

HIGHLIGHTS

LAX COMMUNITY BENEFITS AGREEMENT

September 2021



Los Angeles World Airports

AIRFIELD

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Photo Credit: LAWA

EXECUTIVE SUMMARY

This final Community Benefits Agreement (CBA) report provides an overview of the obligations contained with the Cooperation Agreement (and its Community Benefits Agreement) as well as the separate settlement agreements with the Inglewood Unified School District (IUSD) and the Lennox School District. These agreements expired on December 31, 2020.

In 2004, Los Angeles World Airports' (LAWA) Board of Airport Commissioners (BOAC) and the Los Angeles City Council approved the Los Angeles International Airport (LAX) Master Plan Program. The LAX Master Plan Program was intended to guide the development of LAX through 2015 by addressing the pressing needs for modernization of the airport's facilities and improved levels of service. The Master Plan Program included airfield modifications, new terminal facilities, new hangars and aircraft maintenance facilities, and modernization of existing facilities. Projects under the Master Plan Program include the South Airfield Improvement Project (SAIP), Crossfield Taxiway Project, Bradley West Project, West Aircraft Maintenance Area Project, and the Midfield Satellite Concourse.

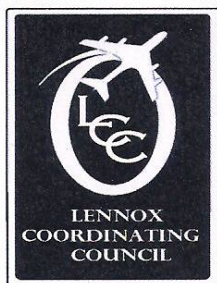
On December 6, 2004, the BOAC approved a Cooperation Agreement between LAWA and the LAX Coalition for Economic, Environmental and Educational Justice (Coalition). The CBA is an attachment to the Cooperation Agreement.

The CBA includes measures to mitigate noise, pollutant emissions, and traffic impacts of the LAX Master Plan, as well as community benefits such as job training and hiring programs for eligible residents of the Project Impact Area (PIA) and the City of Los Angeles (LA).

The CBA required LAWA to prepare annual reports on the implementation of the CBA and the progress of the LAX Master Plan Program. Since 2005, LAWA has provided the annual reports to Coalition representatives and made them available to the public on its website <https://www.lawa.org/en/lawa-our-lax/studies-and-reports>.

LAWA has worked diligently with the Coalition, airport stakeholders, and the community to implement the measures set forth in the CBA and the Settlement Agreements. Many of these successful measures—such as the LAX Alternative Fuel Vehicle (AFV) Requirement, the First Source Hiring Program (FSHP), and the Residential Sound Insulation (RSI) Program among many others—will continue past the expiration of the CBA benefiting LAWA and the community for years to come. This final report highlights some of the CBA's key program successes.





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Dear LAWA team members:

As the Representative for the LAX Coalition for Economic, Environmental and Educational Justice (Coalition), I am writing this letter to extend my appreciation for the successful completion and fulfillment of the LAX Master Plan Program's Community Benefits Agreement (CBA). The CBA was spearheaded by the LAX Coalition, which included community, educational, religious, environmental, and labor organizations, to represent the interests of low-income and minority populations near LAX most impacted by implementing the LAX Master Plan (Master Plan). These populations near LAX are located primarily in the unincorporated community of Lennox and the City of Inglewood. On December 4, 2004, the Los Angeles World Airports' Board of Airport Commissioners (BOAC) approved a Cooperation Agreement with the LAX Coalition and its attached CBA. The CBA included measures to mitigate noise, pollutant emissions, and traffic impacts of the Master Plan, as well as provide benefits such as a hiring program for eligible residents within the Project Impact Area and the City of Los Angeles. There were also separate settlement agreements with the Lennox School District and the Inglewood Unified School District (IUSD) to abate noise. The Cooperation Agreement, CBA, and the IUSD and Lennox Settlement Agreements expired on December 31, 2020. On behalf of the LAX Coalition, I want to express our appreciation for the efforts and professionalism in fulfilling these Agreements.

Although the Coalition primarily represented the unincorporated community Lennox and the City of Inglewood, the Coalition leaders wanted to ensure that the legacy of the CBA would have a direct and lasting impact on all of the communities surrounding the airport. This final CBA Highlights Report demonstrates the hard work of passionate individuals and groups. The team ensured that the Master Plan projects and future LAX projects provide noise mitigation, economic development benefits, air-quality emission reduction and control measures, and environmental mitigations during airport operations and all construction phases.

I thank and congratulate you for the hard work and diligent self-motivation shown throughout the implementation of the CBA. The legacy of the CBA will leave a sustainable footprint and lasting impact on those who live, attend school, work, and engage in recreation around the airport. It would not have been possible without your efforts. I am proud to have been a part of this historic undertaking and met such caring individuals along this 15+ year journey. Wishing you all the best and good luck in the years ahead.

Sincerely,

Sergio Paz
President, Lennox Coordinating Council
Representative, LAX Coalition



Photo Credit: Michael Kelley

INTRODUCTION/BACKGROUND

The Community Agreements include the following documents:

1 Cooperation Agreement. The Cooperation Agreement sets out the legal framework of the Agreement, including conditions, commitments, obligations, enforcement, and more.

2 Community Benefits Agreement. The CBA is an attachment to the Cooperation Agreement that details the various mitigations and benefits agreed to by the Coalition and LAWA.

3 Settlement Agreement with Inglewood Unified School District. The “Settlement Agreement Los Angeles International Airport Master Plan” with Inglewood Unified School District (“IUSD Settlement Agreement”) called for LAWA to fund certain mitigation measures for the IUSD to abate noise.

4 Settlement Agreement with Lennox School District. The “Settlement Agreement Los Angeles International Airport Master Plan” with Lennox School District (“Lennox Settlement Agreement”) called for LAWA to fund specific mitigation measures for the Lennox School District to abate noise.

LAWA's obligations in these Agreements were conditioned upon Federal Aviation Administration (FAA) approval of the use of airport revenues for the mitigation measures.

The CBA, and the IUSD and Lennox Settlement Agreements expired on December 31, 2020.



