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Delivered via Email

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LAX  
LA/Ontario  
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**RE: LAX Landside Access Modernization Program Overview to Transportation Conformity Working Group**

Eric Garcetti  
Mayor  
  
Board of Airport  
Commissioners  
  
Sean O. Burton  
President  
  
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Vice President  
  
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Deborah Flint  
Chief Executive Officer

Los Angeles World Airports (LAWA) is currently undertaking a modernization program at Los Angeles International Airport (LAX) to improve passenger level-of-service and provide world-class facilities for its customers. Currently, access to the airport is restricted to a single entrance at the intersection of Sepulveda Boulevard and West Century Boulevard, which all passengers, employees, and commercial drivers transporting those passengers must utilize in order to access the passenger terminals. During peak travel periods over 6,000 vehicles per hour enter the airport, which causes traffic congestion within the Central Terminal Area that frequently spills out onto the surrounding street network, causing delays and gridlock affecting local arterials including Interstate 105.

Compounding the local traffic congestion, over 20 rental car agencies operate independent shuttles to transport passengers between the Central Terminal Area (CTA) and their car rental facilities that are located throughout the surrounding area. Approximately 17 percent of airport traffic is caused by car rental shuttles, which add up to over 1 million trips a year. Unlike most major U.S. airports, LAX does not have a consolidated rental car facility that provides a convenient and centralized location for airport passengers to rent and return cars. LAX also lacks a direct connection to the Los Angeles County Metropolitan Transit Agency (Metro) commuter train system. Currently passengers and employees desiring to take public transportation to LAX must either take buses the entire way, or take a Metro commuter train line to Imperial and Aviation and then transfer to buses to get to the airport.

As part of the overall modernization of LAX, LAWA proposes to implement the LAX Landside Access Modernization Program to continue to modernize and transform LAX into a world-class airport. The LAX Landside Access Modernization Program (Project) seeks to improve access options and the travel experience for passengers; shift where different modes of traffic operate within the CTA and on the surrounding street network; and provide a direct connection to the regional Los Angeles County Metropolitan Transportation Agency (Metro) transit system. By implementing this project, LAWA seeks to reduce traffic congestion and improve air quality around the airport.





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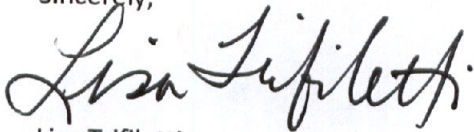
LAX Landside Access Modernization  
Program Overview to Transportation  
Conformity

The proposed Project includes several individual components that collectively will improve access to and from LAX. These components include an Automated People Mover (APM) system, Intermodal Transportation Facilities (ITFs), a Consolidated Rental Car Facility (CONRAC), pedestrian walkway connections to the passenger terminals within the CTA, and roadway improvements. In addition, LAWA will implement changes to its policies and procedures in regards to commercial vehicle operations and plans to establish and enhance programs to encourage airport employees to utilize alternative means of transportation. Metro is separately working on a connection to the LAX/Crenshaw commuter rail line at their proposed Airport Metro Connector (AMC) Station located at Aviation Boulevard and 96th Street; this station will provide a direct connection to LAWA's APM, allowing passengers to seamlessly transition between the airport APM and the Metro transit system.

LAWA has been working closely with the Southern California Association of Governments (SCAG) to include the LAX Landside Access Modernization Program into the Regional Transportation Plan (RTP). Elements of the Project are within both the 2012-20135 RTP and the Draft 2016-2040 RTP. LAWA initiated the California Environmental Quality Act (CEQA) process in February 2015 and is now initiating the National Environmental Policy Act (NEPA) process. The Federal Aviation Administration (FAA), as LAWA's principal federal regulator and approval authority, will be the lead agency for the NEPA process. LAWA and FAA also have to comply with the Clean Air Act and, specifically, with the Conformity provisions of the Clean Air Act. LAWA has proposed an approach to demonstrating conformity, which includes identifying the portions of the project where the transportation conformity provisions apply and potentially portions of the project where the general conformity provisions apply.

LAWA seeks to present an overview of the LAX Landside Access Modernization Program to SCAG's Transportation Conformity Working Group to provide background information on the project, information on what is included in the Draft 2016-2040 RTP, and request future discussions with FHWA, FTA, FAA, and U.S. EPA on the conformity approach and protocol for the Project.

Sincerely,



Lisa Trifiletti  
Deputy Executive Director

cc: Ryan Hall, SCAG  
Dave Cushing, FAA  
Victor Globa, FAA  
Gail Orendorff, FAA  
Joseph Manalili, FAA  
Suzanne Tracy, LAWA  
Evelyn Quintanilla, LAWA