

Welcome



PUBLIC WORKSHOP

LAX Landside Access Modernization Program
Draft Environmental Assessment
and Draft General Conformity Determination

Tuesday, September 19, 2017

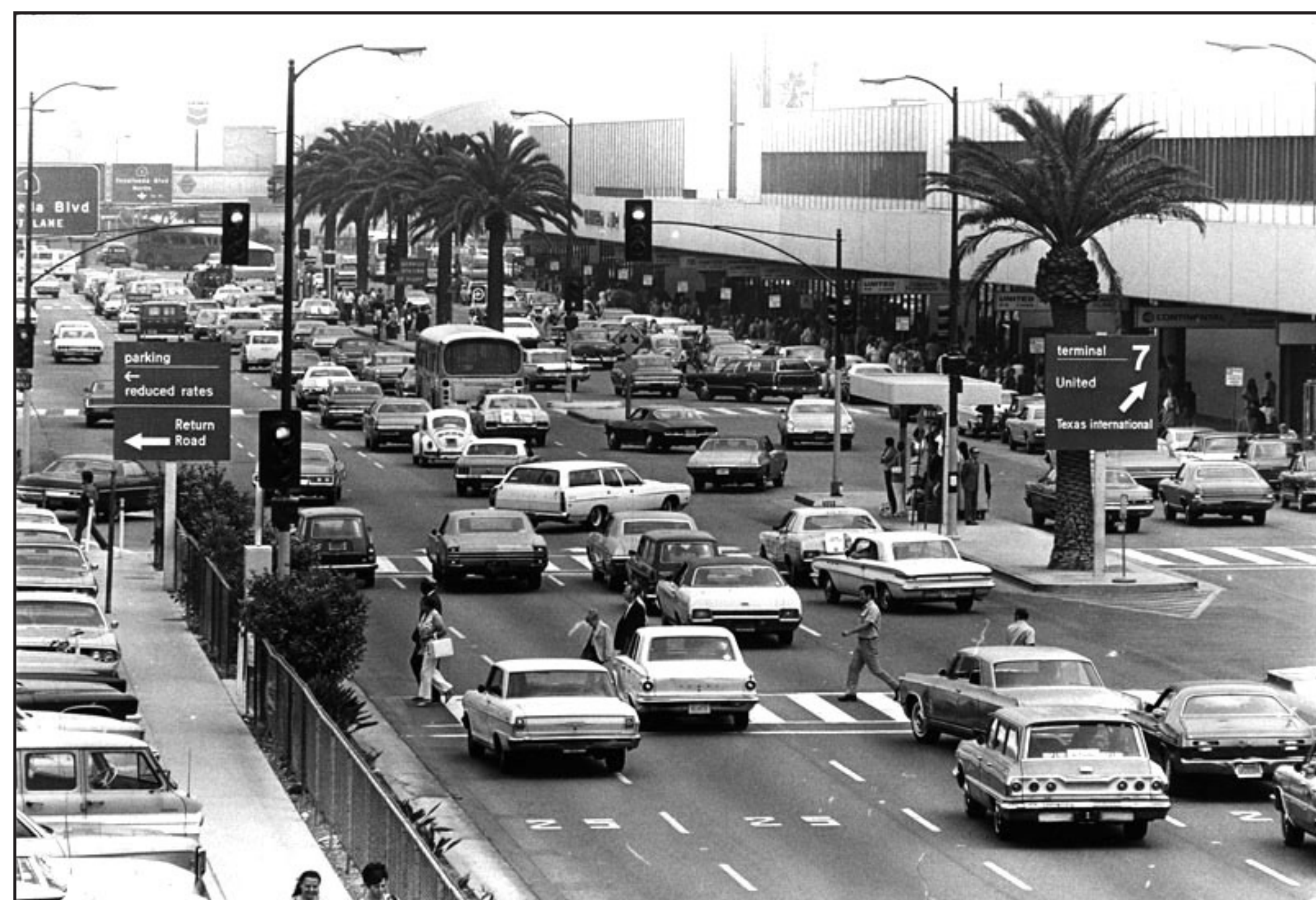
5:00 p.m. to 8:00 p.m.

Flight Path Learning Center Museum

6661 W. Imperial Highway

Los Angeles, CA 90045

Los Angeles International Airport (LAX)



LAX – 1960's



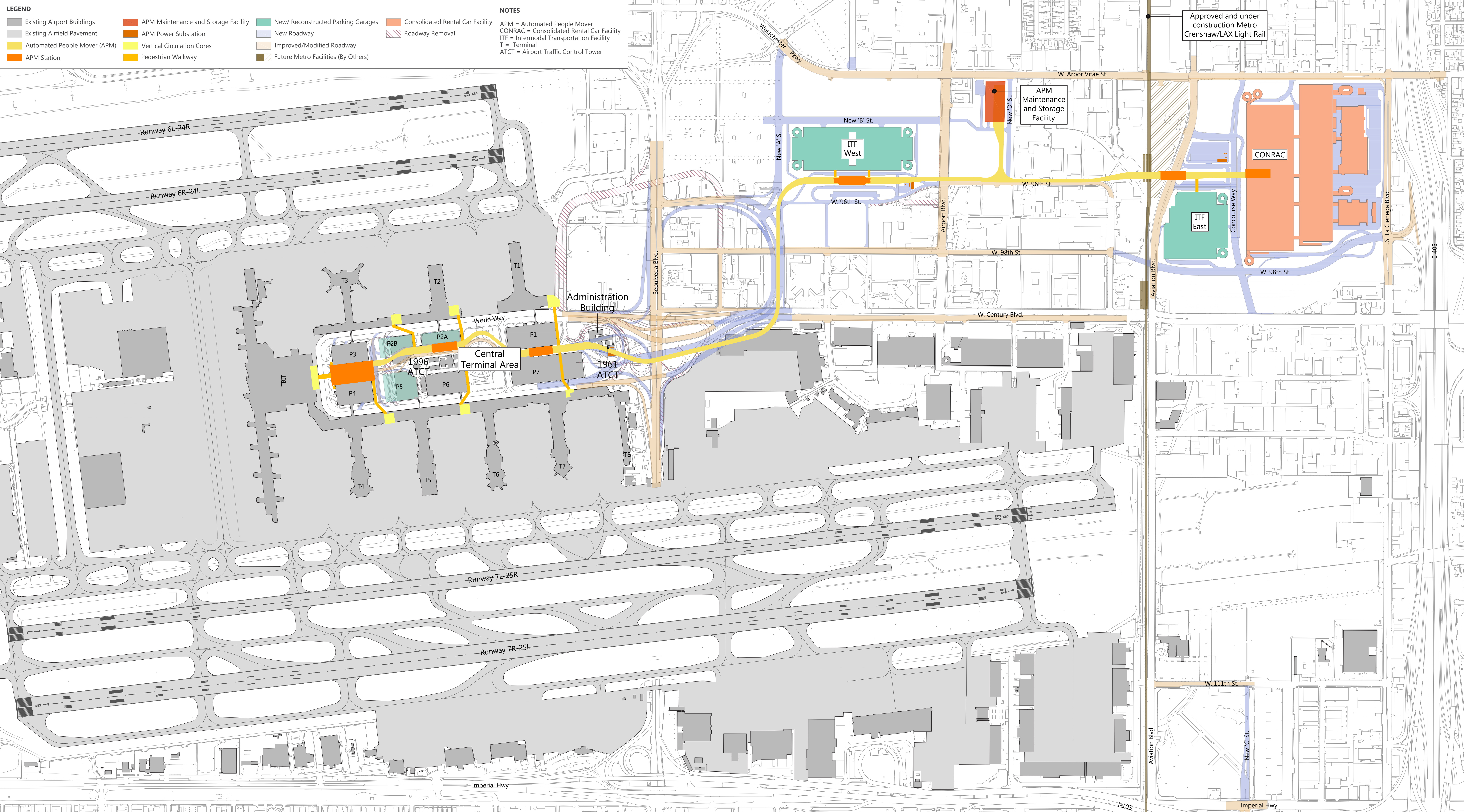
LAX – Today



LAX – Today

- LAX is the largest commercial service airport in Southern California
- 2nd busiest airport in the United States with approximately 80.9 million passengers in 2016
- One of the world's busiest origin and destination airports
- Over 6,000 vehicles an hour enter LAX during peak periods

Project Overview



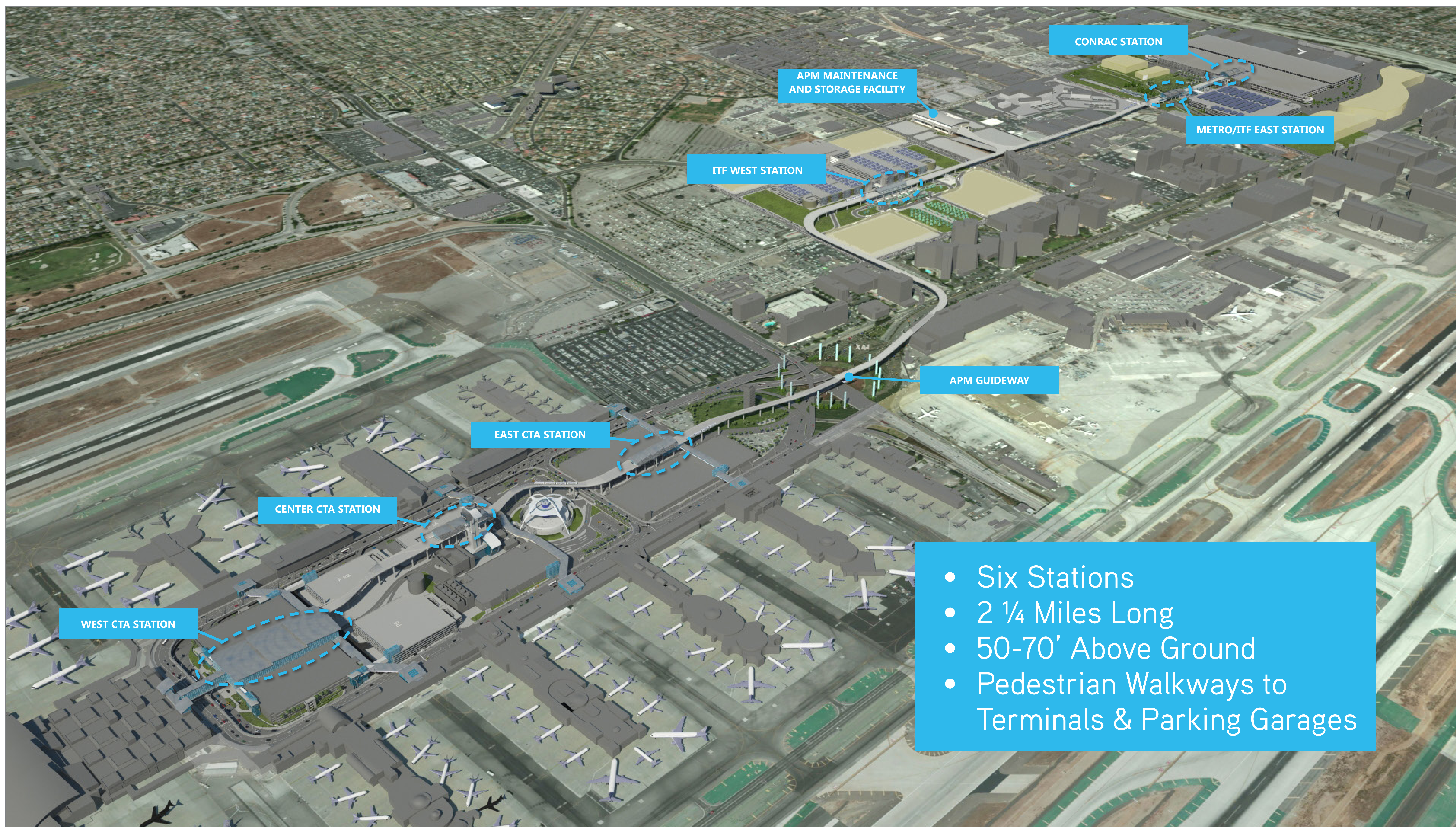
- LEGEND**
- Existing Airport Buildings
 - Existing Airfield Pavement
 - Automated People Mover (APM)
 - APM Station
 - New/ Reconstructed Parking Garages
 - New Roadway
 - Improved/Modified Roadway
 - Future Metro Facilities (By Others)
 - APM Maintenance and Storage Facility
 - APM Power Substation
 - Vertical Circulation Cores
 - Pedestrian Walkway
 - Consolidated Rental Car Facility
 - Roadway Removal

