

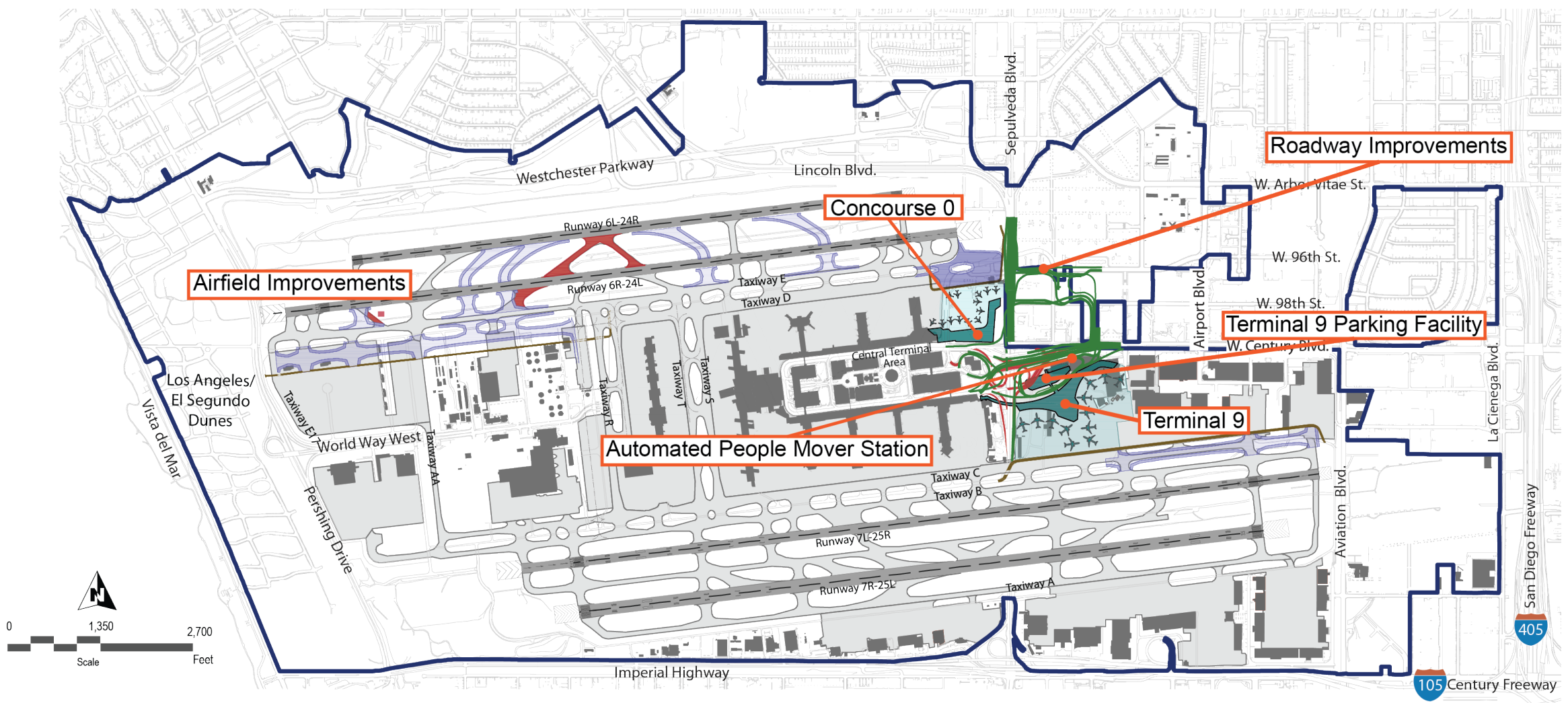


AIRFIELD & TERMINAL MODERNIZATION PROJECT

LAX Community Noise Roundtable
November 18, 2020

Overview of Project Elements





- Airfield Improvements
- Terminal and Related Improvements
- Roadway Improvements
- Vehicle Service Road
- Taxiway/Roadway to be Removed or Decommissioned
- LAX Property Boundary

Airfield Improvements

- ✈ Improve runway exits to enhance safety
- ✈ Extend Taxiway D west to help better manage airfield operations
- ✈ Improve Taxiways C and D for access to new concourse and terminal facilities

Terminal Improvements

- ✈ Development of Terminal 9 with up to 12-18 new gates
- ✈ Development of Concourse 0 with up to 6-9 net new gates
- ✈ Replace 15 of 18 West Remote Gates
- ✈ Total net new gates = 3-12 gates with Project implementation
- ✈ Provide full-service international capabilities
- ✈ Improved guest experience

Landside Improvements

- ✈ Reconfigure Central Terminal Area access and create direct access for Terminal 9
- ✈ Reduce congestion on public thoroughfares and neighborhood streets
- ✈ Add a new Automated People Mover train station at Terminal 9
- ✈ Include a pedestrian corridor over Sepulveda Blvd between Terminals 8 and 9