Photo Credit: LAWA



Photo Credit: Los Angeles County Residential Sound Insulation (RSI)

Sound insulated home in Lennox with new door and windows

CBA SECTION III AND SCHOOL DISTRICT AGREEMENTS RESIDENTIAL AND SCHOOL SOUND INSULATION PROGRAMS

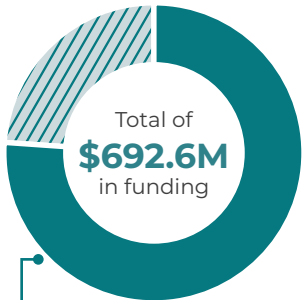
Section III of the CBA required LAWA to fund LAWA's already existing RSI programs for Inglewood and Los Angeles County and accelerate completion of the RSI program for the City of Los Angeles among other noise mitigation measures. Over the last 15 years, LAWA has met and exceeded those funding levels for Inglewood and Los Angeles County and completed the RSI program for the City of Los Angeles.

Residential Sound Insulation Program

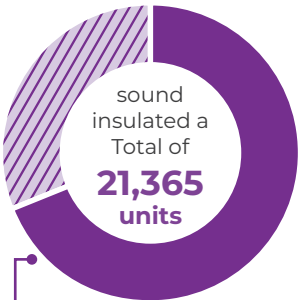
LAWA's Sound Insulation Grant Program is the largest in the country.

LAWA initiated the RSI Program in the 1990s and accelerated its implementation after 2005 when the CBA went into effect. LAWA and the FAA have provided a total of \$692.6M in funding to the three RSI programs addressed in the CBA - Inglewood, Los Angeles County, and the City of Los Angeles - since inception of the programs through 2020. The three jurisdictions covered by the CBA sound insulated 14,776 units. This represents 69% of all units sound insulated through LAX's RSI programs. During the term of the CBA, LAWA and the FAA provided \$521.9M to the RSI programs in these three jurisdictions - far surpassing the funding requirements in the CBA.

RSI Jurisdiction	Total Funding During CBA	Total Funding Before CBA
City of Los Angeles	\$64,973,686	\$95,026,314
Inglewood	\$303,026,903	\$49,732,223
Los Angeles County	\$153,850,000	\$26,000,000
Total	\$521,850,589	\$170,758,537

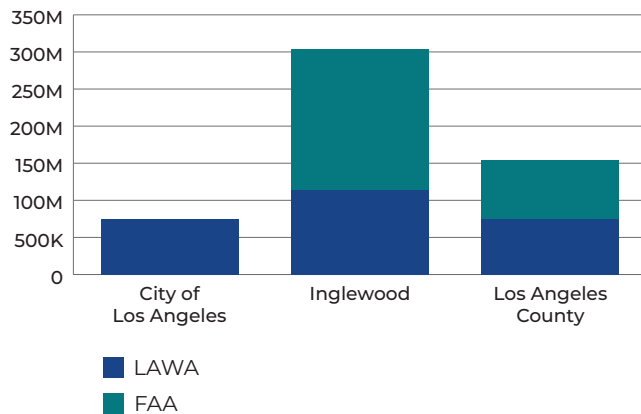


\$521.9M (75%)
of funding provided by LAWA and FAA to RSI programs during the term of the CBA

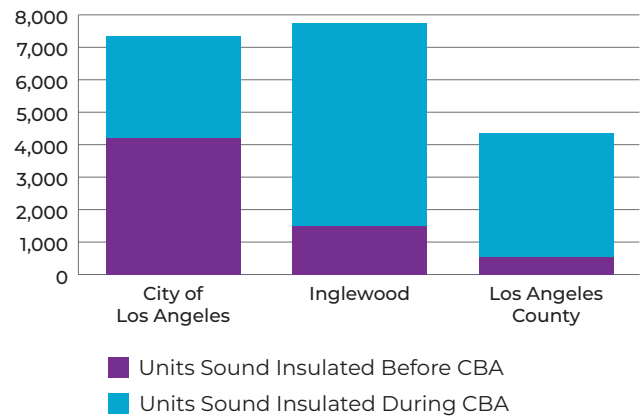


14,776 units (69%)
sound insulated during the term of the CBA

Residential Sound Insulation Program Funding—2005–2020 (term of the CBA)



Units Completed Before & During CBA



School Sound Insulation Program

IUSD Woodworth-Monroe K-8 Academy with new windows, doors, and HVAC system, completed in 2020

The School District Agreements called for LAWA to fund mitigation measures for noise abatement for Lennox School District and IUSD subject to FAA approval. Mitigation measures included replacement of Heating, ventilation, and air conditioning (HVAC) equipment with pollution abatement, double-paned windows and/or sound reduction windows and doors, roofing upgrades, replacement of relocatable classrooms, and temporary housing during construction. LAWA provides 100% of the funding for the School Sound Insulation (SSI) programs.

¹ Cost factors include: school size, number of classrooms, and number of windows.

School Sound Insulation Funding

 **\$21.3 M**
Lennox School District

 **\$40 M¹**
Inglewood Unified School District

Lennox School District



Sound insulation completed at **6 schools**

Inglewood Unified School District



Sound insulation **completed** at **2 schools** and
75% finished at an additional **2 schools**



CBA SECTIONS IV–VI, XIII

WORKFORCE DEVELOPMENT

Job Training

Section IV of the CBA required LAWA to fund a Job Training Program in the amount of \$3 million per year for five years, not to exceed \$15 million for job training for airport jobs and aviation-related jobs, and for pre-apprenticeship programs. The FAA did not approve the proposed job training program set forth in CBA Section IV. Instead, LAWA used and continues to use, its relationships with various agencies such as Work Source Centers and the Los Angeles Community College District (LACCD) to provide relevant job training.

First Source Hiring

Section V of the CBA required LAWA to incorporate the FSHP into airport contracts, lease agreements, and licensing or permitting agreements. FSHP is a job referral system to provide early access to airport jobs for targeted applicants. The BOAC adopted the FSHP in 2005.

FSHP is administered by LAWA's Business, Jobs, and Social Responsibility (BJSR) Division. FSHP is designed to provide employment consideration and access to vacant positions for eligible residents of the PIA and the City of Los Angeles.

LAWA and LAX employers submit their open positions to the FSHP. Participation in the FSHP has grown from one company in December 2006 to a cumulative total of over 255 companies today.