NOTES

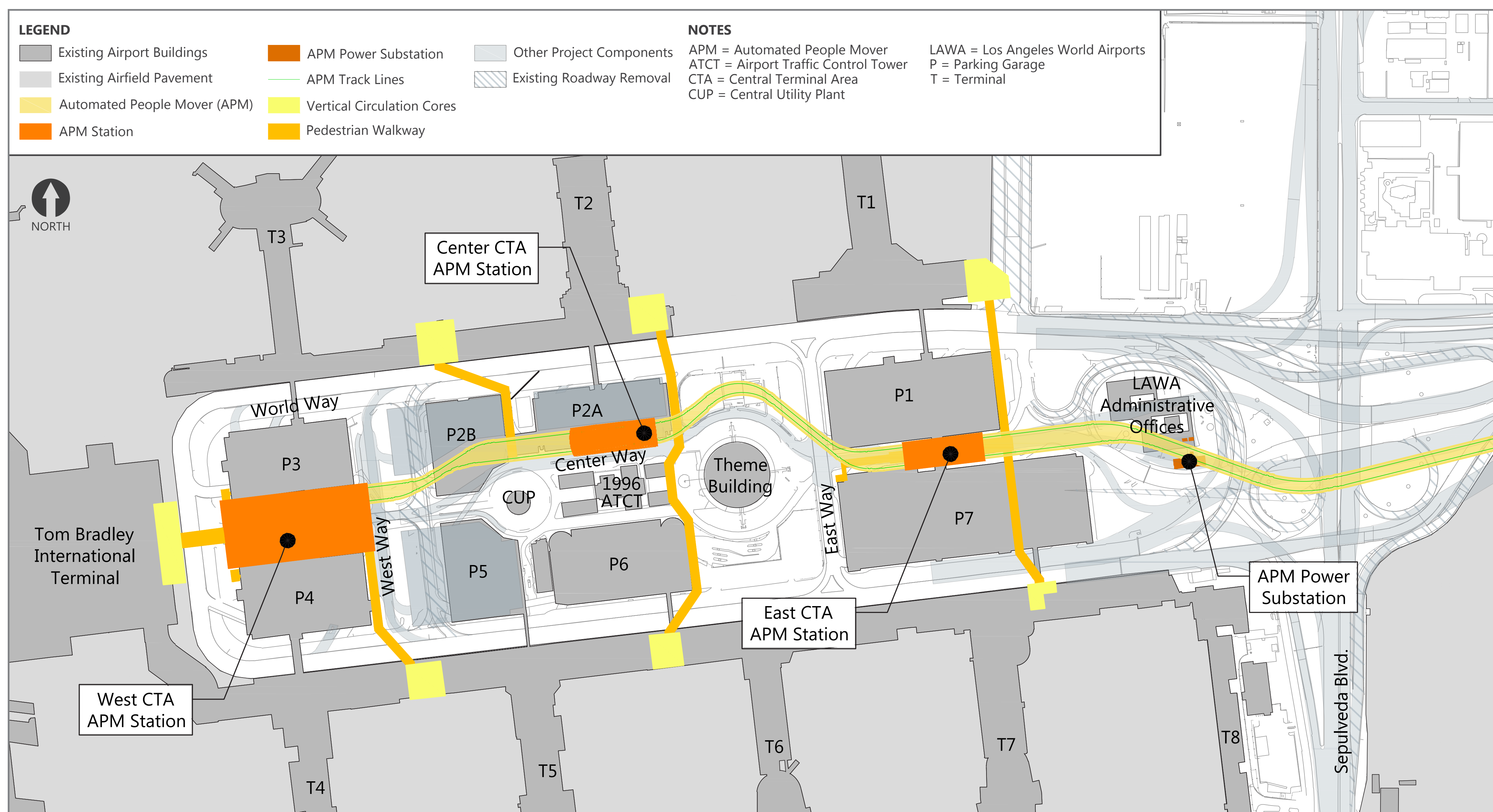
APM = Automated People Mover
 CONRAC = Consolidated Rental Car Facility
 ITF = Intermodal Transportation Facility
 T = Terminal
 ATCT = Airport Traffic Control Tower

Approved and under construction Metro Crenshaw/LAX Light Rail

Automated People Mover (APM)

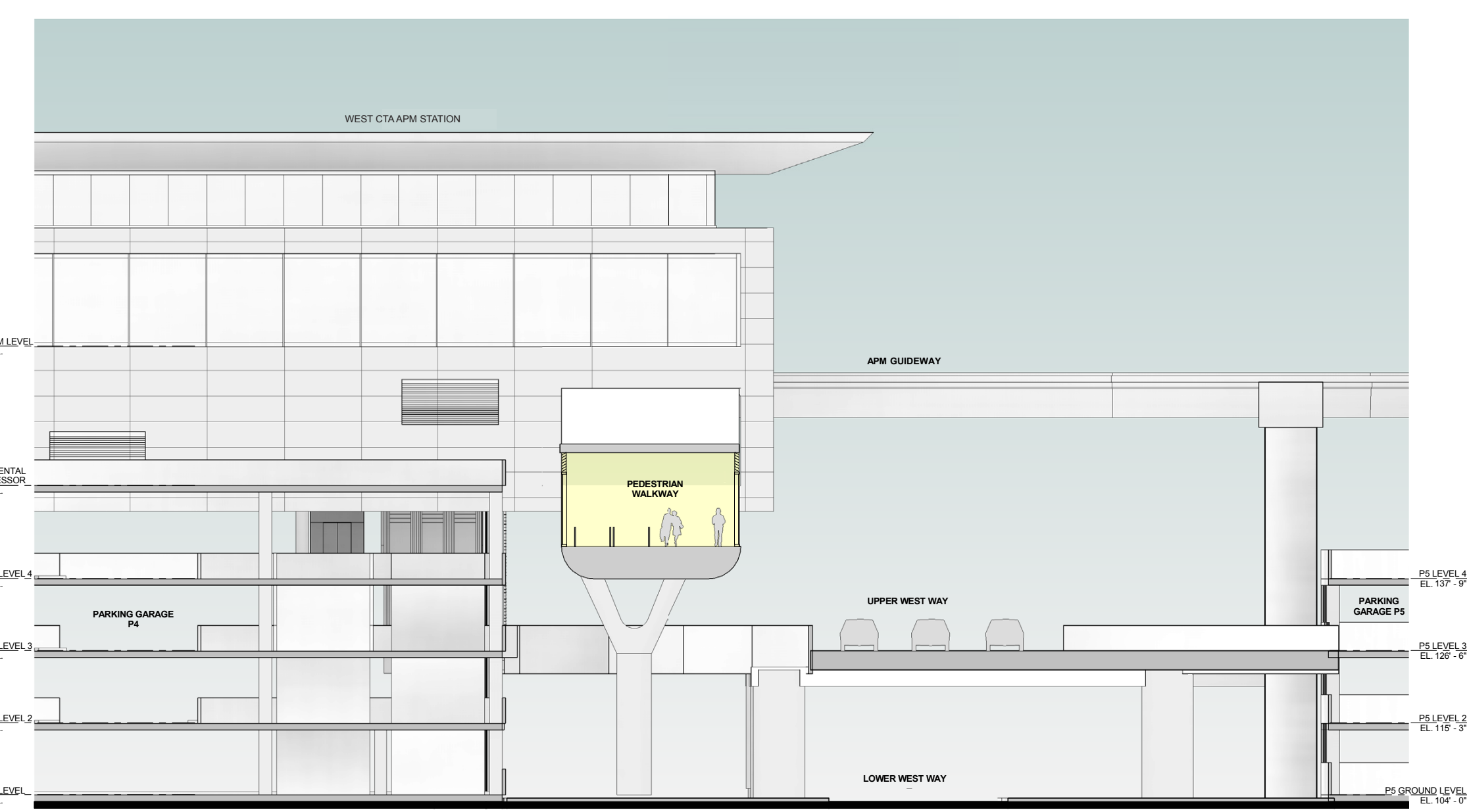


Central Terminal Area

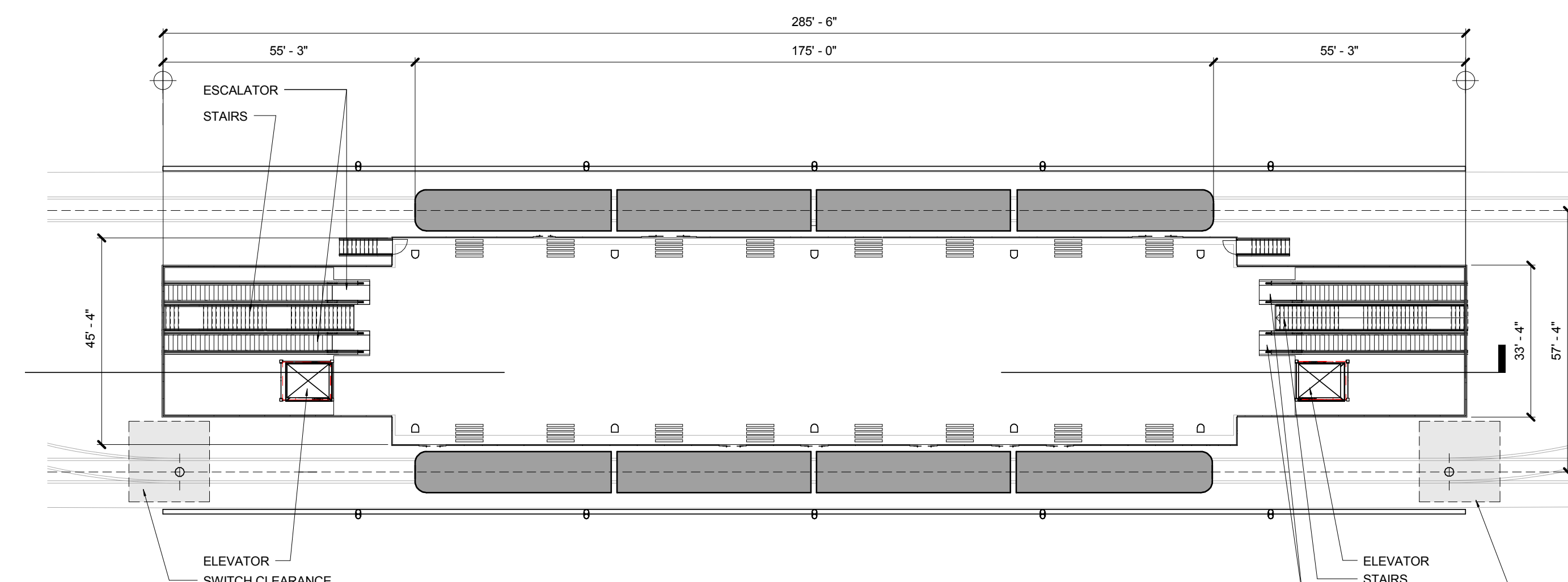
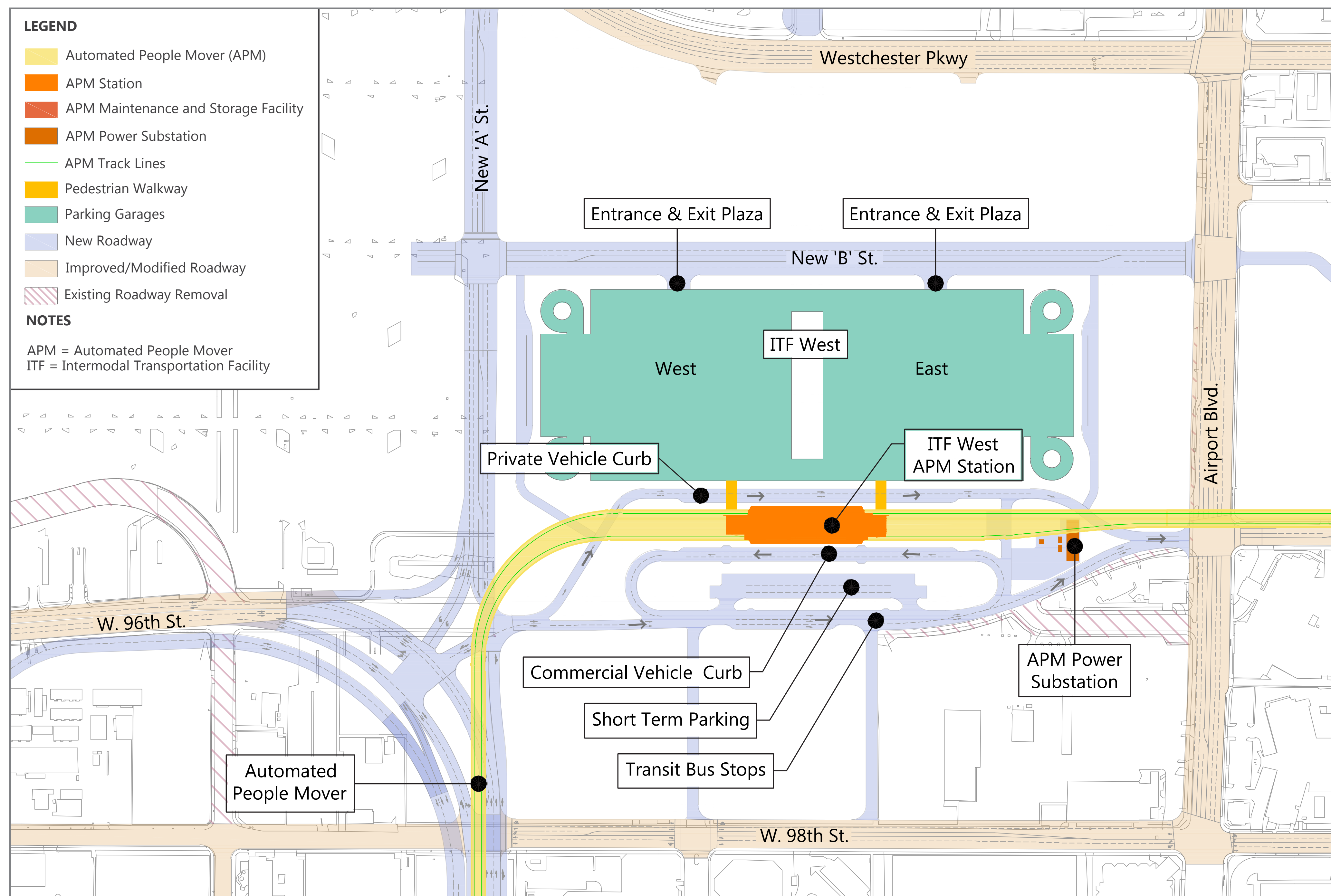


