



LAX Landside Access Modernization Program

FREQUENTLY ASKED QUESTIONS

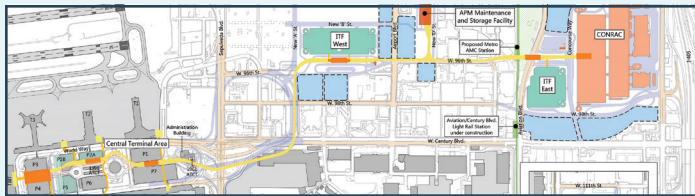
PROJECT OVERVIEW

✈ 1. What is the LAX Landside Access Modernization Program?

The Los Angeles International Airport (LAX) Landside Access Modernization Program ("Project") is a new ground transportation network consisting of four major elements. These elements include (1) an elevated, 2.25-mile Automated People Mover (APM); (2) Two Intermodal Transportation Facilities (ITF) with parking areas allowing for drop-offs and pick-ups from personal vehicles, buses, shuttles, taxis and ride-sharing services; (3) a Consolidated Rental Car facility (CONRAC) which will consolidate the rental car agencies near the airport at one location; and, (4) a comprehensive series of roadway improvements to alleviate traffic congestion in and around airport facilities. This system will also connect LAX with Metro's proposed Airport Metro Connector (AMC) 96th Street Transit Station, to be located at 96th Street/Aviation Boulevard.

✈ 2. Where is the Project located?

Improvements would be constructed in an area bounded by the Tom Bradley International Terminal (TBIT) in the Central Terminal Area (CTA) of LAX on the west, Interstate 105 freeway on the south, Interstate 405 freeway on the east, and Westchester Parkway/West Arbor Vitae Street on the north.



✈ 3. What is the purpose of the Project and who will benefit?

The primary purpose of the Project is to provide additional options for passengers and employees to access airport facilities. By providing multiple options and greater accessibility, there will be less traffic congestion in and around LAX. The expectations of time saved, and a more predictable and reliable commute to and from the airport, is expected to improve the overall passenger experience. The Project is designed to provide the following benefits:

- Improve connectivity and mobility for passengers and employees
- Develop a flexible transportation system that provides time-certain travel options
- Improve access options by creating new, convenient locations for passenger pick-up, drop-off, and parking outside of the CTA
- Provide easier and more efficient access to rental car providers
- Relieve congestion in and out of the CTA and on the surrounding streets
- Provide a direct connection to public transit via Metro's proposed AMC 96th Street Transit Station as part of the Crenshaw/LAX light rail line currently under construction

✈ 4. How will the Project improve travel in and out of the airport?

In the future, the APM system will offer passengers a new way to bypass the existing roadway loop in the CTA and Sepulveda Boulevard, and access arrival/departure gates from convenient locations closer to the major freeways. Passengers will be transported to terminals more quickly and efficiently by boarding the APM system from one of the ITFs, the CONRAC, or Metro's proposed AMC 96th Street Transit Station.

The same process applies to passengers arriving at LAX. These passengers will be able to pick up their baggage, board the APM system and be transported directly to the ITFs, the CONRAC, or Metro's proposed AMC 96th Street Transit Station to quickly reach transit options, rental cars, parked vehicles, or be picked up by private vehicles.

✈ 5. How will the Project provide quicker or better services than what currently exist at LAX?

The proposed Project will be designed to offer passengers, employees, and visitors new and convenient ways to access/depart the airport quickly. The use of a grade-separated APM system to transport passengers in and out of the CTA will be more reliable than the current system, since it won't be impacted by local traffic congestion, vehicular accidents, or other roadway obstacles. The new system will ensure a world-class traveling experience as the ITFs and CONRAC will provide modern and convenient access options for LAX passengers. In addition, the APM system will provide a direct connection to Metro's proposed AMC 96th Street Transit Station, to provide passengers, employees, and visitors with direct access to the regional public transportation system.

✈ 6. Why is this project necessary for airport operations?

The Project is designed to make getting to your gate faster and more reliable. Modernization efforts at LAX are necessary as the needs of travelers and technology change, and also as improved airport safety measures are implemented. The Project will continue to make LAX a premier destination for visitors, employees and residents alike by improving access, and reducing traffic and congestion at the airport and on surrounding roadways.

✈ 7. Will the Project increase the number of flights or passengers at LAX?

No. The Project will not affect the total number of passengers at LAX, or the number or frequency of aircraft flights. It will provide state-of-the-art ground transportation facilities for passengers at LAX. Modifications to airfield facilities, including runways, taxiways, and aircraft gates, are not a part of the Project.

✈ 8. How will the CTA be used after the APM system is constructed?

The APM system will improve how the CTA functions today by giving passengers another option to access the airport while eliminating a substantial number of commercial shuttles, including rental car shuttles, that contribute to the existing congestion in the CTA. Passengers, employees, and other users of LAX will be able to utilize the APM for access to and from the CTA to connect with the CONRAC, ITFs, and Metro's AMC 96th Street Transit Station. However, the CTA will still be available for passenger pick-up and drop-off. Additionally, parking would still be available within the CTA, as discussed in question 8 immediately below.

✈ 9. Can passengers still park at the CTA or will they have to park at the ITFs?

Parking will still be available within the CTA. However, it is anticipated that parking at the ITFs will provide an economical alternative to parking within the CTA, and provide an affordable, easy, convenient, and time-efficient option for passengers, employees, and others using LAX.

✈ 10. Where will security screening, airline check-in and baggage check be located for those using the Automated People Mover system?