Program partners provide training and/or workforce services. Current program partners are:

- › Los Angeles Workforce Development Board (LA WDB) and their LA Area Worksource and Youth Source Centers
- › South Bay Workforce Investment Board (SBWIB) and their One-Stop Centers
- › State Employment Development Department (EDD)
- › Community and Faith-Based Organizations
- › The LAX Coalition for Economic, Educational and Environmental Justice
- › Los Angeles General Funded City Departments, Proprietary Departments, local Elected Official's Offices, and the Mayor's Office
- › Los Angeles Unified School District (LAUSD)
- › Los Angeles Community College District (LACCD)
- › Los Angeles County America's Job Centers of California

FSHP has developed into a successful program. In addition, to priority access for targeted residents, FSHP also supports a public website for airport jobs and hosts hiring events throughout the year.

LAWA is proud of the success of the Program and plans to continue the FSHP beyond the expiration of the CBA.

The FSHP works closely with both the Work Source and One-Stop Centers that serve the airport area and beyond. On construction projects, LAWA worked with LAX Coalition representatives to implement the LAX Project Labor Agreement in a manner that enhances employment opportunities for underemployed individuals residing in the PIA and the City of Los Angeles, especially minorities and women.

Employer Support and Hiring Events

The BJSR team provides training and technical assistance to LAX employers on the FSHP, including guidance on registration and navigating the web portal. The BJSR team also supports LAX employers to meet their hiring demands by disseminating employment flyers, collaborating with community and workforce partners to screen and identify candidates, and by hosting in-person and virtual hiring events.

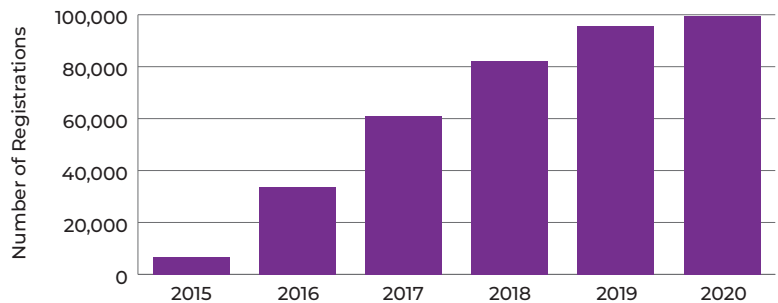
LAWA's BJSR team works closely with the Work Source, One-Stop Centers, and community and faith-based organizations that serve the airport area and beyond to register potential job candidates for positions with LAX employers. LAWA trains the job developers at these organizations to prescreen and qualify their clients/job seekers to be eligible for opportunities at LAX as they arise. Their clients/job seekers also post their resumes and apply for positions online and those applications are reviewed by hiring managers.

LAX Job Portal

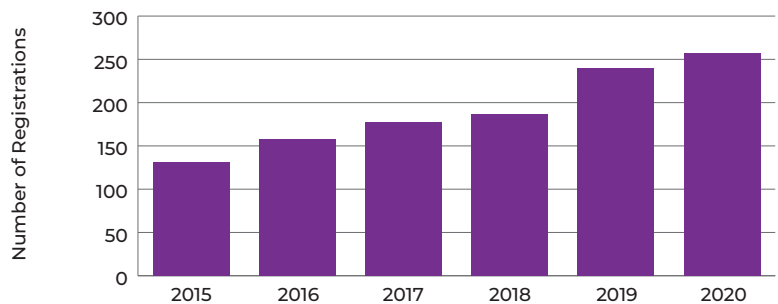
In addition to job referral and pre-screening and pre-qualification of applicants, in 2015, the FSHP implemented an online website named **JobsatLAX**. The website's technology allows airport employers to have their jobs automatically posted to the JobsatLAX website from their company website. All Contractors, Lessees, Licensees, and Construction Contractors with non-trade jobs are required to participate. The JobsatLAX website has resulted in even more airport jobs being posted for job seekers. The website can be viewed by the public at www.jobsatlax.org.

Jobsatlax.org Historical Performance

Job Seeker Registrations



Employer Registrations



FSHP is one of the cornerstones of LAWA's BJSR team. LAWA is pleased to continue implementation of this successful program.

Overview of Job Website Performance 2015-2020

ACCOUNT INFORMATION	
Jobs Posted	26,068
Resumes Posted and Searchable	128,427
Employers Registered	257
Job Seeker Registered	99,486
Website Visits	1,530,065
How did you hear about us?	
Community Organization/School	3,324
Faith Based Organization	962
Family/Friend	51,087
Government Agency	13,661
Job Center	74,865
Social Media	55,570
Blank	339
Total Job Seekers	199,808
IMPACT ZONE PERFORMANCE	
Total Job Seekers in Impact Area	21,039
Total Job Seekers in City of LA	47,210

Living Wage

CBA Section VI, Living Wage, Worker Retention, and Contractor Responsibility, required LAWA to apply the City's Living Wage Ordinance to all Airport Contractors, Airport Lessees, and Airport Licensees, as set forth in Los Angeles Administrative Code Section 10.37; the City Worker Retention Policy, as set forth in Los Angeles Administrative Code Section 10.36; and the Contractor Responsibility Program set forth in BOAC Resolution No. 21601, in accordance with City policy.

LAWA has applied these requirements to all airport contractors, public lessees/licensees, and their subcontractors. If an airport employer does not provide health benefits, then the differential applicable at that time must be added to the base hourly rate. In 2020, contractors were required to provide at least 12 compensated days off per year for sick leave, vacation, or personal necessity, and at least 10 days of uncompensated time. LAWA is continuing these important City programs and policies.

Minority Business Enterprise, Women Business Enterprise, and Small Business Utilization and Retention Program

Section XIII of the CBA required LAWA to initiate a program to increase participation in the planning, construction, operation and maintenance of LAX by PIA small businesses and minority-owned business enterprises and women-owned business enterprises (MBE/WBE).

LAWA replaced its Minority/Women/Other Business Enterprise (M/W/OBE) program in 2012 with the Small Business Enterprise (SBE) Program. Under the SBE Program, LAWA sets a mandatory percentage participation for small business subcontracting on construction,

professional and non-professional contracts valued in excess of \$150,000; there is a penalty for failure to meet the pledges.