Three stations serving all terminals with pedestrian walkways:

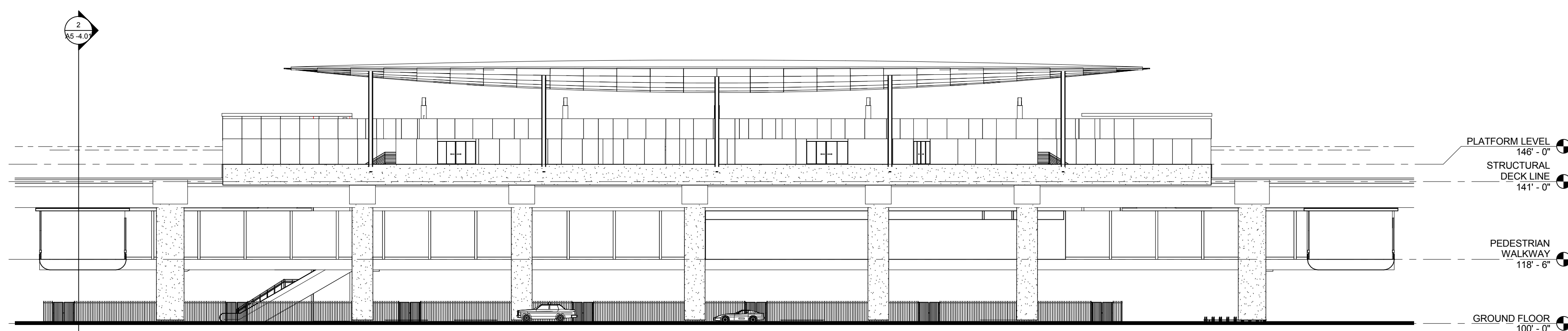
- West CTA APM Station – TBIT, T4, T5
- Center CTA APM Station – T2, T3, T6
- East CTA APM Station – T1, T7, T8
- Approximately 70 feet above grade



Intermodal Transportation Facility West



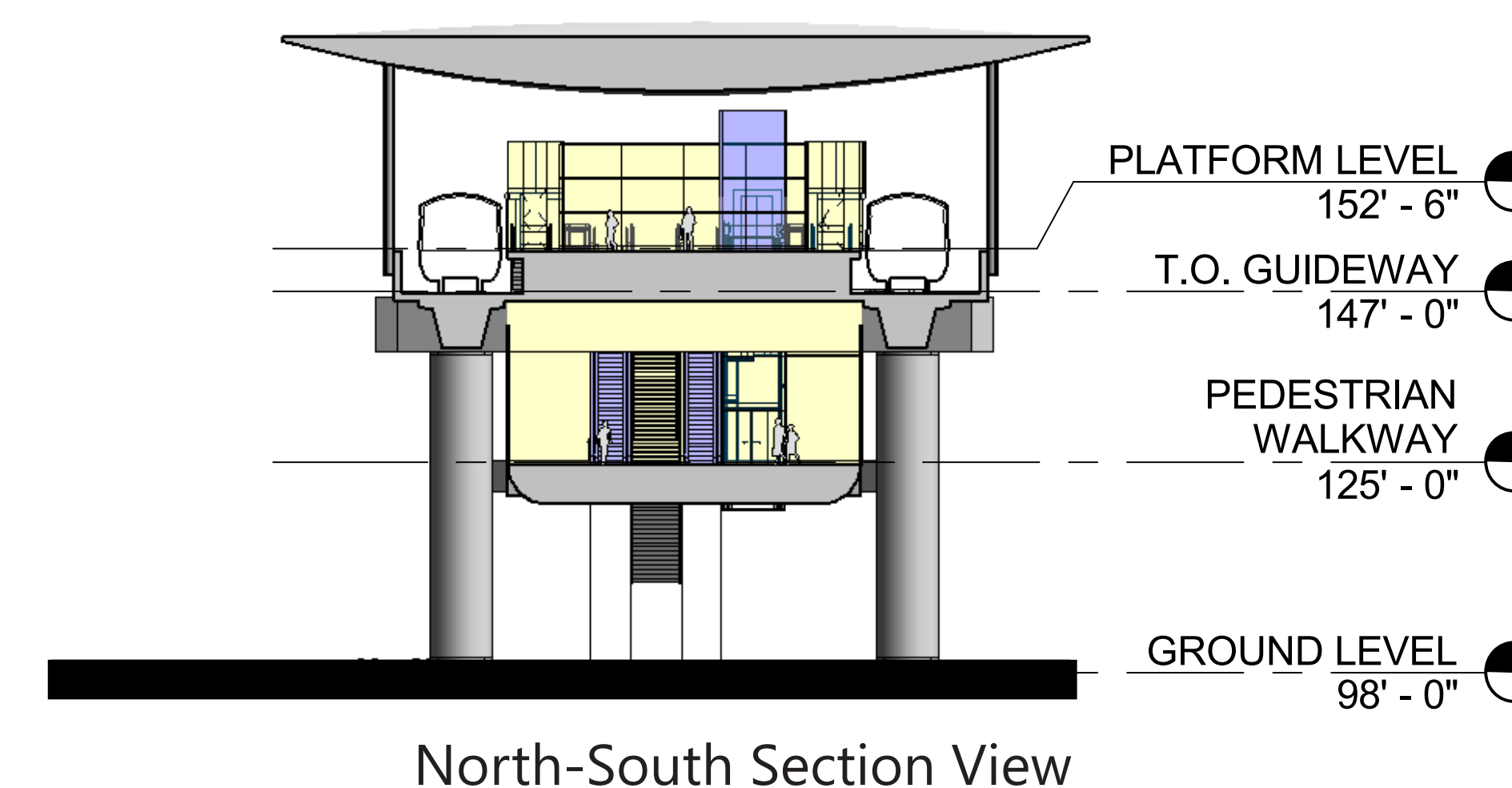
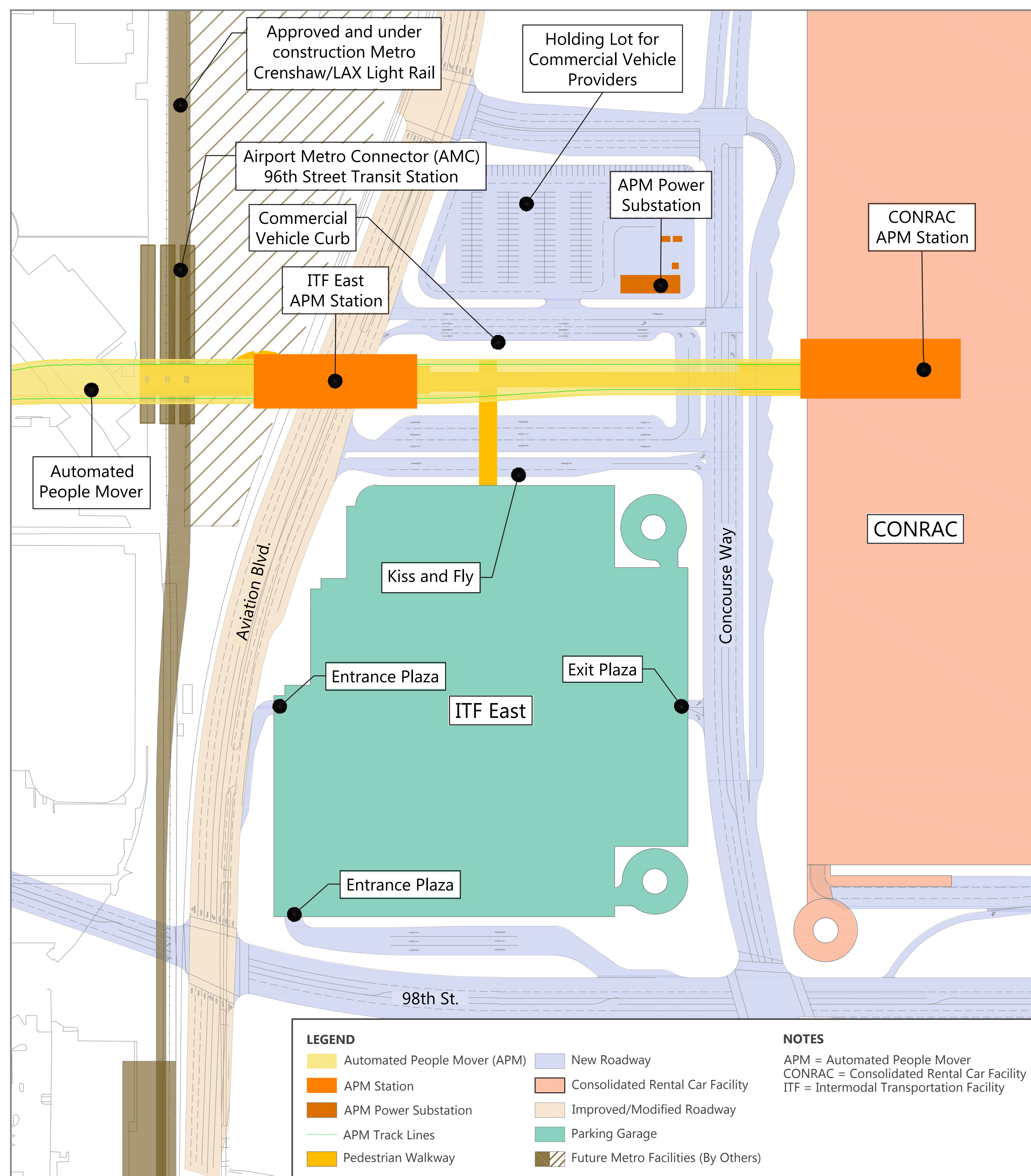
Platform Level Floor Plan



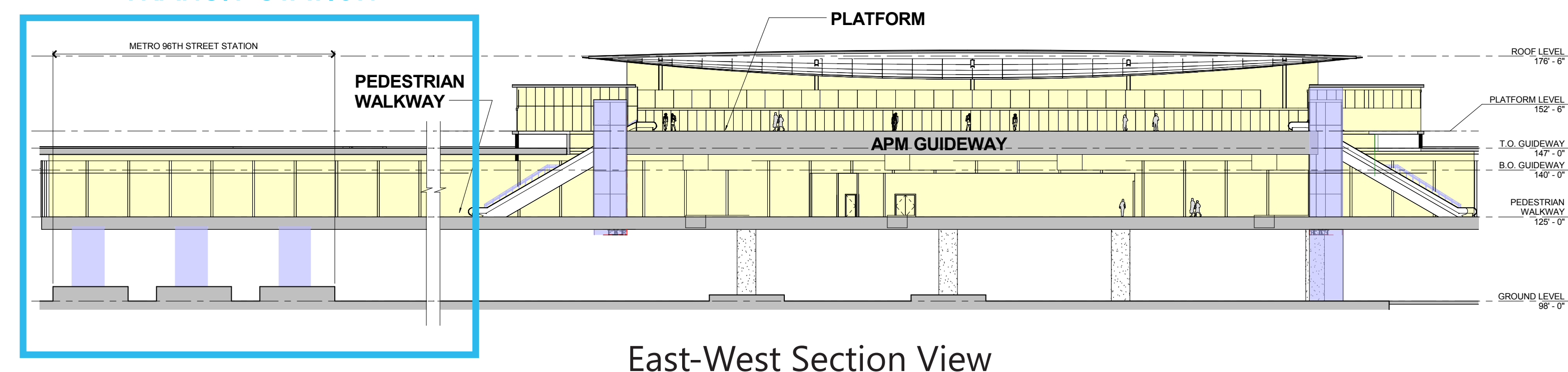
North View

- ITF West APM Station
- Parking Garage with up to 8,000 spaces
- Commercial vehicle curb

