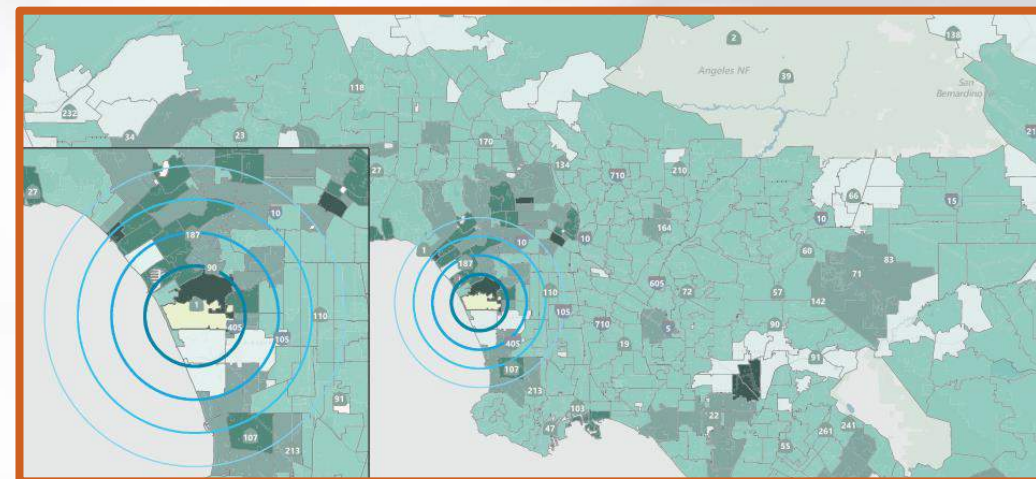


Image courtesy of Fehr & Peers

What We Found

- Significant VMT impacts would be generated as a result of:
 - Additional employees traveling to Concourse 0 and Terminal 9 for work (these impacts would be less than significant with mitigation)
 - Increased passenger trip lengths along the new, dedicated airport roadway system
 - The redirection of airport traffic to the new roadway system may induce more short-term and long-term local trips



Image courtesy of CDM Smith



Photo courtesy of Los Angeles World Airports

Transportation Mitigation Measures

- LAWA will implement a comprehensive mitigation program to mitigate the VMT impacts from the Project
- Components of the VMT Reduction Program include the following strategies:
 - Expand LAWA's rideshare program
 - Formalize employee telecommuting program
 - Provide on-demand micro-transit shuttle
 - Market and promote alternative transportation options



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Transportation Mitigation Measures (continued)

- Additional strategies that could be implemented include the following:
 - Conduct study to price parking to reduce VMT
 - Expand employee incentives and commuter benefits including carpools, transit subsidies, guaranteed ride home, and vanpool support
 - Evaluate modifications to FlyAway service
 - Explore incentive measures from LAWA Mobility Strategic Plan, including airline partnerships for integrated ticketing and partnership with TSA for expedited screening for FlyAway and transit users
 - Evaluate congestion pricing in the CTA



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The Draft EIR for the LAX Airfield and Terminal Modernization Project was released on October 29, 2020 for public review and comment. LAWA will accept public comments on the Draft EIR until March 15, 2021.

For more information please go to www.LAWA.org/ATMP

Thank You