LAWA's Procurement Services Division (PSD), and BJSR Division, jointly conduct a monthly workshop, "Doing Business with LAWA." In 2020, approximately 141 business representatives attended the monthly workshops. In addition, both divisions provide outreach activities to small business/local businesses and disadvantaged businesses and participate in various organizations' outreach programs.

PSD monitors various business enterprise programs and sets business enterprise goals on LAWA's contracts. PSD also ensures that LAWA's contracts, including its Request for Proposal (RFP) and Request for Bid (RFB) provide specific provisions and assurances of the federal regulations for the Disadvantaged Business Enterprise (DBE) and Airport Concession Disadvantaged Business Enterprise (ACDBE) Programs.

LAWA's overall objective of DBE and ACDBE programs is to provide equal access to opportunities and achieve a level playing field for DBE and ACDBE participants than could realistically be expected in the absence of discrimination. This objective also applies to LAWA's SBE program.

LAWA implemented the Build LAX Academy, which has a focus on improving access to capital. The BJSR Division in conjunction with the Contractor Development and Bonding Program and other industry partners has conducted trainings on financial literacy that covers bonding, loans, lines of credit, insurance, and other criteria relevant to the LAX construction and procurement environment.

LAWA through the BJSR Division has done many outreach events addressing key areas such as financing, bonding, insurance, certifications, matchmaking to Prime Contractors and other capacity building programs. LAWA's partners have included Chambers of Commerce, Veteran Business Groups, City Council Districts, the Small Business Administration (SBA), Small Business Development Center (SBDC), and other disadvantaged advocacy groups. LAWA is continuing its successful SBE Programs.



Photo Credit: LAWA

SUCCESS STORIES

THE FIRST SOURCE HIRING PROGRAM ACTUALLY WORKS, I'M LIVING PROOF, I'M SO HAPPY THAT I FOUND THIS JOB.



Jennie's journey began with the JobsatLAX website. In 2014

she was looking for employment when she came upon a flyer posted on the website. She didn't think twice about applying. She was selected for an interview for Saudi Airlines and was extended an offer. Jeannie began as an Administrative Coordinator. She has since been promoted to Sr. Administration Coordinator/Assistant Manager. Jeannie now oversees budgeting, accounts payable, operations management, and is a training facilitator. "I'm very happy with this company and I'll probably retire from here. LAWA is like family to me and I'm thankful for the opportunities."

—Jeannie Do,
Senior Administration
Coordinator/Assistant Manager,
Saudi Airlines

I'M HAPPY WHERE I'M WORKING. THERE ARE MANY OPPORTUNITIES. FOR EVERYONE AT JOBS@LAX. THANK YOU LAWA FOR MAKING IT EASIER TO FIND A JOB.

I'd like to think of my success throughout my time of working at LAX as a mix of both great professionalism and a true blessing. From working as a ramp agent with Swissport to working in the field with Command Security, then to Guardsmark, then CAL-OP and finally to where I am working today. I've learned that having a good eye for things and handling all the situations accordingly is the name of the game! I love to be the second set of eyes for safety and the helping hand for peace officers. I have a natural passion for the job and the hiring process has allowed me to be able to show employers my knowledge of my role as a security guard and hopefully in the future a LAWA guard.

—Carlos Martinez,
Security Guard, Allied Universal

IF YOU WANT TO WORK AT LAX I HIGHLY RECOMMEND GOING THROUGH JOBSATLAX.ORG. THE AIRPORT IS ALWAYS HIRING.



I used the First Source Hiring Program using the JobsatLAX website.

I started off as a cashier and in customer service with HMS Host at Terminal 2, Delta. It was a beautiful and a great feeling. I wanted to further build my airport experience, so I started working the LAX Area. Everyone was very friendly. I went on to work cargo in the warehouses with Menzies. Cargo was so much fun because it was my first time driving the forklift. People were great, they helped me with understanding more about Product and Material Control (PMC). I then had an opportunity to transfer to Ramp at Tom Bradley International Terminal (TBIT). I was very excited and thankful that I started small, and I kept aiming higher. Working at the Ramp could be stressful at times due to the heat or cold weather and rain. The ramp was fun and a great experience. I transitioned to Menzies as a warehouse agent and now also work for Global Aviation in security. I love working for Global, everything is terrific, and the people are fantastic.

—Miguel Gonzalez,
Warehouse Agent at Menzies &
Security Guard at Global Aviation



CBA SECTIONS VII, X AND XII

AIR QUALITY

Photo Credit: LAWA

Air Quality and Source Apportionment Study

The \$5 million LAX Air Quality and Source Apportionment Study (AQSAS) was the first study of its kind in the nation to comprehensively assess a major airport's contribution to ambient air quality levels in communities nearby.

Section VII of the CBA required LAWA to fund an air quality study by an independent expert of toxic air contaminants and criteria air pollutant emissions from jet engine exhaust and other emission sources.

The AQSAS focused solely on identifying and properly allocating airport-related and other sources of emissions affecting the neighborhoods around LAX, and was not intended to be a health effects or epidemiology study.



Photo Credit: LAWA

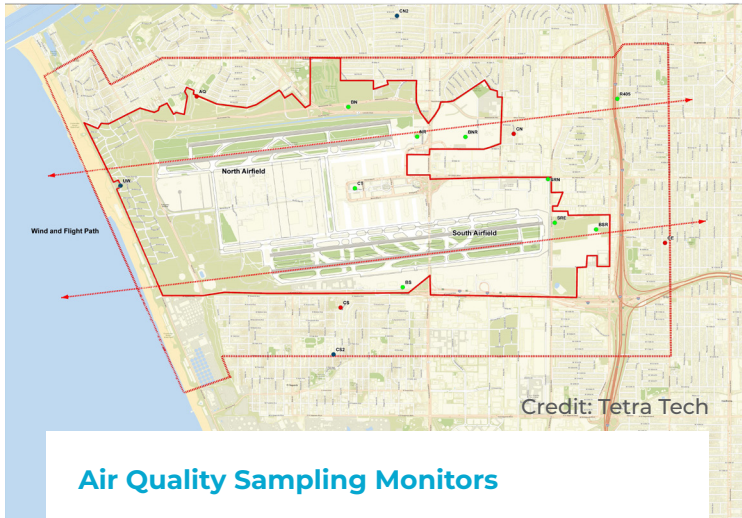
In 2006, LAWA formed a Technical Working Group (TWG) to design and review the study. The TWG was comprised of air quality scientists and researchers on the federal, state, and local levels, as well as community organizations. The Study was conducted by an internationally recognized team of independent experts in the field of air quality and source apportionment.