Intermodal Transportation Facility East

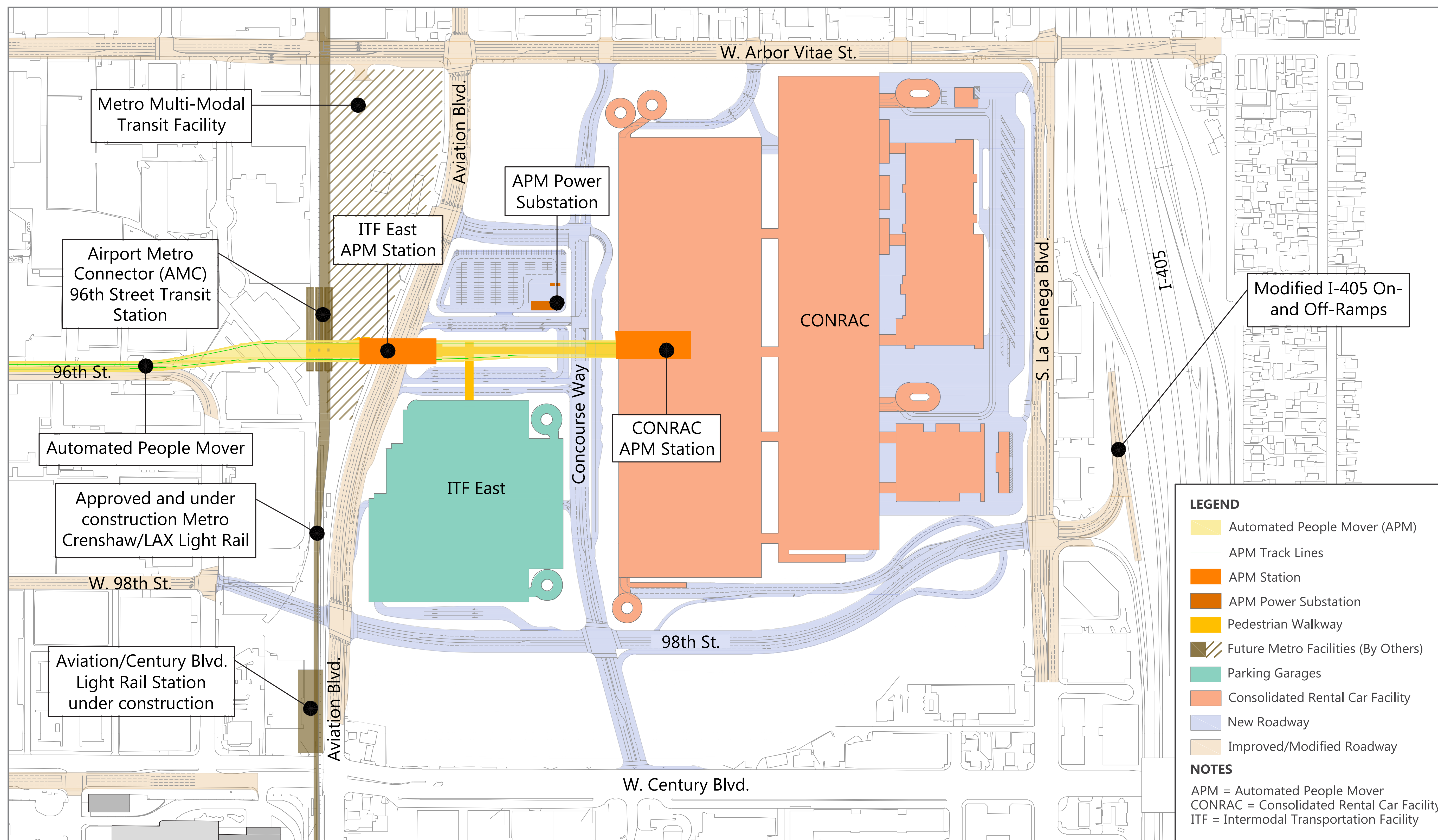


PROPOSED AMC 96TH STREET TRANSIT STATION

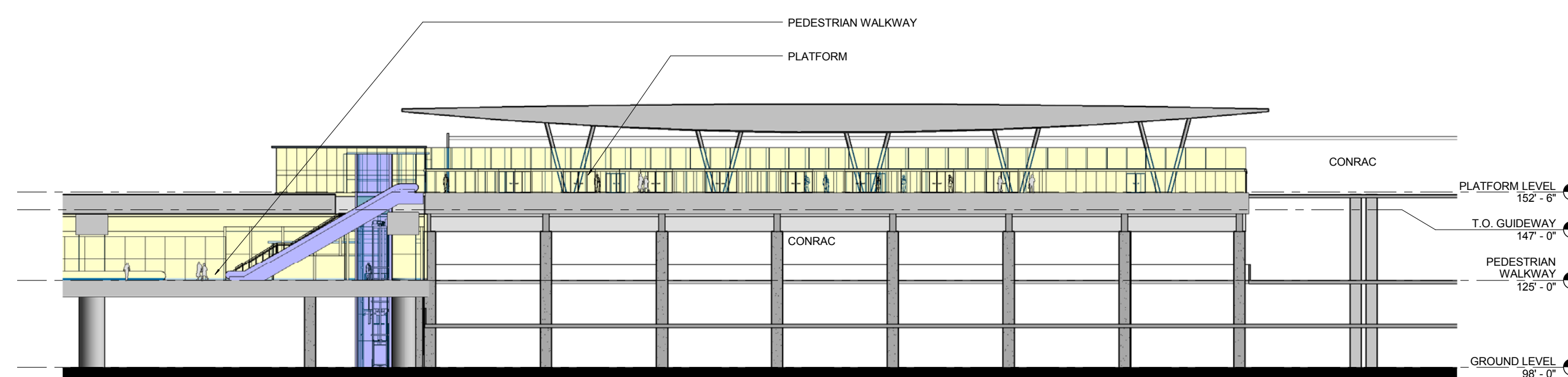


- ITF East APM Station
- Connection to Metro AMC 96th Street Transit Station
- Parking Garage with up to 8,000 spaces
- Commercial vehicle curb

Consolidated Rental Car Facility (CONRAC)



- CONRAC APM Station
- Customer Service Building
- Rental Car Ready/Return Parking Area
- Quick Turnaround Area (QTA)
- QTA Support Facilities
- Idle Storage
- Bus Plaza
- Eliminate over 3,200 shuttle trips a day

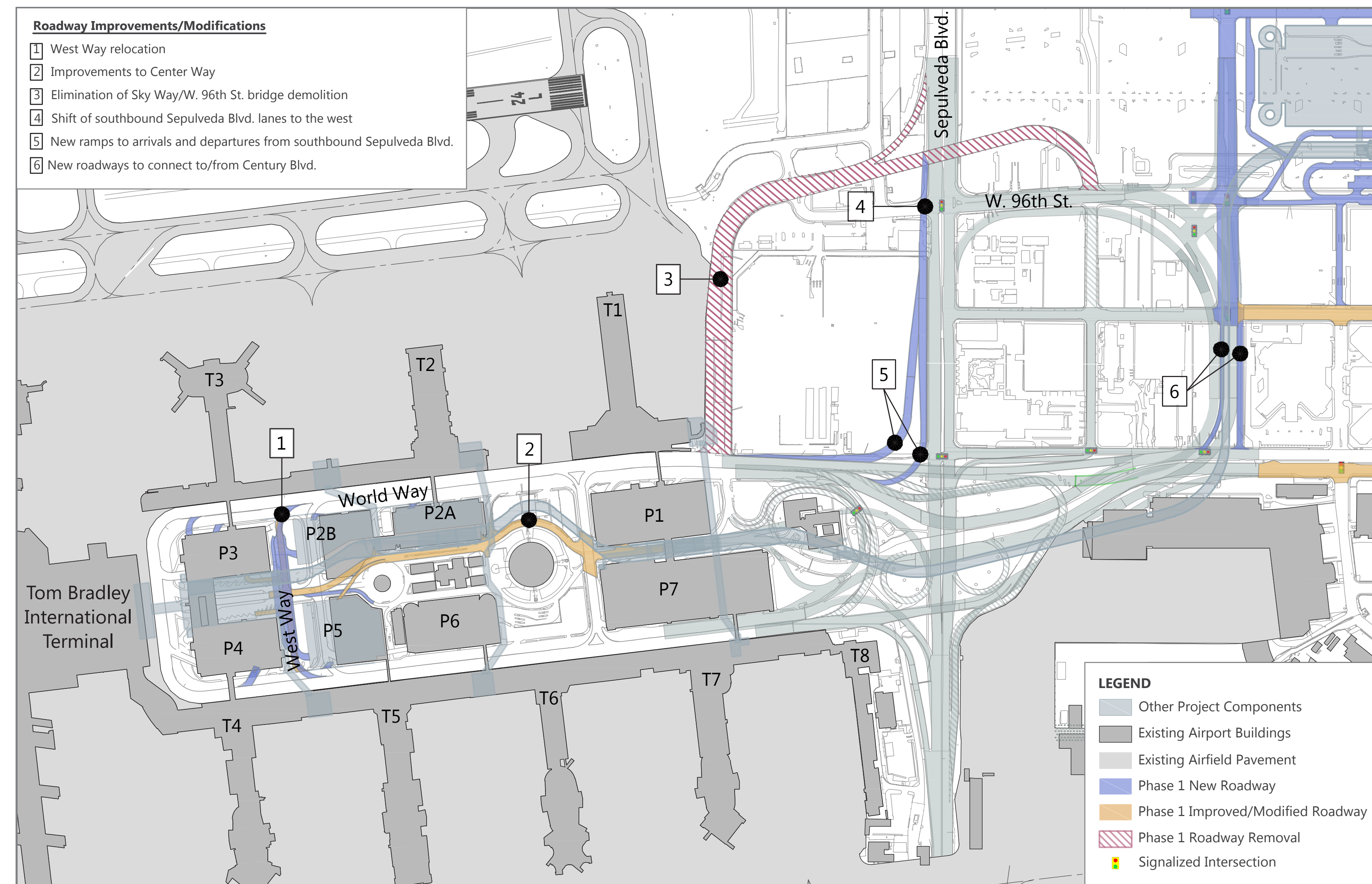


East-West Section View

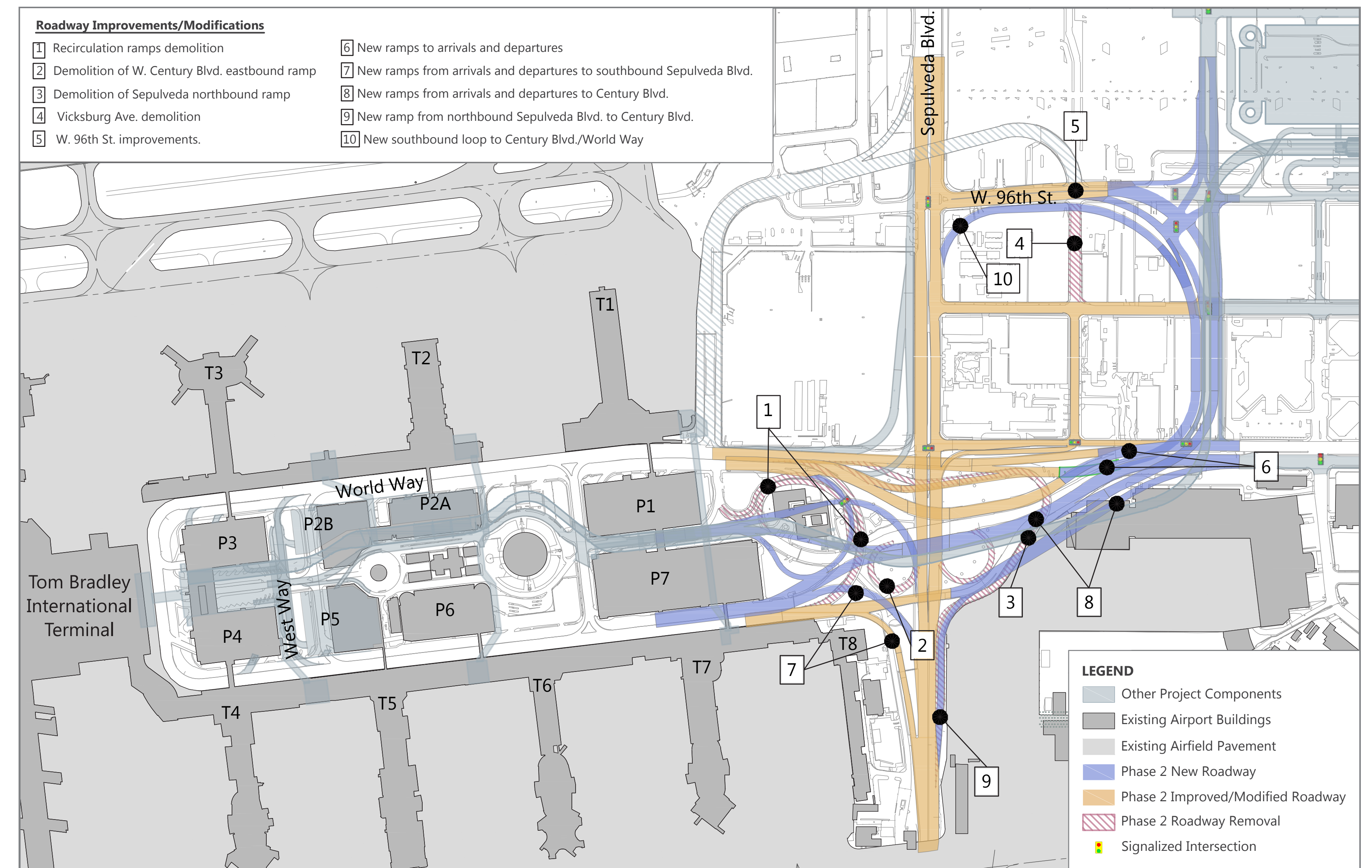
Roadway Improvements: Central Terminal Area