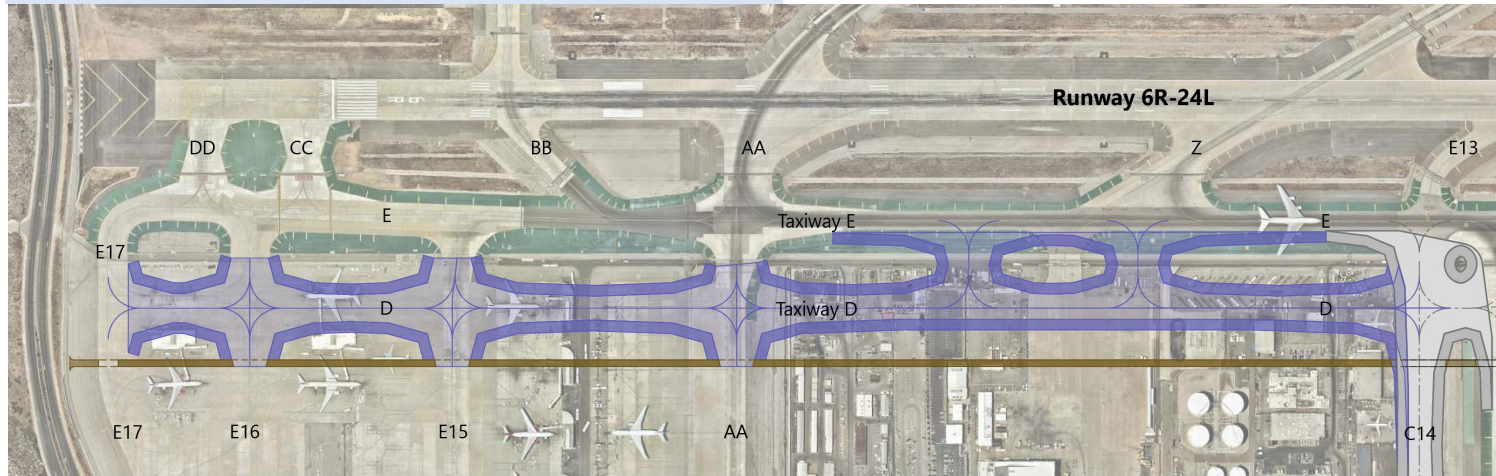
Airfield Improvements





Runway Exit Improvements

Taxiway Improvements - West



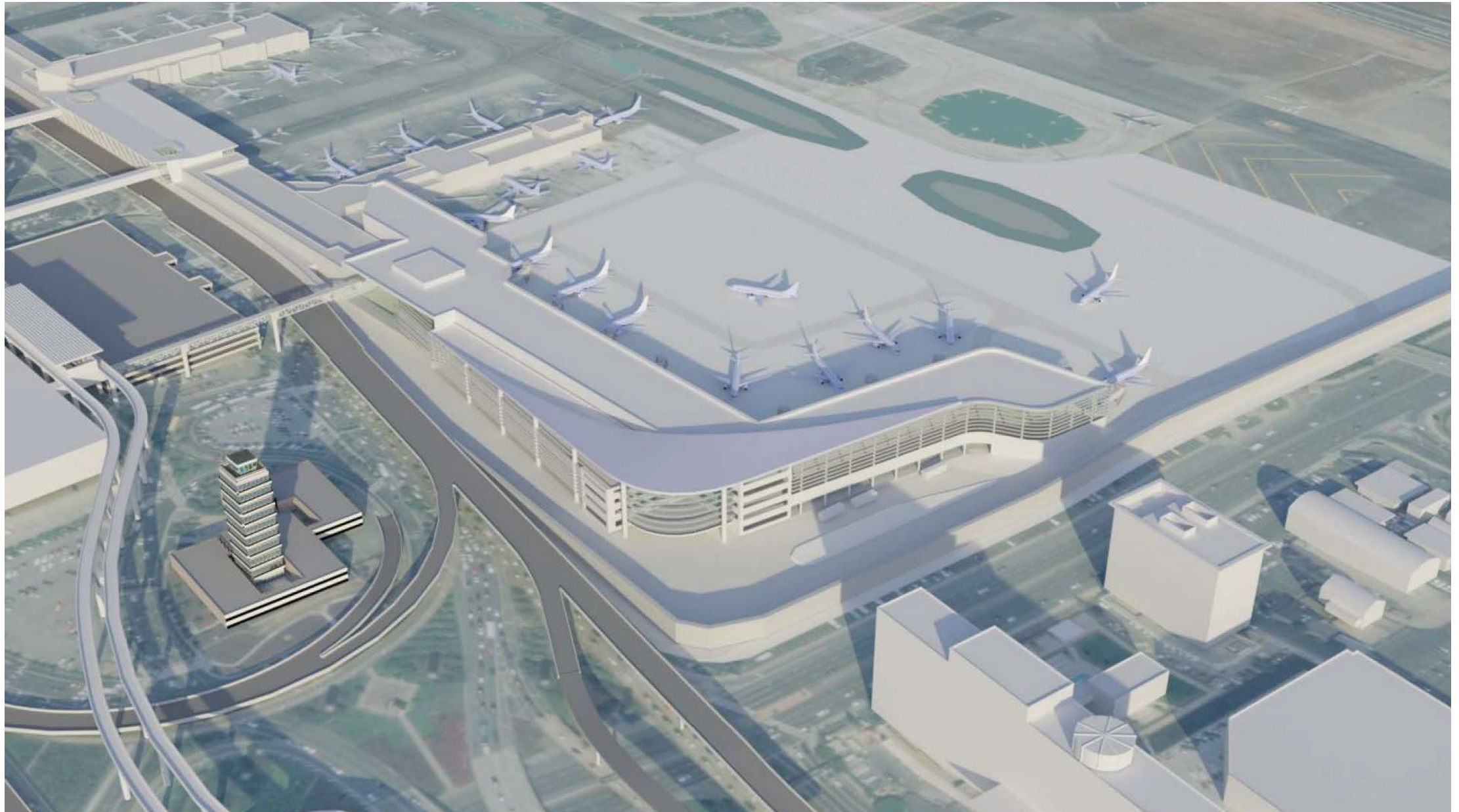
- ✈ Reconfigure taxiways/runways to meet current FAA design standards
- ✈ Improve runway exit configurations to enhance pilot visibility
- ✈ Decommission taxiways that cross the runway “high-energy zone”
- ✈ Westerly extension of Taxiway D at ADG VI standards to enhance aircraft taxiing operations and meet FAA standards
- ✈ Improve east ends of Taxiways C and D for new terminal and concourse
- ✈ Relocate Vehicle Service Roads