A variety of sophisticated monitoring equipment and modeling techniques were used to complete this complex study. Phases I and II (Technology and Methodology Feasibility Demonstration Project) occurred in 2008 through 2011. Phase III included two six-week sampling seasons in Winter/Spring and Summer 2012.



Photo Credit: Tetra Tech

One of four core monitoring stations



Air Quality Sampling Monitors

More than 121,000 air quality samples were collected at 17 core, satellite, and gradient monitoring sites in the communities adjacent to LAX, including El Segundo (south), Lennox (east), Playa del Rey (upwind northwest), and Westchester (north).

The AQSAS was completed in 2013. The study's key findings were:

- › All major air pollutants were below National Ambient Air Quality Standards (NAAQS) & California Ambient Air Quality Standards (CAAQS).
- › Air toxic emissions are comparable or lower than elsewhere in the South Coast Air Basin.
- › Air pollutant concentrations show sharp decreases as distance from the source of emissions increases.
- › Based on data analysis from the first season sampling, a supplemental study was conducted to further investigate ultrafine particle (UFP) sources. The supplemental study determined:



- › **Larger UFPs** indicated an association with vehicle emissions.



- › **Smaller UFPs** indicated an association with jet exhaust.

LAWA cannot directly control aircraft-related emissions, but has continued to take steps to reduce emissions that are within its responsibility and influence. This study produced valuable new information that will support future research by the scientific community and can be found on LAWA's website at <https://www.lawa.org/lawa-environment/lax/lax-air-quality-and-source-apportionment-study>.



Passenger gate electrification allows parked aircraft to draw power from the airport's electricity supply, reducing jet fuel consumption, noise, and air pollution.

Electrification of Passenger Gates

Section X.A of the CBA required LAWA to provide electricity sufficient for aircraft needs at all passenger gates.

Gate electrification allows aircraft to use power from the electric grid to run the aircraft's essential electrical systems while the aircraft is parked, instead of using diesel-powered ground power units (GPUs) or the aircraft's auxiliary power unit (APU). Providing plug-in power at the gates eliminates the use of diesel or jet fuel to run aircraft systems while parked, reducing emissions and saving energy.

LAWA completed this measure in 2013, having equipped 100% of the passenger contact gates at LAX with electric power and pre-conditioned air. Since then, all new passenger contact gates have been equipped with electric power and pre-conditioned air, and LAWA made this a requirement in its Design and Construction Handbook. Gate electrification is one of the most impactful air quality improvements that can be made at an airport. Collaboration in the community via the CBA enabled successful completion of this measure.

Construction Equipment and Third-Party Monitoring

One of the most important provisions of CBA Section X, Air Quality, were the provisions governing construction equipment used for LAX Master Plan projects. The goal of CBA Section X.F., Construction Equipment, was to reduce emissions from the use of diesel equipment and vehicles, focusing primarily on particulate matter (PM) and secondarily on emissions of oxides of nitrogen (NOx).

Section X.F.1. required LAWA to use the best available emission control devices on all diesel equipment used for LAX Master Plan projects. The requirement applied to diesel-powered off-road equipment, on-road trucks, and stationary equipment, such as generators. The Construction Equipment provisions also required the use of Ultra-Low Sulfur Diesel fuel, limits on vehicle idling, and engine maintenance.

The CBA also required LAWA to use an Independent Third-Party Monitor to oversee construction contractors' compliance with the CBA clean construction provisions. The Third-Party Monitor's duties included verifying and documenting construction equipment and reporting to the LAX Coalition and LAWA. The Third-Party Monitor brought additional

oversight to LAX Master Plan projects by auditing, documenting, and reporting construction equipment used on projects.

Areas of oversight for the Independent Third-Party Monitor included:

- ✓ Demonstration Projects
- ✓ Examination and Verification of Requests for Exemptions from Installation of Best Available Control Technology (BACT)
- ✓ Examination of Fuel Purchase Records to Verify that Low Sulfur Diesel Was Used
- ✓ Field Verification of the Equipment Database and Reconciliation with LAWA's Environmental Monitor Vehicle Records
- ✓ Monitoring of Installed Emission Control Devices on Construction Equipment

Construction Industry 1st

LAWA implemented a demonstration project on the South Airfield

Improvement Project for which diesel emission control devices were not commercially available. The demonstration project successfully proved the compatibility and effectiveness of using on-road diesel emission control devices installed on heavy-duty off-road construction equipment.



Photo Credit: LAWA

The Independent Third-Party Monitor oversaw a total of 14 LAX Master Plan construction projects. The following figures illustrate the LAX projects that benefited from independent third-party monitoring:

LAX Master Plan Projects Overseen by Independent Third-Party Monitor



South Airfield Improvement Project (SAIP)

Relocated Runway 25L & Center Taxiway
Completed June 2008



Taxiway R

Crossfield Taxiway between North & South Airfields
Completed May 2010



Los Angeles Fire Department (LAFD) Station 80

Aircraft Rescue & Firefighting Facility
Completed Nov. 2010



Taxiway S

Completed April 2012



American Airlines Hangar Demolition

Completed December 2012



Tom Bradley International Terminal (TBIT)

Central Core & South Concourse
Completed May 2013



Taxilane T Phase I

Connect Taxiway "C" with "D"
Completed Aug. 2014



Tom Bradley Terminal Renovation—East Aprons

Completed Dec. 2015



West Aircraft Maintenance Area (WAMA)