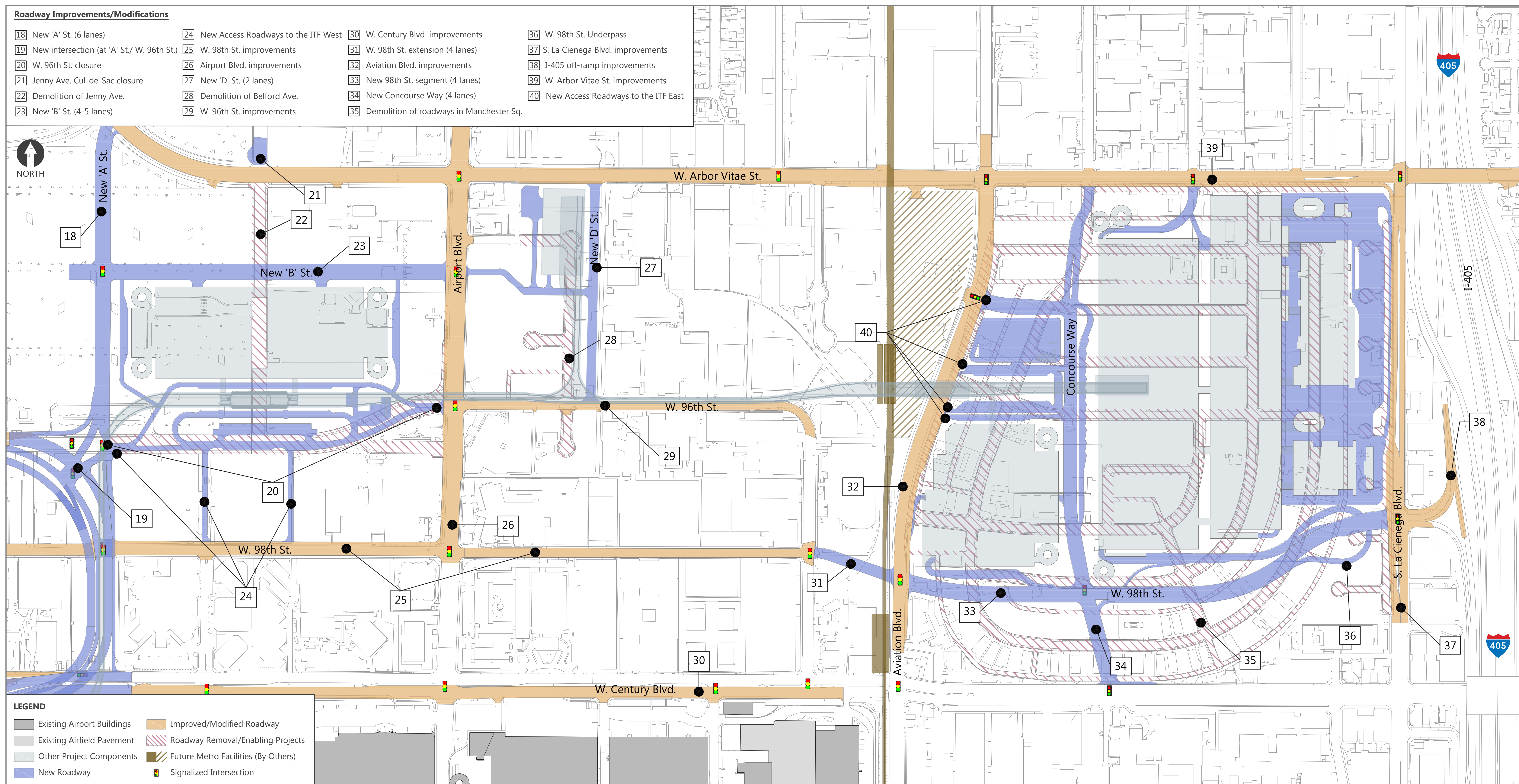
Phase 1



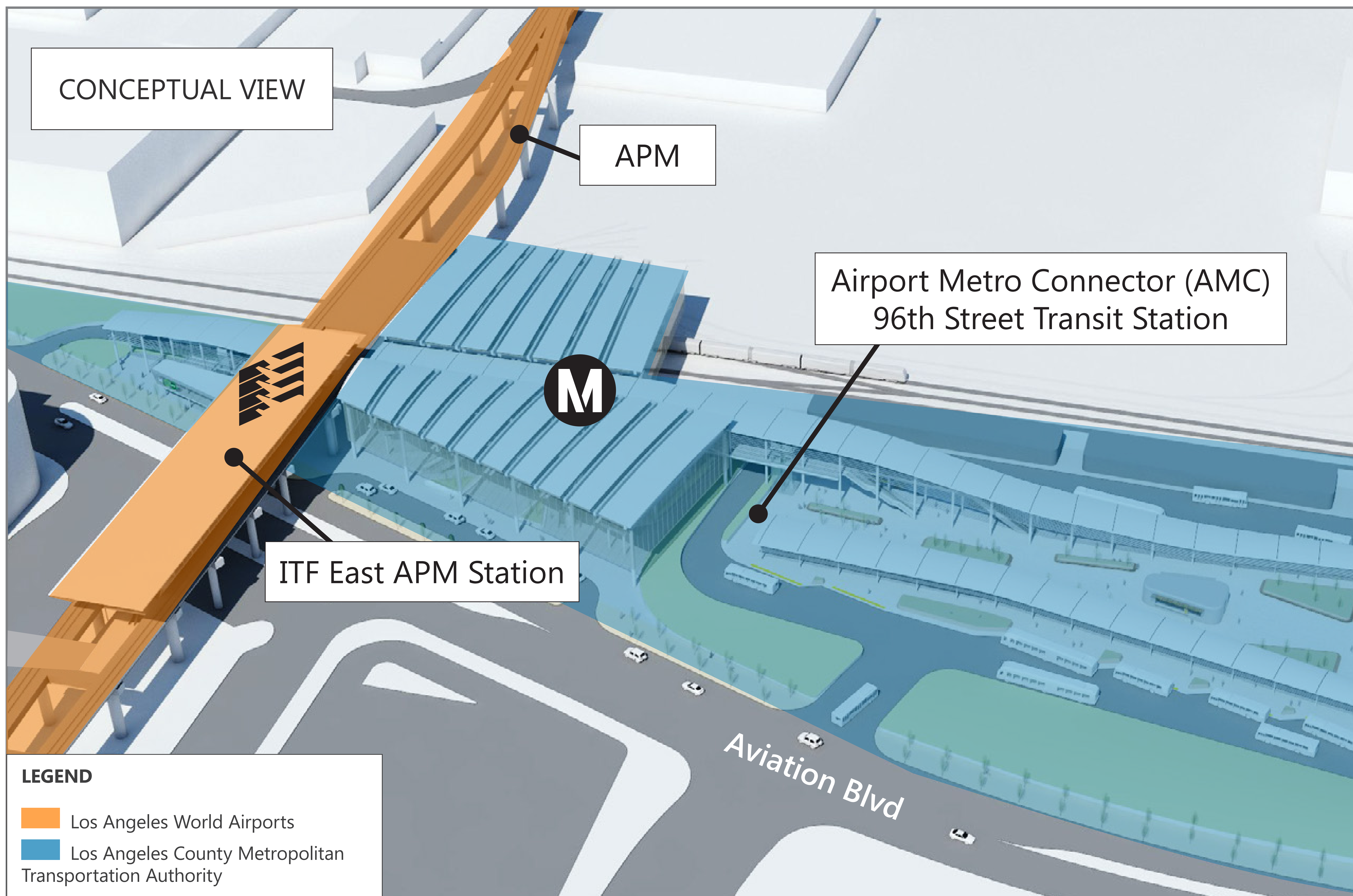
Phase 2



Roadway Improvements: East of Central Terminal Area



AMC 96th Street Transit Station/ITF East Connection



Enabling Projects



Facilities to be Removed

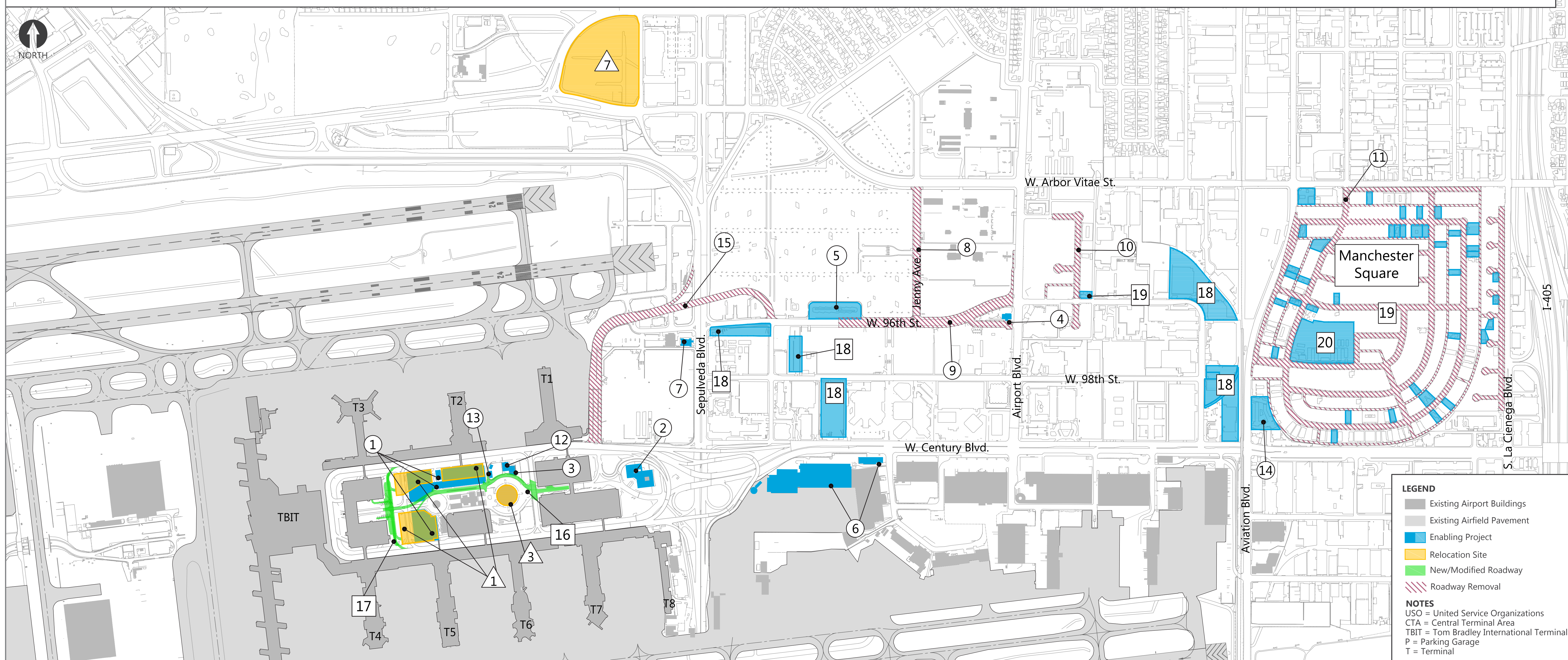
- | | | |
|--|--|--|
| ① Parking garages P2A, P2B, and P5 | ⑥ Hangar Complex | ⑪ Manchester Square secondary roadways |
| ② Clifton Moore Administration Building (Admin East) | ⑦ Reliant Medical Center | ⑫ Drug Enforcement Administration Building |
| ③ Bob Hope Hollywood USO | ⑧ Jenny Ave. | ⑬ Operations Trailers |
| ④ Restaurant building | ⑨ 96th Street between Vicksburg Ave. and Airport Blvd. | ⑭ Travelodge |
| ⑤ LAX City Bus Center | ⑩ Belford Area secondary roadways | ⑮ SkyWay / 96th Street Bridge |

Facility Relocation Sites

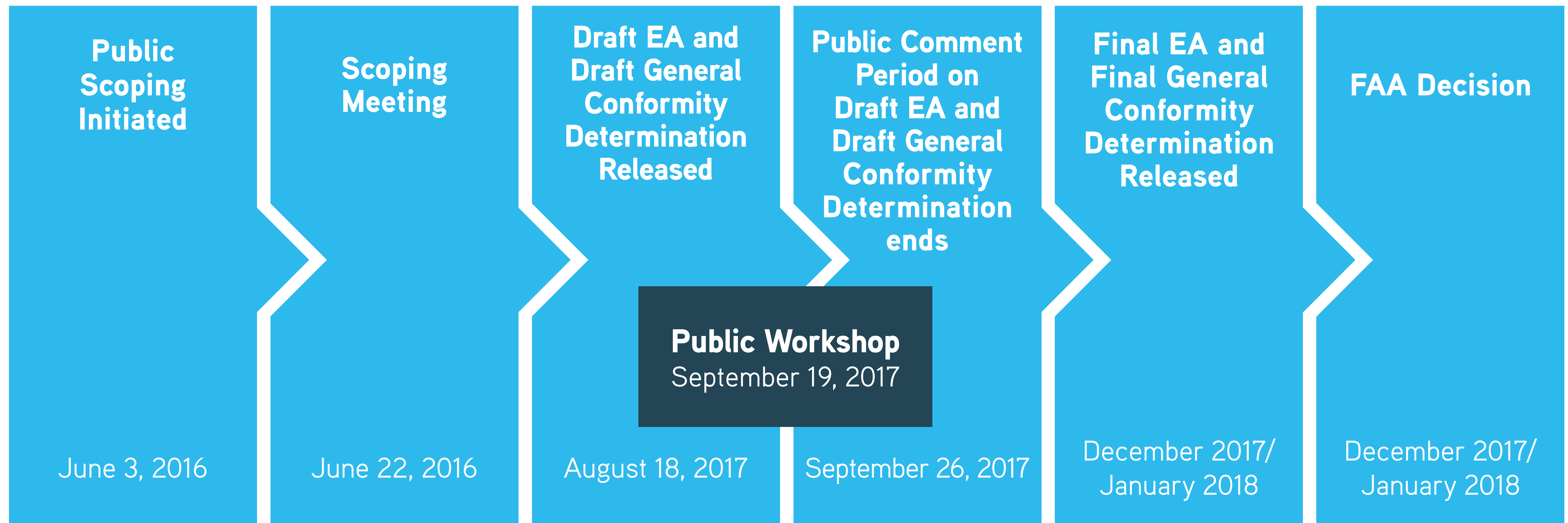
- ① Replacement garages in CTA
- ③ Bob Hope Hollywood USO (multiple potential locations)
- ⑦ Reliant Medical Center (potential)

Other Enabling Projects

- ⑬ Improvements to portions of Center Way within the CTA
- ⑭ West Way Relocation
- ⑮ Land acquisition
- ⑯ Completion of the Manchester Square acquisition program
- ⑰ Stella Middle Charter Academy and Bright Star Secondary Charter Academy



Environmental Process (NEPA)



A separate California Environmental Quality Act (CEQA) process was conducted by the Los Angeles World Airports (LAWA).