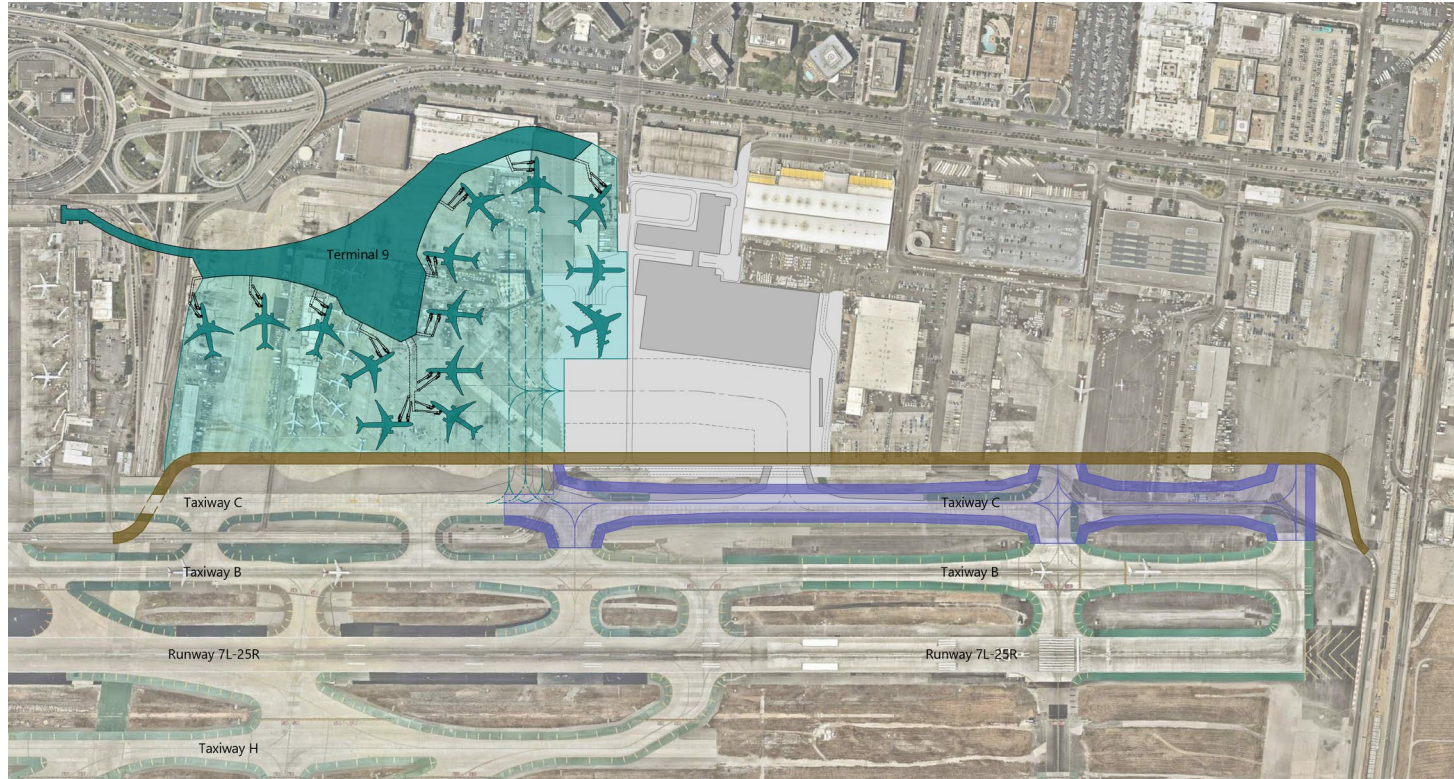
Terminal Improvements



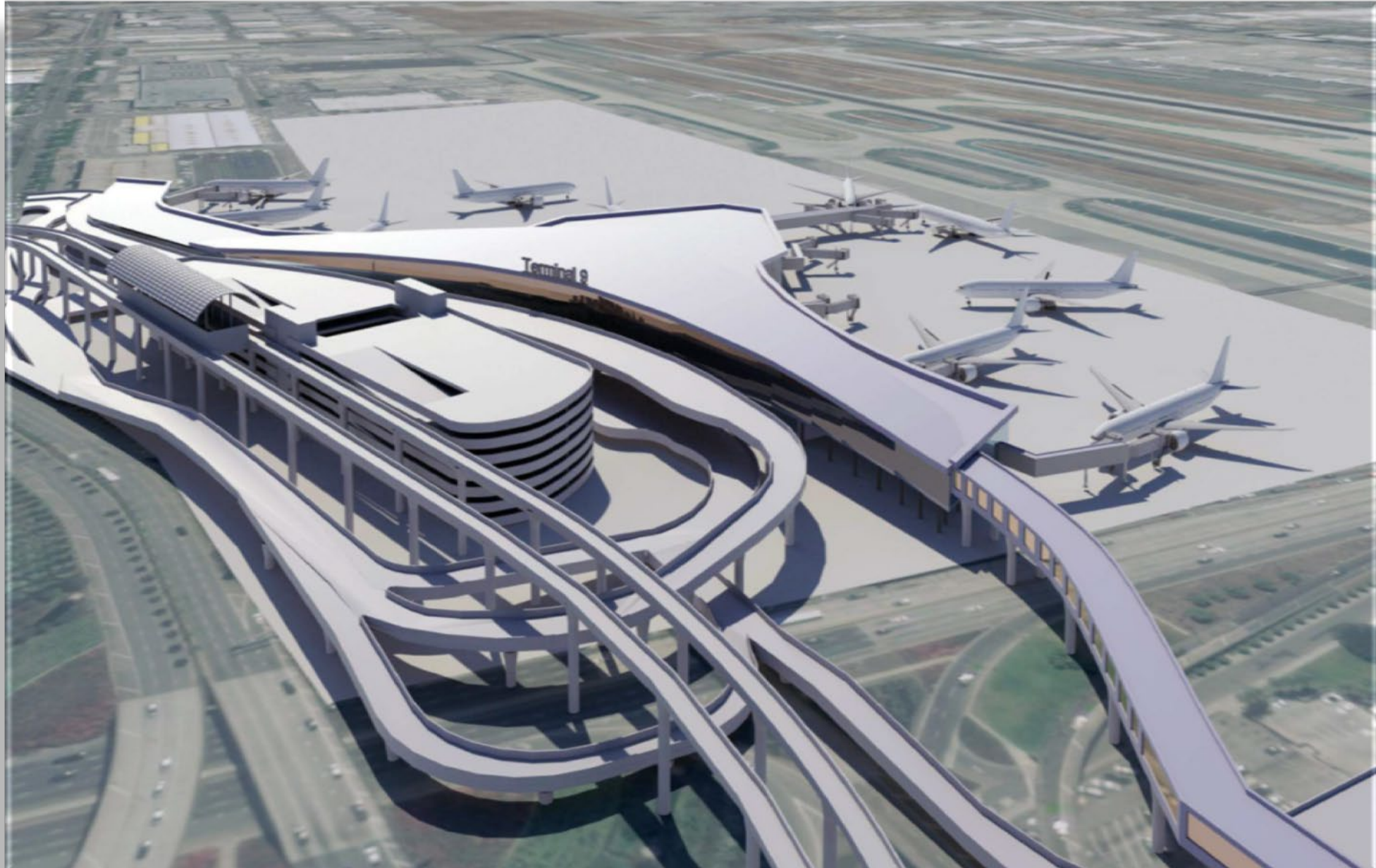


- ✈ 11 gates (9 net new) for narrowbody planes
- ✈ 2 Remain-Overnight aircraft parking positions
- ✈ Up to 1.2 million sf (750,000 sf base)
- ✈ International (FIS) capability
- ✈ 4 levels: Ticketing, Concourse, Apron, Arrivals
- ✈ Pedestrian corridor to new East CTA APM station
- ✈ No landside access -Passengers processed through Terminal 1