Security screening and baggage check will continue to be provided in the terminals, in the same way as it operates today. LAWA anticipates providing self-service airline check-in, boarding passes, and flight information services at the ITFs and CONRAC, and is coordinating with Metro to evaluate possible services that could be safely provided at the AMC 96th Street Transit Station. Due to security and logistical constraints, baggage check-in at the APM stations will not be immediately available, but may be added in the future.

✈ 11. What is the anticipated schedule for delivery of these projects?

Los Angeles World Airports (LAWA) is committed to implementing the Project; however, several important steps are required before construction can begin. This work includes environmental reviews, procurement, funding approvals, right-of-way acquisitions, final design, and engineering. Once these steps are completed, the Project is anticipated to be completed in two phases. Construction of Phase 1 components, including the APM, CONRAC, ITFs, and a portion of roadway improvements, would commence in 2017 and become operational by 2024. Phase 2 components, mainly consisting of remaining roadway improvements, would begin in 2024 and is anticipated to be completed by 2035.

✈ 12. How is LAWA studying the environmental impacts of the Project?

Environmental effects of the Project are being analyzed under two separate environmental processes: a state-level environmental review process in compliance with the California Environmental Quality Act (CEQA), and a federal environmental review process in compliance with the National Environmental Policy Act (NEPA). Under CEQA, LAWA released an Initial Study and Notice of Preparation for the Draft Environmental Impact Report (DEIR) for the Project on February 5, 2015 and released the DEIR on September 15, 2016. The DEIR identified all potential significant impacts along with appropriate mitigation measures. On June 22, 2016, LAWA initiated the NEPA environmental review process. Under NEPA, an Environmental Assessment (EA) is being prepared and is anticipated to be released in the 2nd Quarter of 2017.

✈ 13. What environmental impacts of the Project are disclosed in the DEIR?

The Draft Environmental Impact Report (DEIR) analyzed and disclosed the potential effects of the Project with respect to aesthetics, air quality and human health, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, noise and vibration, population and housing, public services, transportation/traffic, and utilities. The report also identifies all appropriate mitigation measures for any significant impacts. As discussed in the DEIR, even with incorporation of mitigation measures, the proposed Project would result in significant impacts to aesthetics, air quality cultural resources, greenhouse gas emissions, public services, and transportation/traffic. The complete DEIR can be found at connectinglax.org.

✈ 14. How are the Project facilities designed for sustainability?

LAWA has developed design and sustainability guidelines for the Project to promote sustainability and world class design at LAX. As part of the Project, LAWA will require energy efficient designs, water efficiency and conservation, construction waste reduction and recycling, numerous air quality emissions reduction measures, natural resource protection, and other sustainable operational and design standards. By incorporating sustainable design features, the Project's facilities will comply with the Los Angeles Green Building Code, and exceed Tier 1 requirements. The sustainability guidelines focus on construction, operation, and maintenance of the facilities with the goal of reducing energy and natural resource impacts as well as the emissions impacts on surrounding communities.

✈ 15. Who makes the final decision on the Project?

The Los Angeles City Council will make the final decision on the Project and EIR, and will be taking actions to certify the EIR and to approve the Project. The Federal Aviation Administration (FAA) must also assess the potential environmental effects of the Project in compliance with NEPA and approve the Project for the purposes of safety and operational efficiency.

✈ 16. Will there be local jobs created by the Project?

LAWA's ongoing construction, planning and operations creates thousands of jobs annually. Construction of the proposed Project would generate approximately 2,500 annual construction jobs during the peak years of construction. Operation of the CONRAC is estimated to require approximately 1,200 employees. The other components of the proposed Project, including the APM and ITFs, is estimated to only require a modest number of employees (approximately 100). However, most of the CONRAC employees would likely be absorbed from the existing rental car workforce already supporting LAX. As part of the Community Benefits Agreement, LAWA has established a First Source Hiring Program to facilitate the employment of targeted individuals in the local community by airport employers.

✈ 17. Who will do the work and how will they be selected?

Contractors are selected by the Board of Airport Commissioners through a public bidding process which examines firms' capabilities, experience and the cost effectiveness of their bids. For the APM, for example, LAWA has selected the Design Build Finance Operate and Maintain (DBFOM) delivery method which will maximize the experience, innovation, and resources of city staff and the private sector. In early 2016, a Request For Qualifications (RFQ) solicited statements of qualifications from development teams interested in providing DBFOM services for the APM. Following the RFQ, LAWA released an Eligibility Determination Request that established a process for APM system providers to demonstrate that their systems are capable of meeting LAWA's performance criteria. Based on the responses to the RFQ, LAWA has shortlisted a number of firms that are qualified to submit formal proposals, including an eligible system provider to design, build, finance, operate and maintain the complete APM system. RFQs for the remaining Project components are expected to be released by the end of 2017.

✈ 18. How can the public get involved?

The public has had the opportunity to get involved at the beginning of, and to remain involved throughout, the environmental review process. In February 2015, LAWA held two public scoping meetings during the Notice of Preparation (NOP) comment period. Throughout the environmental review process, there have been and will continue to be multiple opportunities to attend meetings and provide public comment on the Project. Following the Draft EIR release on September 15, 2016, two public open house workshops will be held in October:

- October 15th at the Senior Center of the Westchester Recreation Center from 9:30AM to 12:30 PM
- October 19th at the Flight Path Learning Center from 6:00 to 8:30 PM.

LAWA staff will also continue to attend community meetings to provide Project updates and to solicit community input. To be notified of public meetings and to receive the latest Project information, subscribe to our email distribution list by visiting www.connectinglax.com.

✈ 19. Who can I contact for more information?

For more information, please visit the project website at www.connectinglax.com or email us at lax-lamp@lawa.org.

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