- Draft EIR – released September 15, 2016
- Final EIR – certified March 2, 2017

Purpose and Need



PURPOSE OF THE PROPOSED ACTION:

- Improve access options and the landside travel experience for passengers
- Enhance efficiency and alleviate delays on and congestion of on-Airport and surrounding roadways
- Shift the location of a portion of traffic from the Central Terminal Area (CTA) to locations outside the CTA and off the surrounding street network
- Provide a direct connection to the Metro rail and transit system
- Improve connectivity and mobility for airport passengers, visitors, and employees between the regional ground transportation system and LAX

PROPOSED ACTION IS NEEDED TO:

- Reduce vehicle travel times and distance and provide traffic congestion relief;
- Reduce traffic congestion and provide additional parking during peak periods;
- Reduce vehicle congestion and conflicts within the CTA and surrounding streets;
- Provide improved transit connectivity; and
- Provide a consolidated rental car facility to reduce crowded and uncomfortable passenger conditions on the terminal curbside by removing the rental car shuttles from the CTA.

Alternatives

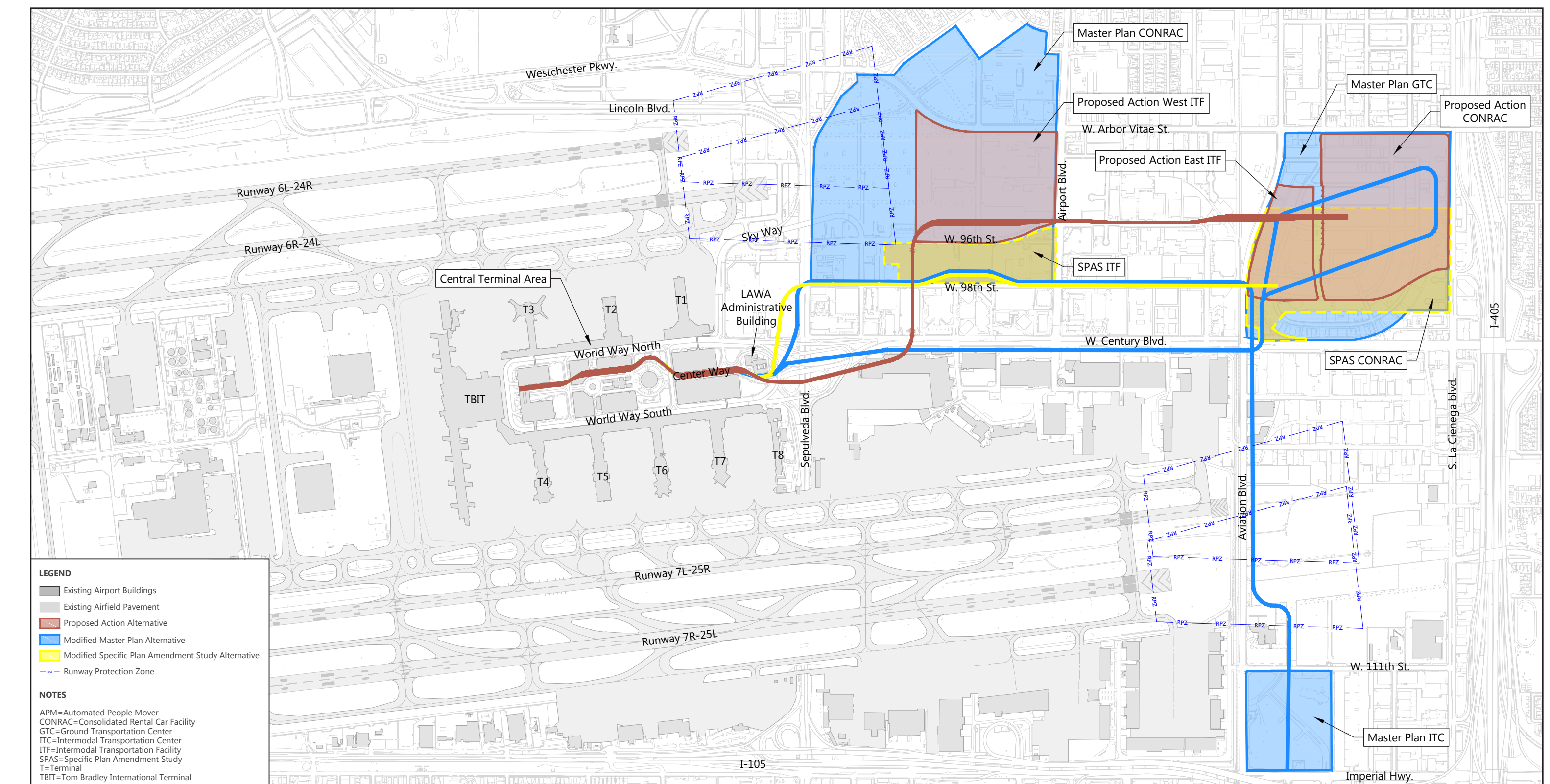


BUILD ALTERNATIVES			
	Modified Master Plan Alternative	Modified SPAS Alternative	Proposed Action Alternative
Automated People Mover			
Alignment within the CTA	ALL BUILD ALTERNATIVES: <ul style="list-style-type: none"> • Elevated alignment down Center Way • Three stations through CTA 		
Alignment outside the CTA	TWO SEPARATE APM ALIGNMENTS: <ul style="list-style-type: none"> • One route connecting ITC & CONRAC to CTA via W. 98th Street and Aviation Boulevard • One route connecting the GTC to the CTA via an alignment along the south side of W. Century Boulevard 	Single APM alignment connecting CTA to CONRAC & ITF via W. 98th Street	Single APM alignment connecting CONRAC, ITFs to CTA via W. 96th Street
Intermodal Transportation Facilities			
Location(s)	Manchester Square Imperial Highway and Aviation Boulevard	Between W. 96th and W. 98th Streets, between Vicksburg Avenue and Airport Boulevard	Manchester Square The area bound by W. 98th Street to the south, Airport Boulevard to the east, Westchester Parkway to the north, and Parking Lot C parking lot to the west
Size	164 Acres	14 Acres	55 Acres
Parking Spaces	N/A	4,900	16,300
Consolidated Rental Car Facility			
Location	Existing Parking Lot C	Manchester Square	Manchester Square
Size	181 Acres	63 Acres	69 Acres
Parking Spaces ^{1/}	26,100 ^{1/}	17,800	19,522

Note: 1/ Reflects A Minimum Number Of Spaces.

NO BUILD ALTERNATIVES
No Action Alternative
Use of Alternative Modes of Transportation
Use of Other Public Airports
Transportation Demand Management

Comparison of Build Alternatives



Screening analysis performed as part of the Draft EA determined that only the Proposed Action Alternative meets the purpose and need.

Air Quality & General Conformity



The Clean Air Act requires federal agencies to demonstrate that actions conform to the applicable State Implementation Plan (SIP) before they can approve that action.

General Conformity:

- Applies to any criteria pollutants for which an area is in nonattainment or maintenance status.
- FAA is required to determine if a project “conforms” to the current SIP by ensuring that the action does not:
 - cause or contribute to any new violation of any national ambient air quality standard (NAAQS);
 - increase the frequency or severity of any existing violations of any NAAQS; or
 - delay the timely attainment of any NAAQS or any required interim emission reductions or other milestones.
- A General Conformity Determination (GCD) is required if emissions are above applicable thresholds.
- An emissions inventory for all project-related direct and indirect emissions are compared with applicable thresholds.

APPLICABLE THRESHOLDS

CRITERIA POLLUTANT	ATTAINMENT STATUS (SEVERITY) ^{1/}	POLLUTANT(S)	DE MINIMIS THRESHOLD (TONS PER YEAR)
Carbon Monoxide (CO)	Attainment - Maintenance	CO	100
Fine Particulate Matter (PM _{2.5})	Nonattainment - Serious ^{2/}	PM _{2.5}	70
Lead (Pb)	Nonattainment	Pb	25
Nitrogen Dioxide (NO ₂)	Attainment - Maintenance	NO ₂	100
Ozone (O ₃)	Non-attainment - Extreme ^{3/}	NOX	10
		VOC	10
Respirable Particulate Matter (PM ₁₀)	Attainment - Maintenance	PM ₁₀	100

Notes:

1/ Status as of June 17, 2016.

2/ Classified as moderate nonattainment for 2012 NAAQS and serious nonattainment for 2006 NAAQS. Thus, for conformity purposes the serious nonattainment de minimis threshold will be used.

3/ The South Coast Air Basin had not attained the 1-hour O₃ standard by the time it was replaced with the 1997 8-hour O₃ standard. Therefore, the State Implementation Plan for the South Coast must still contain demonstrations that the 1-hour O₃ standard will be attained.

General Conformity Analysis



PROPOSED ACTION CONSTRUCTION EMISSIONS

Construction emissions for the Proposed Action Alternative exceed thresholds for NO_x for the LA region

Construction year	ESTIMATED ANNUAL EMISSIONS OF CRITERIA POLLUTANTS (TONS/YEAR)				
	CO	VOC	NO _x	PM ₁₀	PM _{2.5}
Phase 1					
2018	21	5	18	2	1
2019	33	4	36	3	1
2020	29	4	35	3	1
2021	19	2	20	2	1
2022	10	1	11	1	1
2023	8	<1	7	1	<1
2024	3	<1	2	<1	<1
Phase 2					
2025	<1	<1	<1	<1	<1
2026	<1	<1	<1	<1	<1
2027	<1	<1	<1	<1	<1
2028	<1	<1	<1	<1	<1
2029	<1	<1	<1	<1	<1
2030	<1	<1	<1	<1	<1
Peak Annual Emissions	33	5	36	3	1

■ General Conformity Determination required

PROJECT-RELATED OPERATIONAL EMISSIONS

Project-related operational emissions decrease, when compared to the No Action Alternative for the same timeframe.

Pollutant	EMISSIONS (TONS/YEAR)		
	2024	2030	2035
CO	-45	-89	-72
VOC	0	-1	0
NO _x	-2	-3	-1
SO _x	0	0	0
PM ₁₀	-6	-17	-17
PM _{2.5}	-1	-5	-4

Note: Project-related emissions reflect the emissions of the Proposed Action Alternative Project minus the No Action Alternative.

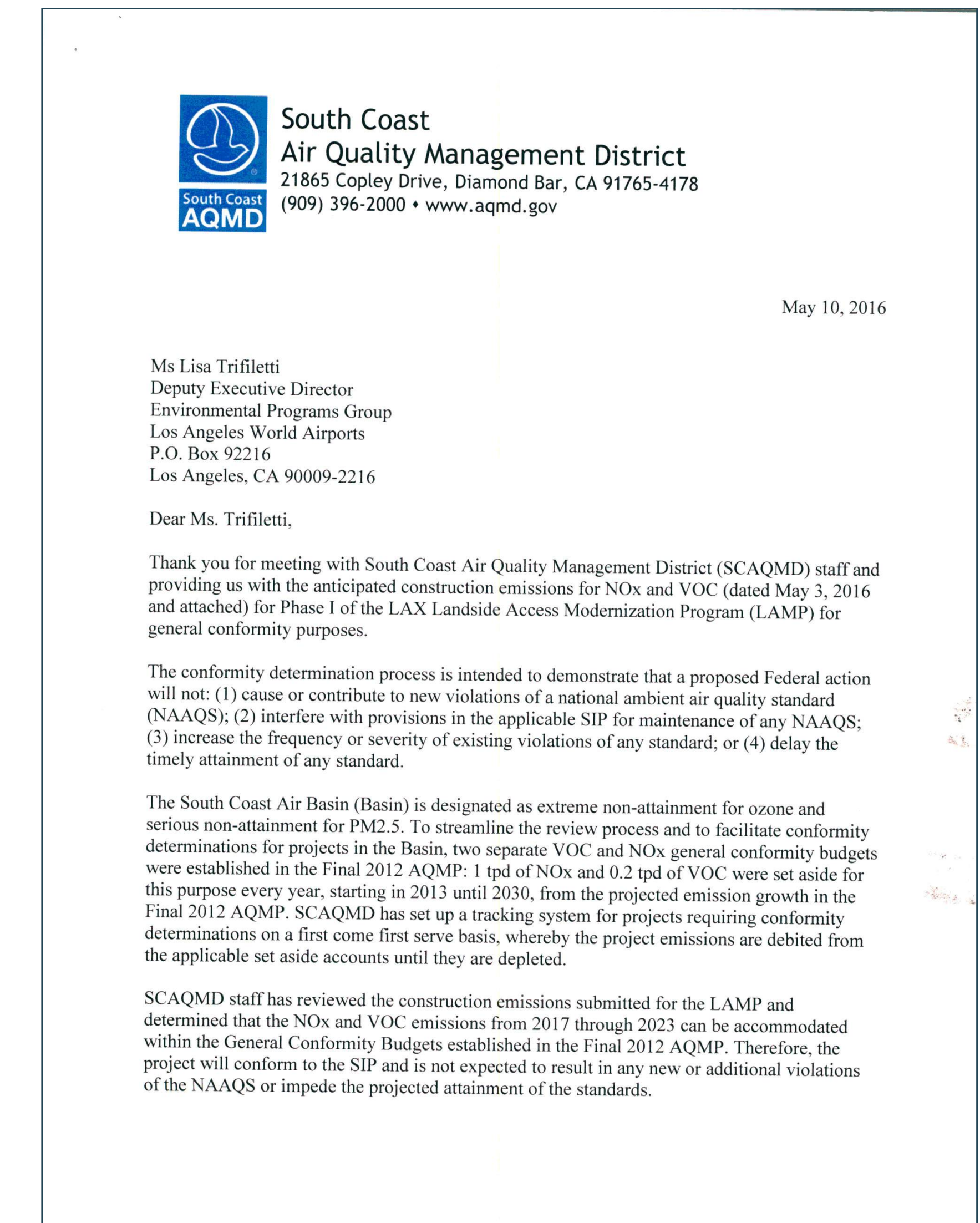
All emissions associated with the Proposed Action Alternative are below the NAAQS thresholds for all modeled years.