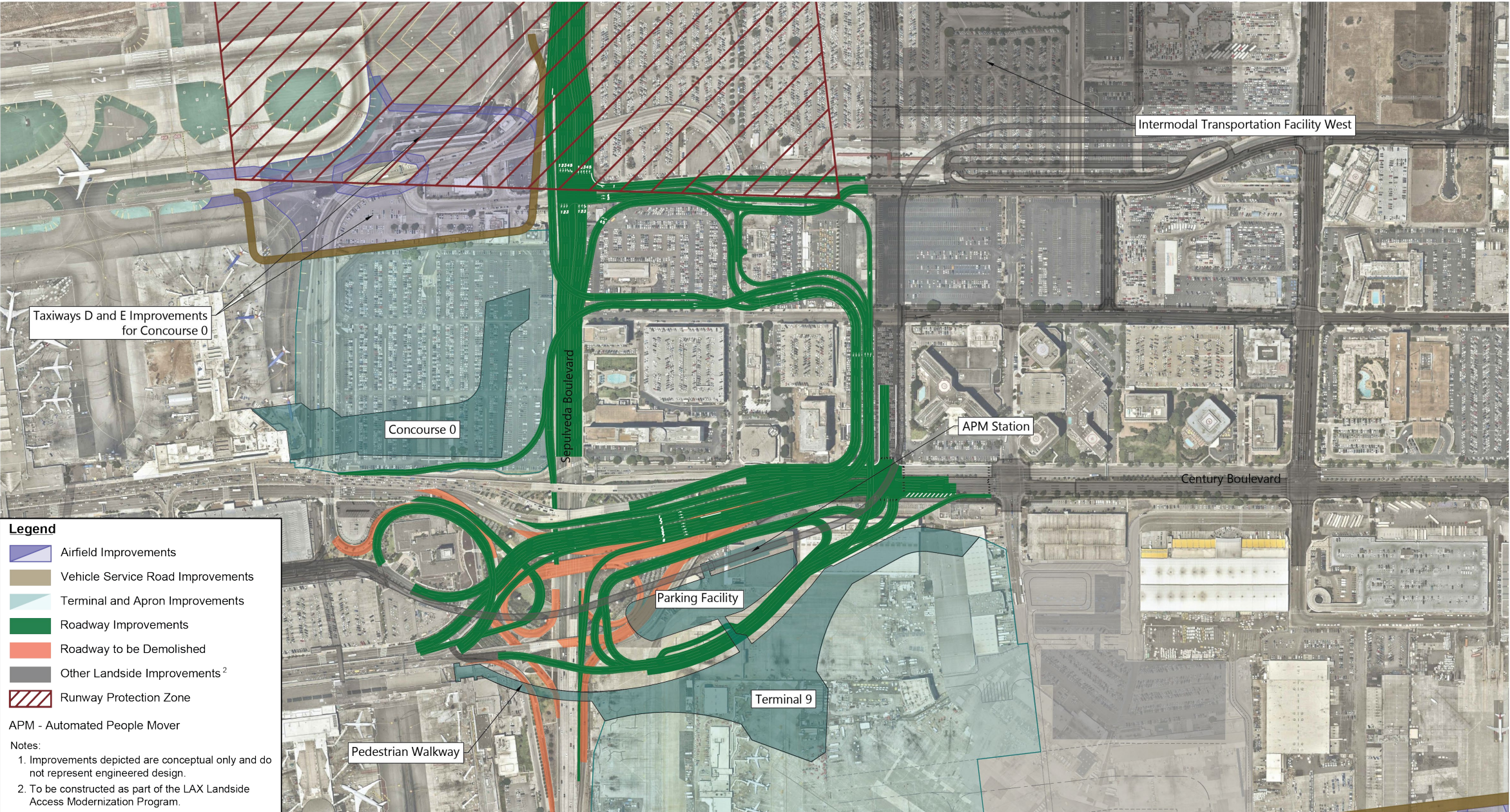


- ✈ 12 gates for widebody planes
- ✈ Up to 1.5 million sf (1.2 million sf base)
- ✈ International (FIS) capability
- ✈ 4 levels: Ticketing, Concourse, Apron, Arrivals
- ✈ Taxiway C improvement and easterly extension - ADG VI FAA design standards with 4-lane VSR
- ✈ Pedestrian corridor to new APM station
- ✈ Pedestrian corridor to Central Terminal Area (CTA) over Sepulveda Blvd.
- ✈ Landside access to/from roadway system