Completed Dec. 2015



Qantas (former TWA) Hangar Demolition

MSC Enabling Project
Completed June 2016



Qantas Hangar

Adjacent to WAMA
Completed Dec. 2016



Delta Ground Support Equipment (GSE) Facility

Completed 2020



Delta Hangar

Adjacent to WAMA
Completed March 2020



Midfield Satellite Concourse

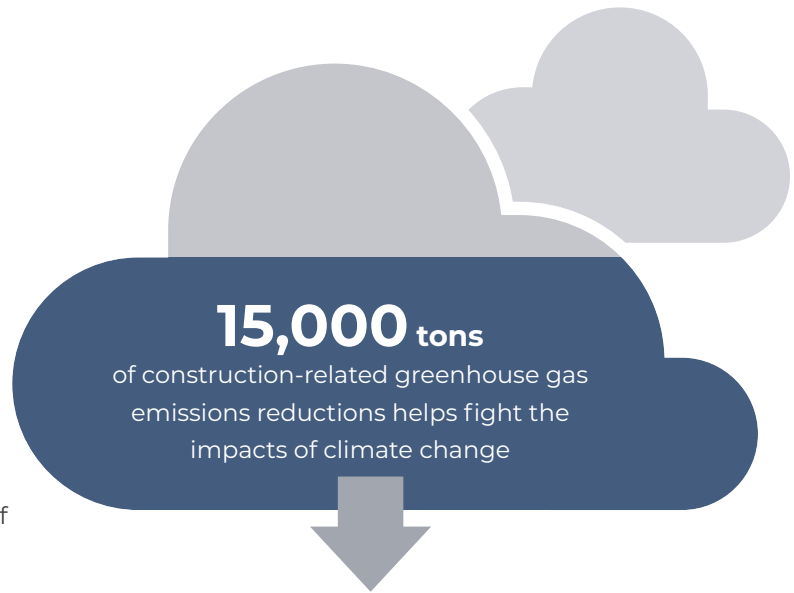
The CBA construction equipment provision made a significant impact in reducing harmful air pollutant emissions. During each LAX Master Plan project, the Third-Party Monitor evaluated compliance with the CBA's construction provisions. The Third-Party Monitor quantified and documented the air pollutant reductions, including criteria air pollutants, toxic air contaminants, and greenhouse gases (GHG) measured as carbon dioxide equivalent (CO₂e).

LAWA's enforcement of the CBA construction equipment provision has reduced the amount of toxic air contaminants and known carcinogens during construction related activities. The table below shows the air quality benefits in units of tons of air pollution avoided due to the CBA.

Air Pollutant Emissions Eliminated Due to CBA Construction Equipment Provision

Air Pollutant	Tons Reduced
Particulate Matter—10 micron	5.53
Particulate Matter—2.5 micron	4.26
Carbon Monoxide (CO)	51.68
Greenhouse Gases (CO₂e)	15,400.56
Reactive Organic Gases (ROG)	7.83
Oxides of Nitrogen (NO_x)	117.69
Sulfur Oxides (SO_x)	0.15

These represent significant reductions in harmful air pollutant emissions, benefiting the communities in proximity to LAX as well as the greater South Coast Air Basin region.



LAWA has updated its construction requirements to keep pace with the latest construction equipment technologies. These requirements are included in the Mitigation Monitoring and Reporting Programs (MMRPs) for project-specific environmental impact reports (EIRs). In addition, as a result of the success of implementing the CBA construction equipment section and even more updated requirements, LAWA incorporated clean construction measures into its Design and Construction Handbook that apply to all LAWA projects, not just Master Plan projects. The Design and Construction Handbook clean construction measures will be updated when lower emitting vehicles become commercially available for use and as new best management practices are developed.

The CBA requirement to utilize the cleanest construction equipment available on major construction projects was the first known example of this highly successful air pollution reduction strategy in Southern California. Over the years, other public agencies within Los Angeles County and beyond have adopted the CBA model for their own construction projects. Thus, the benefits of the CBA have and continue to extend well beyond the fence line at LAX.

Adoption of the LAX Ground Support Equipment (GSE) Emissions Reductions Policy

CBA Section X.I required LAWA to develop a GSE Emissions Reductions Program. BOAC adopted the LAX GSE Emissions Reduction policy in April 2015. It was the first GSE emissions reduction policy of its kind to be implemented in the nation. The policy requires GSE operators to reduce emissions from their GSE fleets operating at LAX and annual reporting of GSE equipment. LAWA worked collaboratively with GSE operators, including air carriers, Airlines for America, Airline Service Providers Association, third-party ground service providers, and other stakeholders to develop a policy and approach for reducing emissions from GSE operating at LAX.

The main objective of the policy was to reduce the airport-wide fleet average composite GSE emission factor to be equal to or less than 2.65 grams per horsepower hour (g/hp-hr) for hydrocarbon (HC) plus NO_x by December 31, 2021.

This goal originated from the 2002 South Coast GSE Memorandum of Understanding, and was included as a target goal in the CBA.

Since program inception,

337.5


tons of NO_x

has been removed which is equivalent to the daily operation of

235,000

passenger vehicles.



 = 10,000 passenger vehicles

In 2020, all 32 LAX GSE operators met or achieved even greater emission reductions than the 2021 emission factor target.

In October 2019, LAWA further strengthened its commitment to reduce HC and NO_x emissions from GSE by setting new goals. The new LAX airport-wide emission factor goals for GSE are:

1.8 g/hp-hr of HC+NO_x

by **December 31, 2022** and

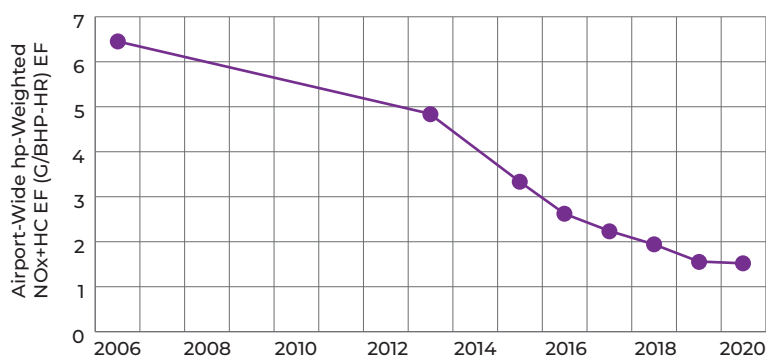
1.0 g/hp-hr of HC+NO_x

by **December 31, 2030.**



In part, based on the success of this program at LAX, all other commercial service airports in the Los Angeles region have adopted similar GSE emission reduction programs at their airports.