General Conformity Determination

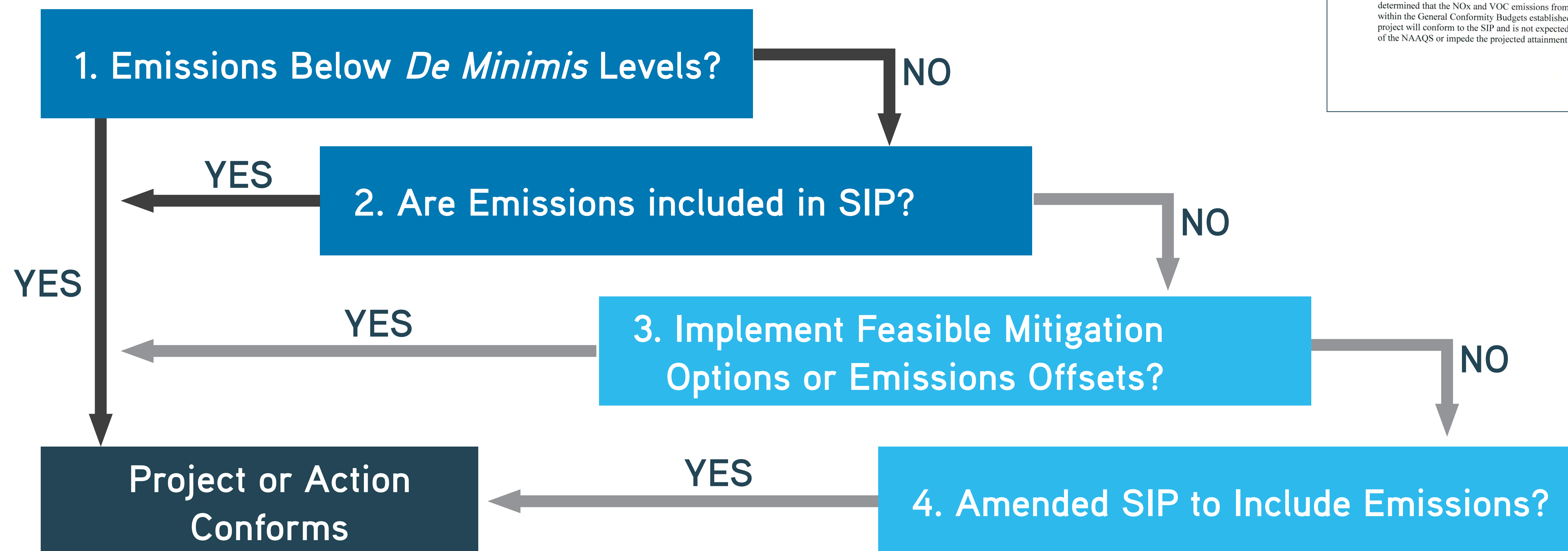


Draft Determination: Emissions from the Proposed Action Alternative conform to the SIP and meet the criteria for conformity under the General Conformity regulations.

- South Coast Air Quality Management District (SCAQMD) determined that emissions are included in the general conformity budget for NO_x in the 2012 Air Quality Management Plan (AQMP)
- 2012 AQMP is current SIP for the LA region.
- 2016 AQMP, adopted by SCAQMD in March 2017, includes the LAX Landside Access Modernization Program construction NO_x emissions.



Pathways to Demonstrate Conformity

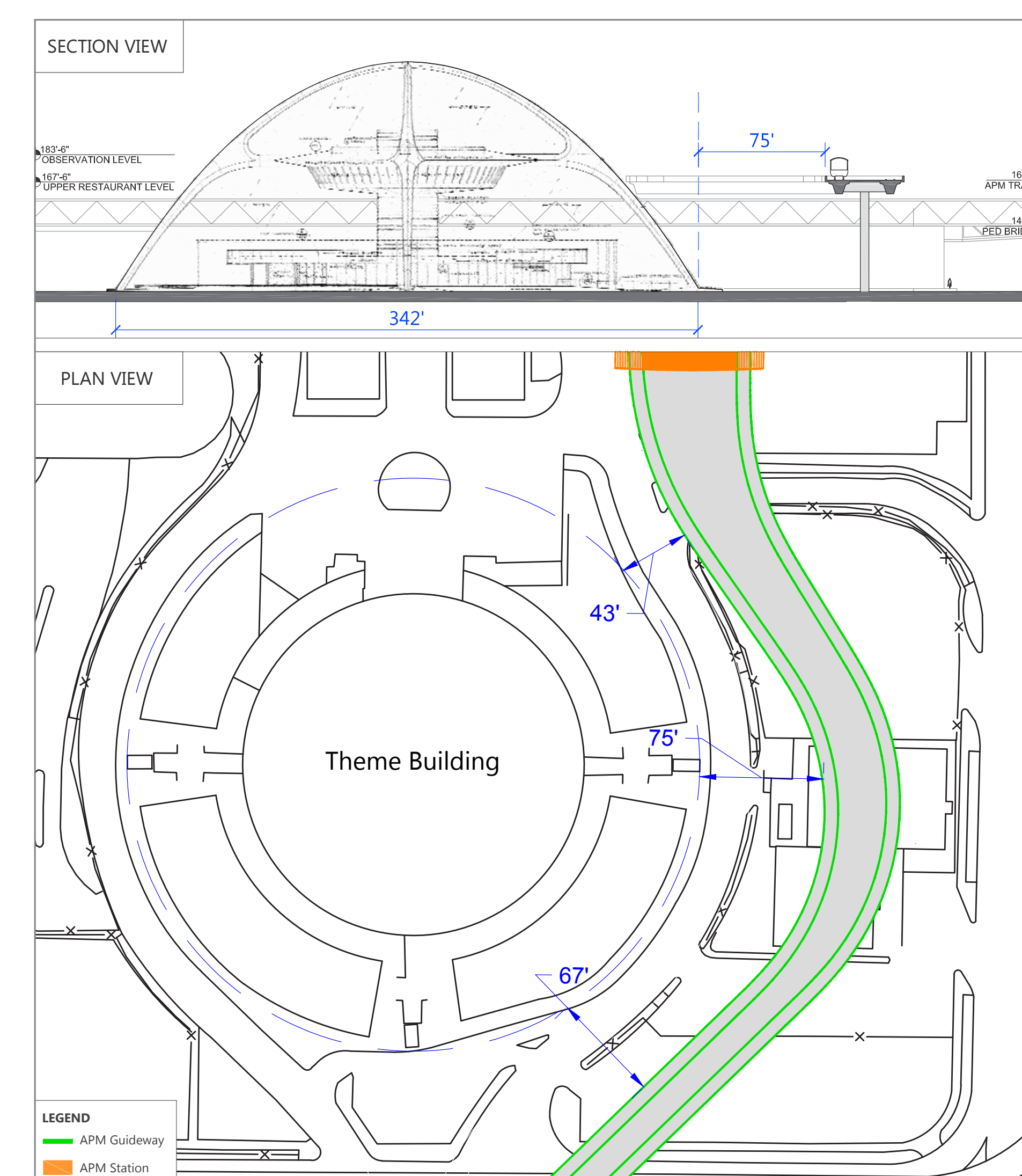


Historic Resources



LAX Theme Building: Eligible for listing on the National Register of Historic Places

- Proposed Action Alternative: Would not physically alter or impact the LAX Theme Building
- LAX Theme Building retains integrity of *location, design, materials, workmanship* and *feeling*
- Visual impact of the APM and pedestrian walkway causes an adverse effect on the Theme Building's setting
- FAA determined adverse effect to the LAX Theme Building
- Requires Memorandum of Agreement (MOA) to mitigate the adverse effect
- State Historic Preservation Officer (SHPO) concurred with the Area of Potential Effect and FAA's determination and use of MOA
- Draft MOA under review by SHPO