Landside Improvements





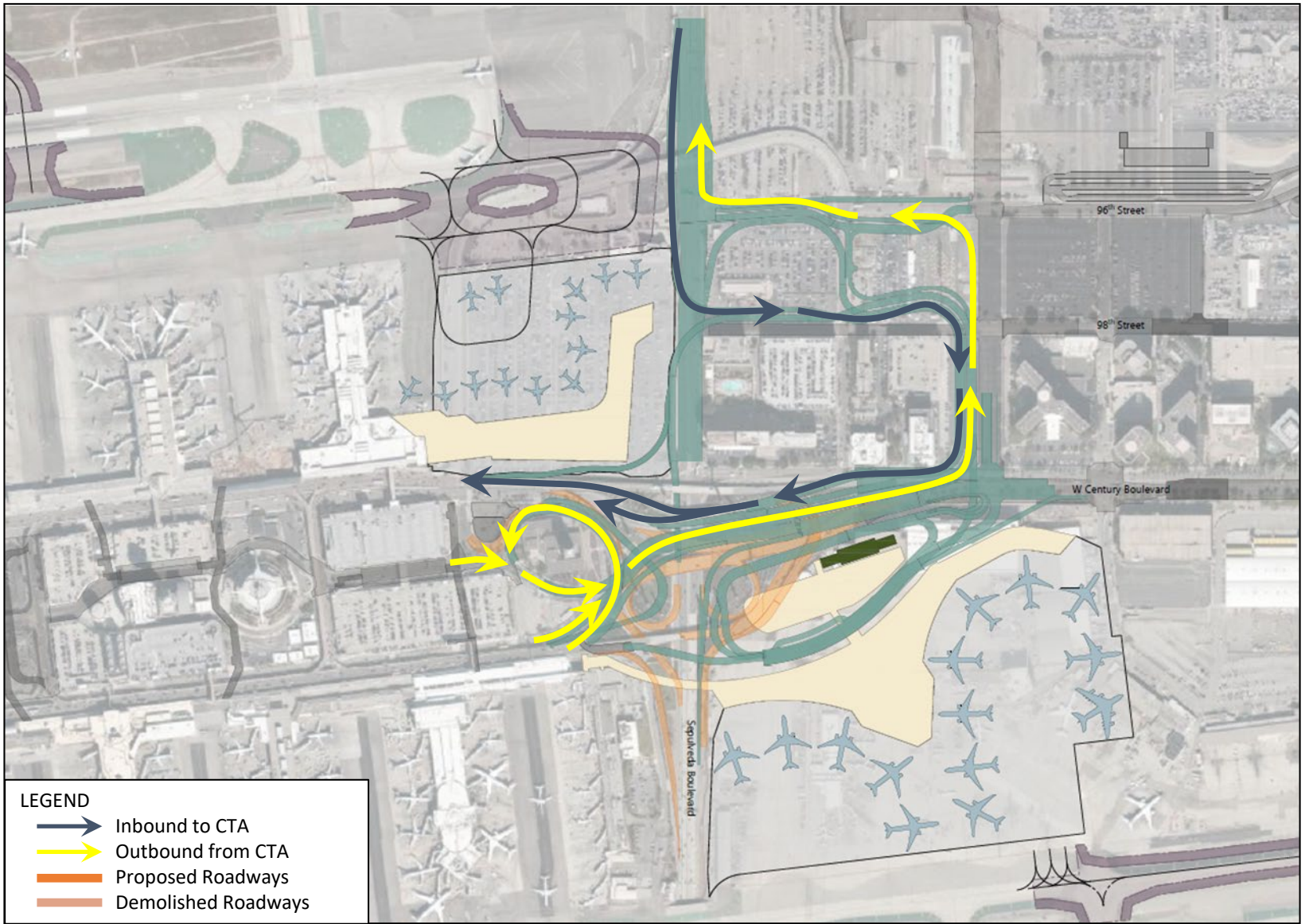
Legend

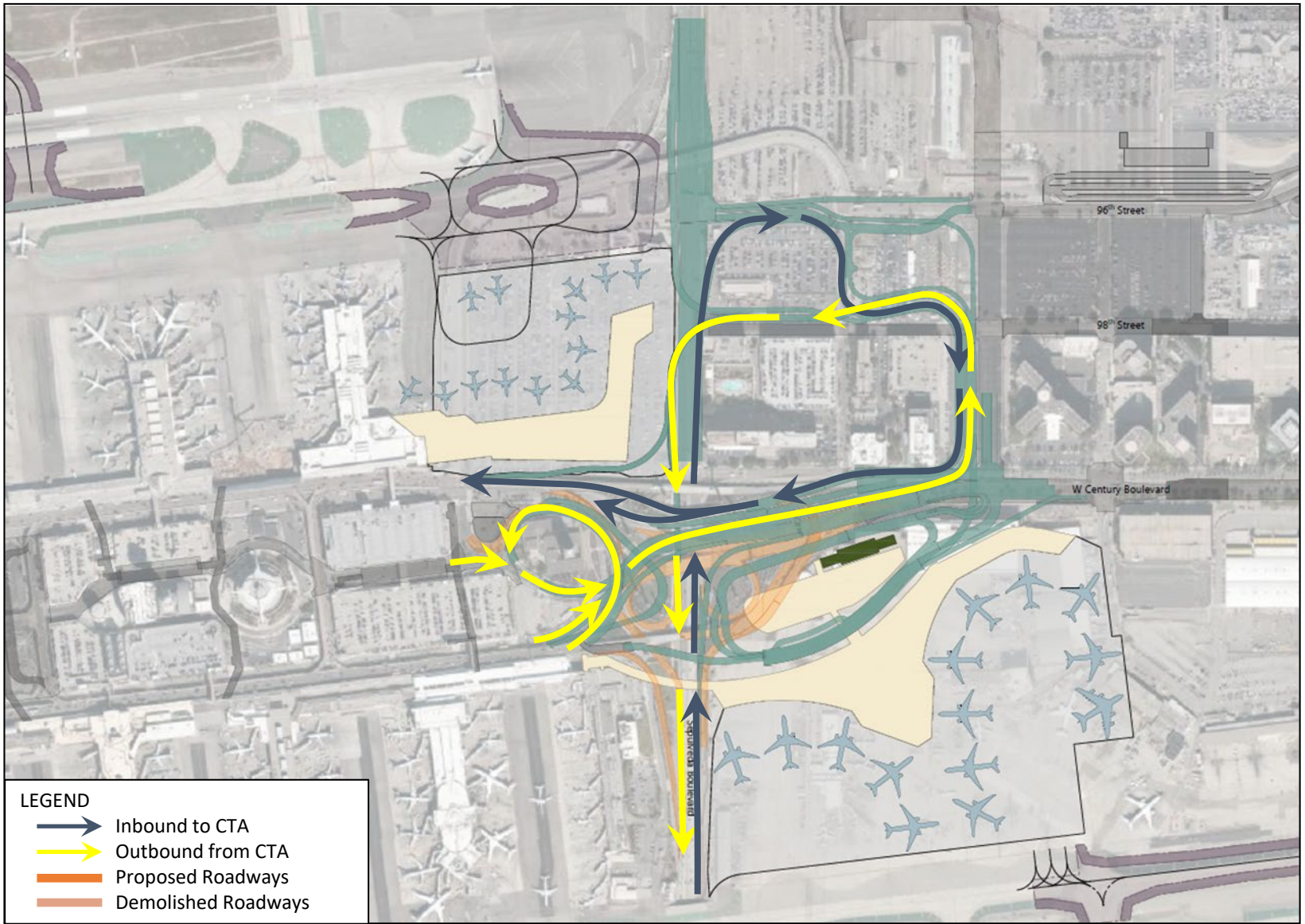
- Airfield Improvements
- Vehicle Service Road Improvements
- Terminal and Apron Improvements
- Roadway Improvements
- Roadway to be Demolished
- Other Landside Improvements²
- Runway Protection Zone