Airport-Wide hp-Weighted GSE Fleet Average NO_x+HC Emission Factor by Survey Year





Electric baggage loaders and electric tug at LAX eliminates conventional fuel consumption and reduces air pollution

GSE Incentive Program

To further reduce emissions from GSE and meet CBA Section X.G's requirements, in July 2019 LAWA approved the electric GSE Incentive Program.

The purpose of the incentive program is to assist LAX operators in replacement of older conventionally fueled (diesel, liquefied natural gas, and propane) GSE with new, zero-emission electric GSE (eGSE). LAWA will use \$500,000 to implement the incentive program that will accelerate deployment of eGSE to achieve further emissions reductions at LAX.

It is anticipated that 30 to 45 conventionally-fueled GSE at LAX will be replaced with zero-emission eGSE through the incentive program, saving up to

13.5 tons of NO_x per year,
the equivalent of removing

7,500
passenger cars from the road.



LAX Electric Ground Support Equipment (eGSE)



LAX Ground Support Equipment



 = 1,000 passenger cars removed

LAX Alternative Fuel Vehicle Requirement and Adoption of Updated Requirement in 2017

CBA Section X.J required LAWA to implement a program to convert on-road medium and heavy-duty vehicles used in operations related to LAX to alternative fuel. In 2007, LAWA adopted the LAX AFV Requirement. The AFV Requirement specified that on-road medium and heavy-duty vehicles 8,500 pounds gross vehicle weight rating (GVWR) or more, operated by a LAX contractor, lessee, permittee, or licensee, use alternative-fuel or the least-polluting available vehicle. The AFV Requirement covers buses, shuttles, catering trucks, delivery vehicles, and most large passenger vans. The AFV Requirement is included in LAX contracts, permits, leases and licenses. Operators are required to submit annual reports and requests for approval of a comparable emissions or least-polluting available vehicle status. The AFV Requirement requires reporting for approximately 1,900 commercial vehicles.

In 2017, LAWA updated the AFV Requirement to keep pace with vehicle technology and to strengthen LAWA's enforcement capabilities with the following **key provisions**:

- › Enforcement provision added to allow LAWA the capability to suspend or cancel the licenses, permits, leases, and contracts of non-compliant operators.
- › Allows heavy-duty vehicles that meet the California Air Resources Board's (CARB) Optional Low NOx standards and medium-duty vehicles that meet CARB's Low-Emission Vehicle (LEV) III standards.
- › Only allow medium and heavy-duty vehicles that are equipped with engines less than 13-years old and fewer than 500,000 miles to operate at LAX.
- › Exemption for low-use vehicles and public safety vehicles.

LAWA continues to implement the AFV Requirement and plans to continue this successful program past the expiration of the CBA.



Photo Credit: LAWA



**1,316 vehicles ≥
8,500 GVWR**

For 2020, there were 1,316 vehicles greater than or equal to 8,500 GVWR. 100% of these vehicles were compliant either by the vehicle meeting the requirement or because the operator has a LAWA-approved compliance plan for their vehicles.

Zero and Near-Zero Emission Heavy Duty Vehicle Incentive Program

CBA Section VIII also required LAWA to spend \$500,000 to conduct a Health Study. In 2015, the FAA determined that airport revenue may not be used to provide funding for the CBA Health Study. In this situation, the CBA's Cooperation Agreement required LAWA to develop substitute programs designed to achieve similar levels of mitigation and/or benefit through an equivalent expenditure of airport revenue.



Photo Credit: CPS (Kotobuki-Ya Inc.)

New compressed natural gas (CNG) Shuttle Bus Purchased with Assistance of LAWA's ZE and NZE Heavy Duty Vehicle Incentive Program

In lieu of LAWA conducting the CBA Health Study, LAWA developed an incentive program to accelerate the deployment of heavy-duty zero emission (ZE) or near-zero emission (NZE) vehicles at LAX, the AFV Incentive Program.

BOAC approved the AFV Incentive Program in 2018. The goal of the AFV Incentive Program is to assist LAX operators of heavy-duty vehicles to exceed the requirements of the AFV Requirement Program by replacing older heavy-duty petroleum-derived gasoline or diesel fueled vehicles with ZE or NZE vehicles. Older heavy-duty vehicles are the largest contributor of smog and harmful emissions in the greater Los Angeles region.

In February 2019, LAWA selected eight LAX operators to receive incentive funds to replace 23 conventionally fueled or diesel operated heavy-duty vehicles with NZE vehicles. Vehicle types to be replaced include aircraft catering trucks, long distance service shuttles, passenger vans, delivery trucks, and rental car shuttles. LAWA distributes funds to the LAX operators as vehicles are placed into service at LAX.

Traffic

CBA Section XII required LAWA to designate access routes for construction equipment, construction-related vehicles, and trucks participating in construction projects related to the LAX Master Plan Program. It also required LAWA to establish a Community Response Program and mechanism for members of the public to report instances of non-compliance with designated truck routes.

LAWA designated routes for construction-related trucks, vehicles and equipment and included these routes in LAWA construction contracts. LAWA designated these construction traffic routes to ensure that construction traffic did not travel on the roadway segments the CBA identified as routes to avoid. LAWA also developed and maintains a website at <https://www.lawa.org/en/connectinglax/lax-construction-hotline> to provide construction information for the public. The general, program-wide construction hotline number to report incidences of non-compliance is (310) 649-LAWA (5292).



CBA SECTION XI

GREEN BUILDING PRINCIPLES

Photo Credit: LAWA

Section XI of the CBA committed LAWA to **Green Building Principles**, including:

- › To the extent practical and feasible... LAWA shall incorporate Leadership in Energy and Environmental Design (LEED) building standards into demolition, design, construction, and operation of all aspects of the LAX Master Plan Program.
- › LAWA shall apply the LEED standards for New Commercial and Major Renovations, as defined by the U.S. Green Building Council (USGBC).
- › LAWA shall abide by all applicable City regulations with respect to energy efficiency, sustainability and green building design.