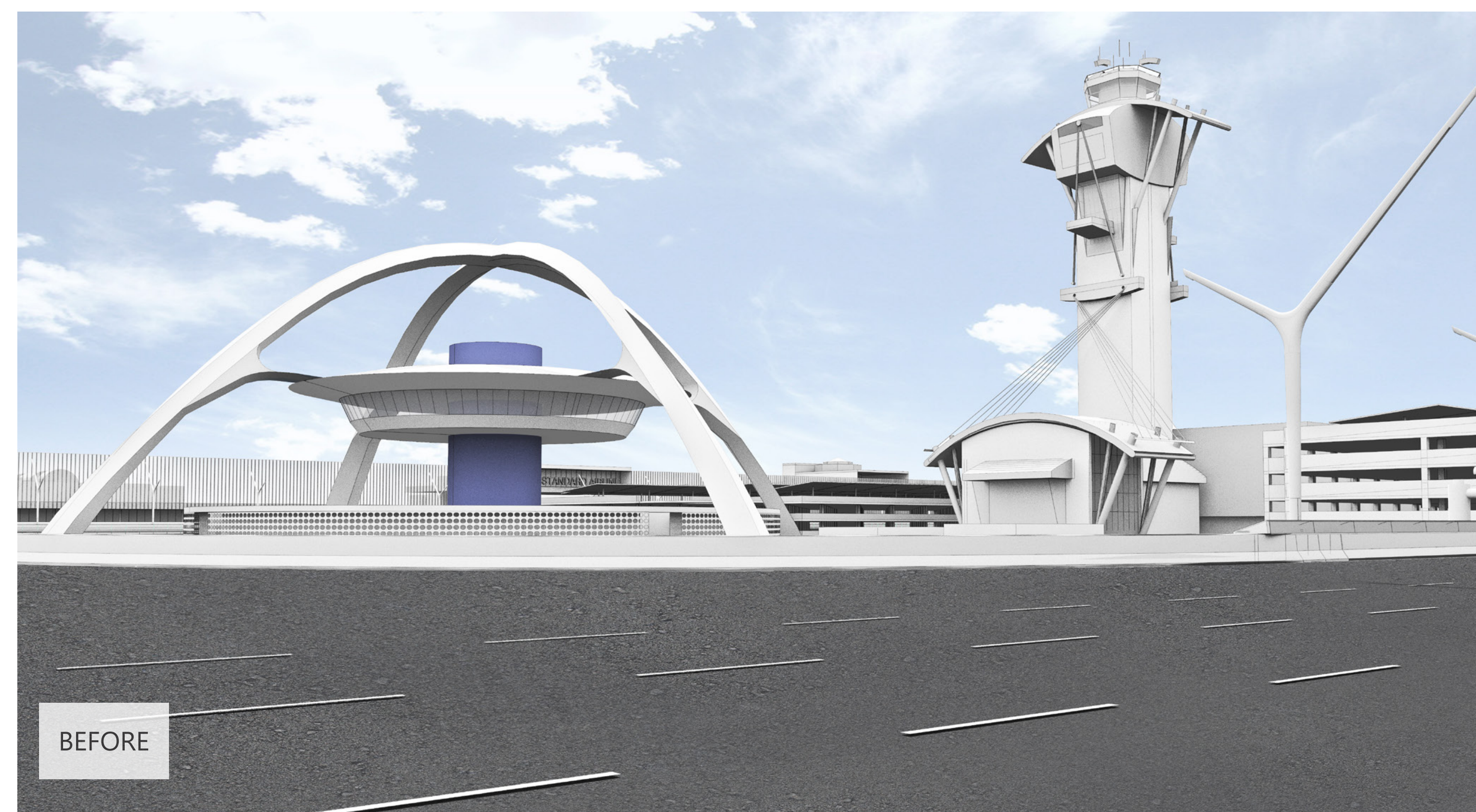


Historic Resources - Mitigation



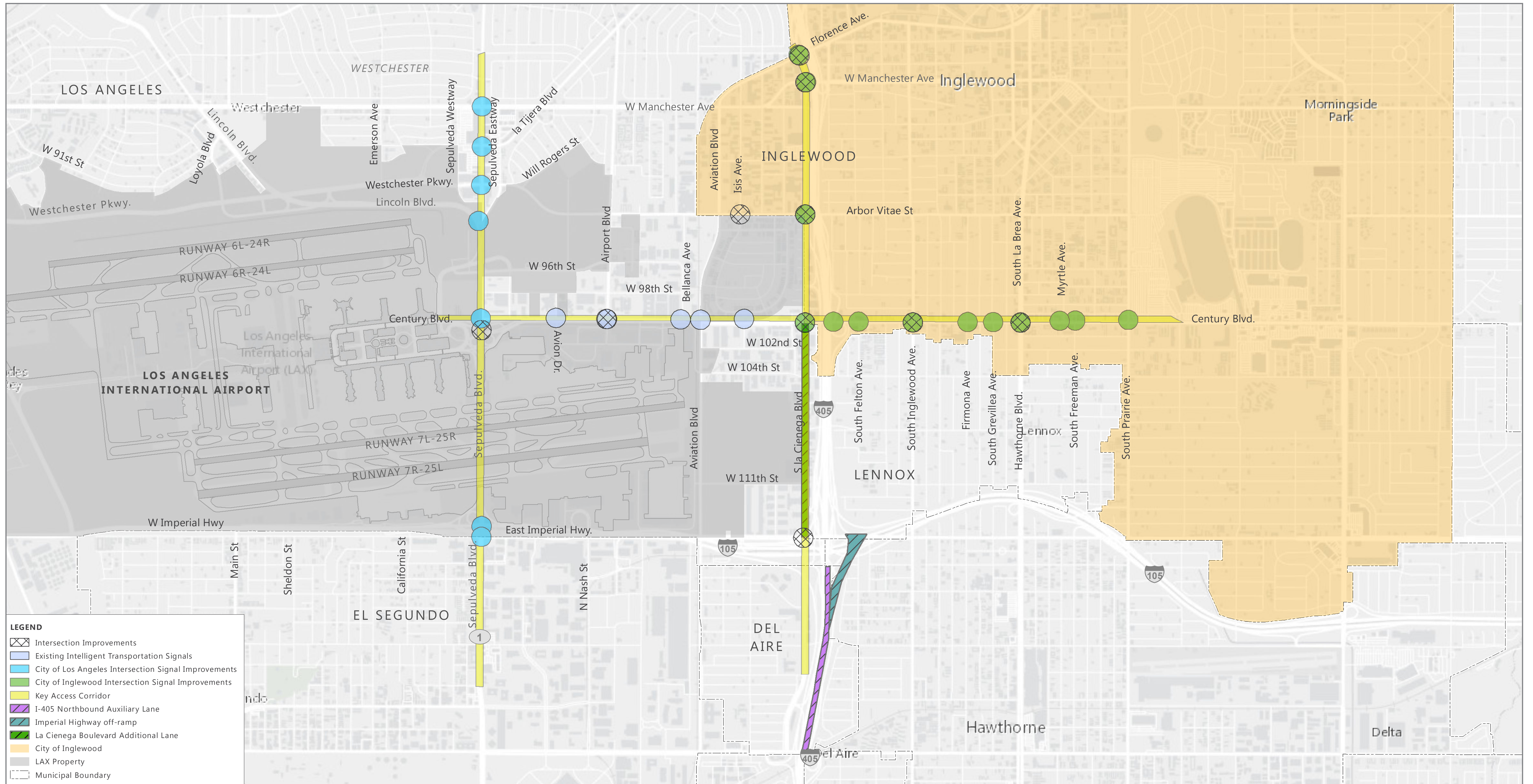
Mitigation measures included in Memorandum of Agreement (MOA):

- Prepare Historic Structures Report
- Rehabilitate LAX Theme Building for new use that maintains controlled public access
- Preserve remaining open space around LAX Theme Building and develop interpretive program
- Apply following guidelines to final design of APM guideway and pedestrian walkway adjacent to LAX Theme Building:
 - Minimize number of columns and structures by maximizing column support span in this area.
 - Minimize the bulk of the APM guideway structure to preserve openness around the LAX Theme Building.
 - Design the APM and passenger walkway structures to complement the existing LAX Theme Building structure and better harmonize the Project elements and the LAX Theme Building.
 - Implement landscape elements that enhance passenger and visitor's visual focus on the LAX Theme Building.



**SIMULATED VIEW OF LAX THEME BUILDING
FROM TERMINAL 2 DEPARTURES LEVEL**

Proposed Traffic Improvements



Public Comments



- Comments can be handwritten on comment forms and submitted at this Public Workshop
- Comments can be typed and submitted on the laptops provided at this Public Workshop

- Comments can be mailed to:

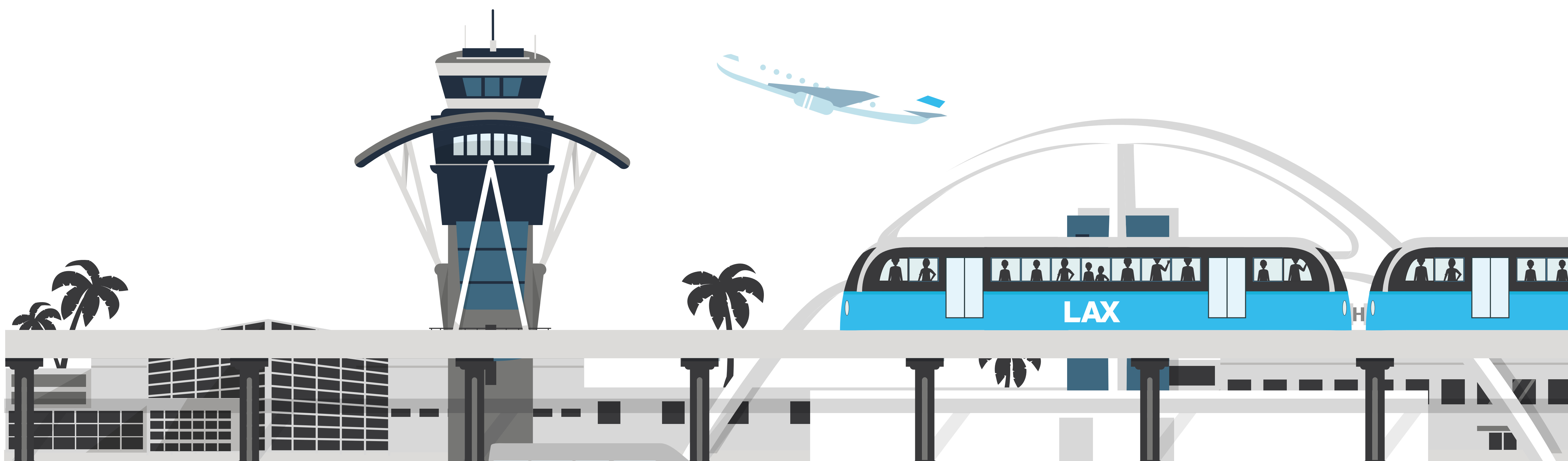
Evelyn Quintanilla
Chief of Airport Planning
Los Angeles World Airports
P.O. Box 92216
Los Angeles, CA 90009-2216

- For additional information and/or to submit comments, visit <http://www.lawa.org/ourLAX/Comments.aspx>
- Comments must be received by 5:00 p.m., Pacific Time, Tuesday, September 26, 2017
- Copies of the Draft EA can be reviewed at:
 - LAWA Offices (1 World Way, Room 218)
 - FAA, Western-Pacific Region Office (15000 Aviation Boulevard, Room 3024)
 - Westchester-Loyola Village Branch Library
 - Dr. Mary McLeod Bethune Regional Branch Library
 - Culver City Library
 - El Segundo Library
 - Hawthorne Library
 - Inglewood Library
 - www.connectinglax.com



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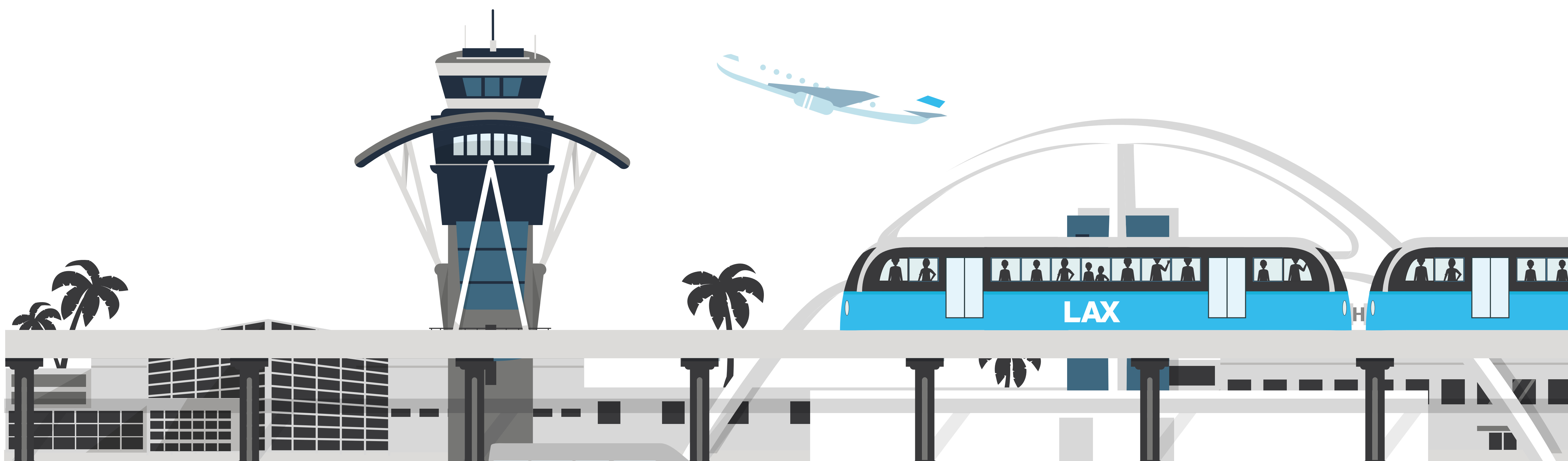
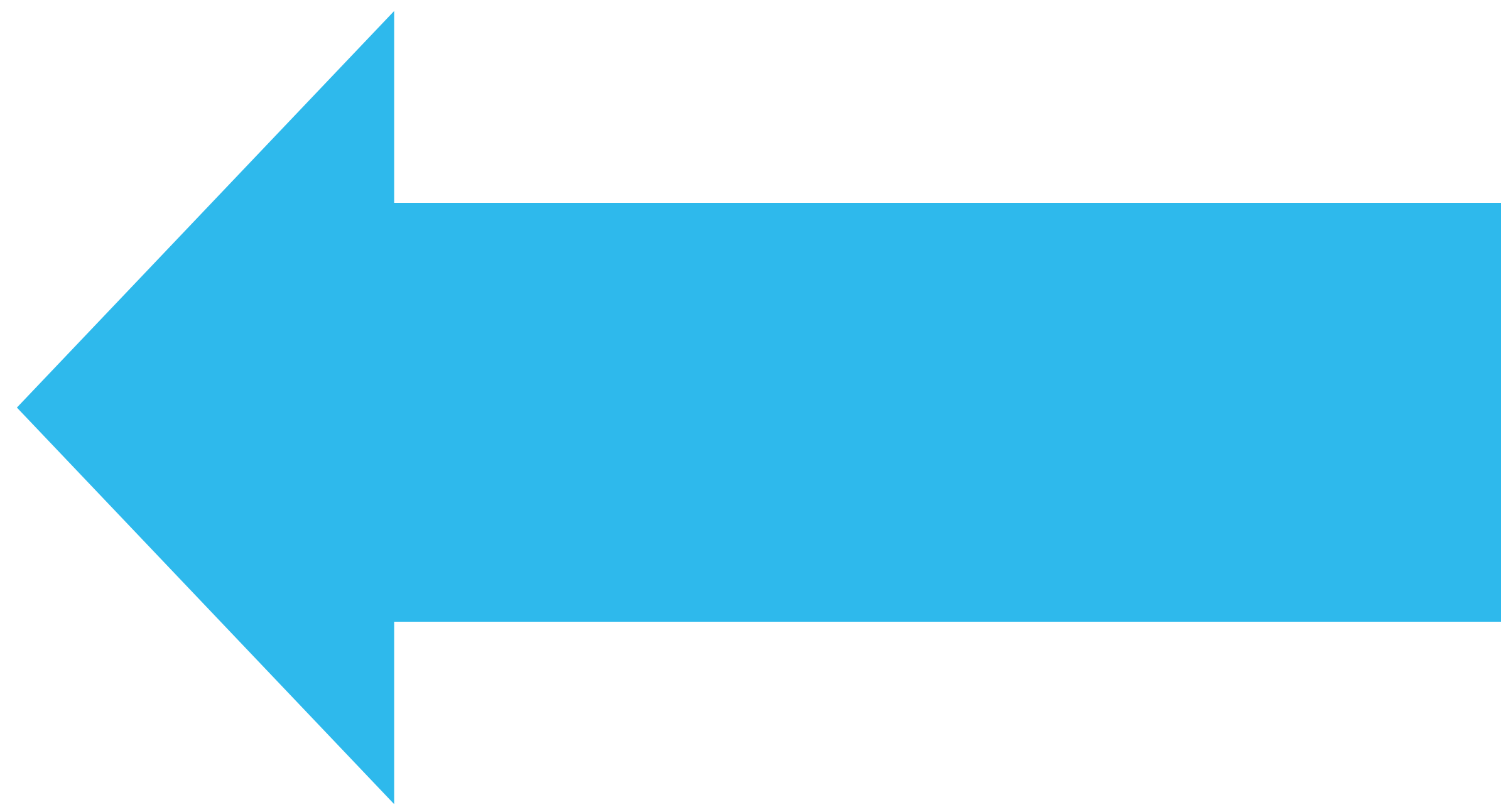
LAX Landside Access
Modernization Program





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