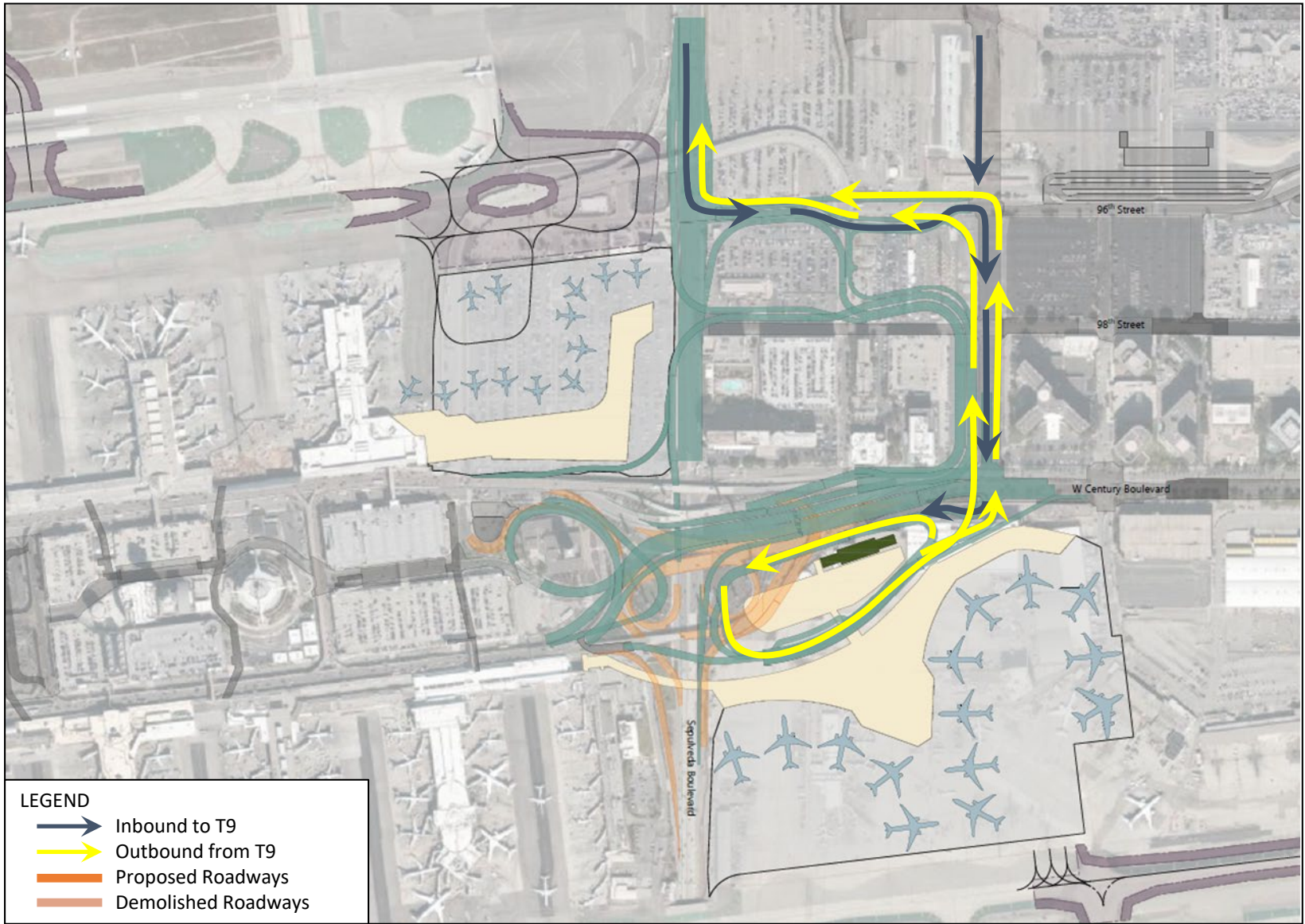
APM - Automated People Mover

Notes:

1. Improvements depicted are conceptual only and do not represent engineered design.
2. To be constructed as part of the LAX Landside Access Modernization Program.









Aerial view looking southeast across proposed roadway system

Project Benefits



Improves
Passenger
Experience

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

Improves
Community
Experience

- ✓ Reduces traffic congestion
- ✓ Promotes sustainability - minimum LEED Silver certification
- ✓ Less aircraft idling reduces air pollutant emissions
- ✓ Connection to the APM & regional mass transit

Enhances Safety
& Carrier
Experience

- ✓ Increases safety & operational management
- ✓ Reduces airfield wait times
- ✓ Removes remote gates
- ✓ Improves taxiways
- ✓ Enhances aircraft movement

Increases
Business
Opportunities

- ✓ New Concessionaires
- ✓ SBE & job opportunities during construction
- ✓ Local jobs & local business opportunities

\$6+ Billion Construction Project = Construction + Long-term Jobs

Construction Jobs

Timeframe: 2021 - 2028

Types:

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

Other Job Opportunities

Timeframe: 2028+

Types:

- ✈ Concessions
- ✈ Operations

Increased local and small business opportunities

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

Facilitate LAX to continue to be an economic engine in the local community and greater Los Angeles area

New concourse and terminal will include facilities for processing international flights - a key and growing element of tourism in the Los Angeles region

The Airfield and Terminal Modernization Project will help make an excellent experience for new air travelers

Better position Los Angeles to accommodate the 2028 Olympic and Paralympic Games.

Planning and providing for regional growth and travel demand

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

Why We Have Significant Impacts

- ✈ Construction: Emissions from construction equipment
- ✈ Operations: Increases in aircraft emissions from future operations and vehicle traffic compared to 2018
- ✈ Most of the increase in emissions is from aircraft operations, which LAWA has no authority over.

What We Are Doing to Mitigate the Significant Impacts

1. On site rock crushing operations located away from residential areas
2. Use of renewable diesel fuel on construction equipment
3. Cool roof treatment on T9 parking facility
4. Develop and implement Electric Vehicle Purchasing Policy
5. Implementation of Solar Energy Technology