Since 2005, LAWA and tenants have completed 7 LEED certified facilities at LAX. In 2017, LAWA adopted the Sustainable Design and Construction Policy and Requirements which includes the following:

New building construction and major renovation projects will be designed to achieve LEED Silver certification or higher. Projects that are not traditionally eligible for LEED certification, typically non-building projects such as runways, airfield, and other infrastructure, will apply the Sustainable Building Requirements set forth in the policy. The Requirements incorporate concepts from a variety of environmental certification programs, including the LEED system, the Los Angeles Green Building Code, Envision, and others, and cover integrative design, energy efficiency, renewable energy, water conservation, material conservation, and environmental quality.



Photo Credit: LAWA

LAX Master Plan LEED Certified Projects

Project	Description	Square Footage	Rating System	Level	Completion Date
Bradley Renovations	Renovation of existing Bradley main terminal and demolition of old terminal buildings	277,500	LEED CI v2009	Certified Silver	February 2017
Bradley West	Design and Construction of new terminal building, concourses, gates, and surrounding aprons	1,215,925	LEED NC v2.2	Certified Gold	April 2015
Aircraft Rescue and Firefighting Facility (ARFF)	Construction of Aircraft Rescue and Fire Station 80	27,500	LEED NC v2.2	Certified Gold	October 2011
Tom Bradley International Terminal (TBIT)	First Renovation of Terminal	933,244	LEED NC v2.1	Certified Silver	March 2010

LAWA has completed this measure and continues to incorporate green building principles to new building construction and renovation projects at LAX. In addition to the LAX Master Plan projects, the following non-Master Plan projects were LEED certified at LAX:

Project	Description	Square Footage	Rating System	Level	Completion Date
Star Alliance Lounge (in TBIT)	Air New Zealand passenger lounge; completed as a tenant project	18,000	LEED CI v2009	Certified Silver	February 2016
Central Utility Plant	Design and construction of a new plant to replace existing facility	88,814	LEED CI v2.0	Certified Gold	June 2015
Terminal 6 Alaska Board Room	Renovation of Alaska Board Room; completed as a tenant project.	4,666	LEED CI v2009	Certified Gold	September 2012



CBA SECTION XIV

COMMUNITY PREPAREDNESS FOR AIRPORT-RELATED EMERGENCIES

Photo Credit: LAWA

Airfield Emergency
Preparedness Exercise,
April 13, 2016

CBA Section XIV required LAWA to assist in the coordination and dissemination of appropriate information related to emergency preparedness and response of local law enforcement agencies, emergency response groups (e.g., Red Cross, FEMA), and the local communities in the event of an airport-related emergency.

Since inception of the CBA, LAWA's Emergency Management Division has engaged thousands of partners and stakeholders representing over 100 entities to participate in numerous programs, projects, and events to prepare for an airport-related emergency. In addition, LAWA continues to coordinate with local law enforcement agencies, emergency response groups and local communities.

In 2010, LAWA opened the new Airport Response Coordination Center (ARCC). The ARCC is a 24/7 centralized operations center to serve the airport community.

The goal of the ARCC has been to enhance communication and coordination capabilities during normal operations and provide situational awareness and operational support during incidents in collaboration with its many partner agencies.

LAWA also utilizes mass notification platforms (Alert LA for landlines and Wireless Emergency Alerts for wireless phones). These notifications aid in communicating to the surrounding communities in case of an emergency event and supplement LAWA's subscription-based mass notification system.

LAWA continuously assesses areas for improvement related to safety, security, and its response to multiple hazards. In 2013, an active shooter event occurred at LAX resulting in one fatality, numerous injuries, displacement of thousands of travelers, response from hundreds of law enforcement, fire and EMS personnel, and a recovery effort that lasted more than 36 hours. After the incident, LAWA identified areas for improvement and ensured that 100 corrective actions requiring almost six years of commitment from LAWA Management and staff were completed with a cost of over \$10,000,000.

In furtherance of the CBA emergency preparedness provisions, LAWA continues robust training programs such as:

- › Airport Community Terminal Evacuation and Active Shooter Training
- › LAFD training for staff most likely to be first responders
- › A Family Assistance Support (FAS) functional exercise



Photo Credit: LAWA

LAWA DOC and City EOC during Anthrax Functional Exercise



Photo Credit: LAWA

Family Assistance Support Exercise

In February 2017, LAWA Emergency Management hosted LAWA's largest preparedness event. The Preparedness Expo was attended by over 5,000 people. It included a three-day, three-location event, open to all LAWA badge holders. It provided information on general home preparedness, office preparedness, LAWA emergency notifications, and featured demonstrations from Airport Police and LAFD.

LAWA Emergency Management and Airport Operations also conduct annual exercises to address a hypothetical aircraft disaster at LAX. Participants include the LAFD, the FAA, Federal Bureau of Investigation (FBI), Customs and Border Protection, various air carrier representatives, and divisional staff and executives from LAWA.

In 2020, LAWA's Emergency Management Division responded to the COVID-19 pandemic by acting as the primary conduit for information sharing on protocols and policies implemented because of COVID-19. LAWA, in collaboration with its partners, also created and implemented an Infectious Disease Response Plan, published in January 2021.

LAWA's Emergency Management program is robust and engaged with the community. This collaboration will continue well past the expiration of the CBA.



Photo Credit: LAWA

Los Angeles city firefighters in 2019 AirEx disaster drill at LAX



Photo Credit: LAWA

Former LAX Air Traffic Control Tower (1961)

For the past 15 years, LAWA and the LAX Coalition have worked collaboratively to implement, monitor, and report on CBA provisions from inception through the expiration of the CBA. Throughout the term of the CBA, LAWA and the Coalition met regularly and worked together to resolve implementation issues, provide feedback, and exchange information. As this final Highlights report shows, there were many innovative and successful programs, some of which were “firsts” for a U.S. airport. These CBA-based programs have not only benefited LAWA, but have benefited the residents and workers in the communities surrounding LAX and the region as well. As a result, LAWA has incorporated many of these programs into its regular operations.



Photo Credit: LAWA

Iconic LAX Theme Building's 1961 space age design is an example of "Googie" architecture



Photo Credit: Lawrence Anderson



HIGHLIGHTS

LAX COMMUNITY
BENEFITS
AGREEMENT