6. Additional EV charging infrastructure and chargers in T9 parking facility



What We Studied

- ✈ Construction: Emissions from construction equipment and emissions during temporary runway closures
- ✈ Operations: GHG emissions from operations at Project buildout in 2028

Why We Have Significant Impacts

- ✈ GHG emissions from construction and future operations are projected be higher than current emission levels
- ✈ The majority of higher GHG emissions is from increased aircraft operations, which will be the same in 2028 with or without the project.

What We Are Doing to Mitigate the Significant Impacts

1. Require contractors to recycle a minimum of 85% construction waste
2. Require participation in LAWA's Organic Waste Collection Program
3. Adopt a Green Procurement Policy applicable LAWA wide
4. Enhanced recycling program including updating agreements requiring tenant diversion goals
5. Use only non potable water for on airport landscaping associated with ATMP



What We Studied

- ✈ Noise from construction traffic, construction vibration, and temporary aircraft noise impacts
- ✈ Compared noise levels from aircraft operations and new roadways in 2028 with current conditions

Why We Have Significant Impacts

- ✈ Noise impacts from construction equipment will exceed thresholds at nearby hotels
- ✈ Short-term significant noise impacts are projected to occur during temporary runway closures
- ✈ Areas with noise-sensitive uses between 2 to 5 miles east of LAX will have increases above the operations threshold

What We Are Doing to Mitigate the Significant Impacts

1. Develop noise control plans for construction activities that significantly impact nearby noise-sensitive uses
2. Schedule noisiest on site construction activities during the day as feasible
3. Locate noisiest equipment away from sensitive land uses as feasible
4. Update the LAX Noise Exposure Map (NEM) prior to Project completion and implement Sound Insulation Program to mitigate noise impacts for eligible residences



What We Studied

- ✈ Following new State CEQA and LADOT guidelines, the impacts of additional Vehicle Miles Traveled (VMT) were evaluated
- ✈ Traffic model was set up on a regional basis, encompassing all of LA County and extending into surrounding counties
- ✈ Evaluated VMT for employees, passengers and induced

Why We Have Significant Impacts

- ✈ New employees for C0 and T9 will result in additional daily trips
- ✈ New roadway system will increase trip lengths for passengers around the Central Terminal Area
- ✈ Diversion of airport traffic from Sepulveda to the new roadway system could induce more non-airport trips.

What We Are Doing to Mitigate the Significant Impacts

- ✈ Mitigation Strategies Will Include a pool of strategies that include:
 - Expanded rideshare and employee telecommuting programs
 - Market & promote alternative transportation options
 - Provide on-demand micro-transit shuttle
 - Expand incentives and commute benefits including carpool, transit subsidies, guaranteed ride home and vanpool support
 - Modify and Expand FlyAway service
 - Implement incentive measures from LAWA Mobility Strategic Plan - explore partnerships with airlines for integrated ticketing, partner with TSA for expedited screening.

PUBLIC COMMENT - *Extended*

October 29, 2020 - ~~December 14, 2020~~ (until 5:00 pm)

February 12, 2021

LAWA invites you to make your voice heard by **submitting written comments** on the Draft EIR in either of the following ways:

- (1) Using the comment button on www.lawa.org/ATMP, or
- (2) Mailing to the **following address**:
Evelyn Quintanilla
Los Angeles World Airports
P.O. Box 92216
Los Angeles, California 90009-2216

Virtual Public Meeting

Tuesday, December 1, 2020

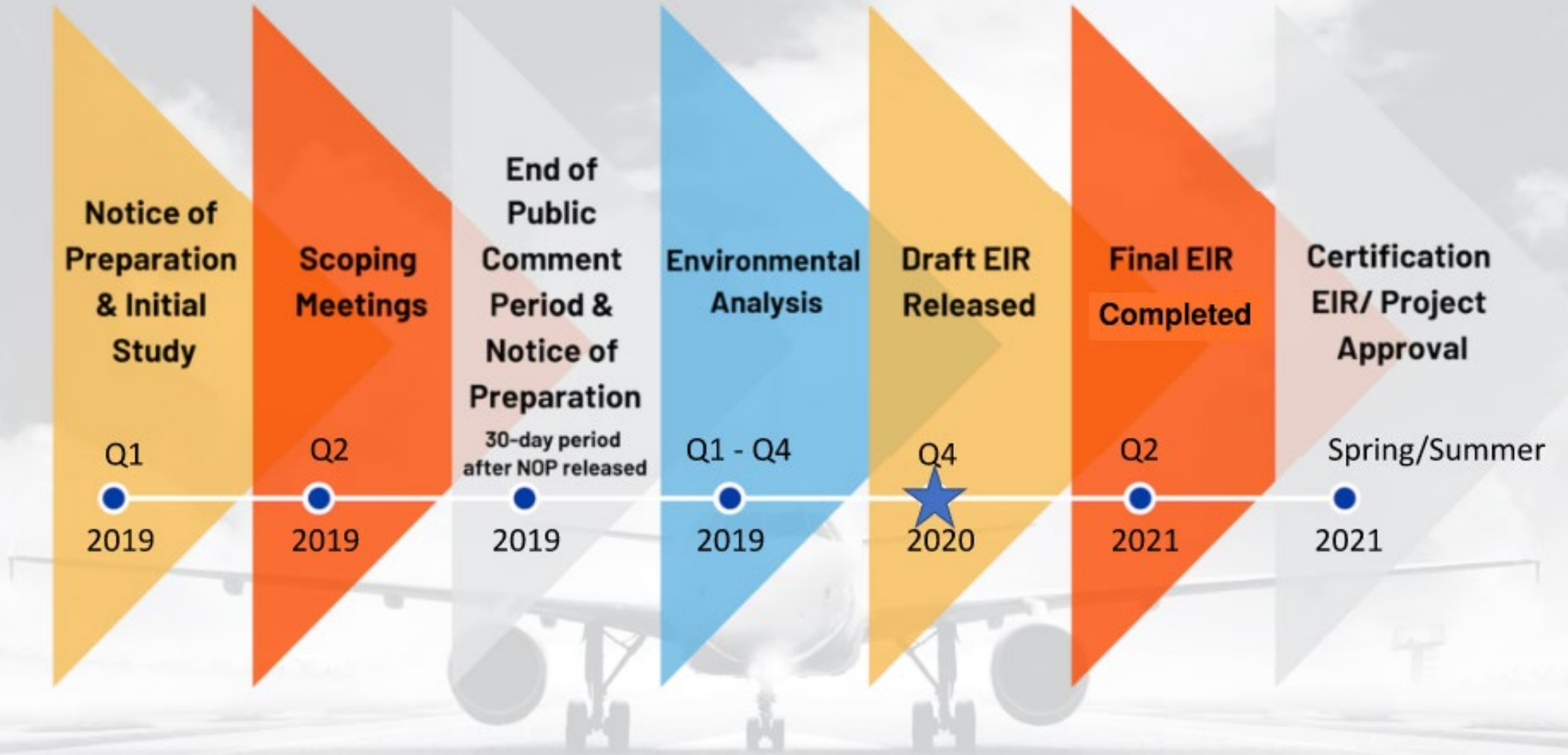
5:30 p.m. to 7:30 p.m. Pacific Time

Register for the virtual public meeting at www.lawa.org/ATMP

Virtual Open House

Coming Soon

LAWA is pleased to host a virtual open house for you to visit online at your convenience. The virtual open house will include stations with more detailed information. Check www.lawa.org/ATMP for updates on the launch.



Thank You

