



LAX Landside Access Modernization Program

FREQUENTLY ASKED QUESTIONS

✦ **What is the LAX Landside Access Modernization Program? Where is it located?**

The LAX Landside Access Modernization Program is a new ground transportation system consisting primarily of an Automated People Mover (APM) system, public parking facilities, Consolidated Rental Car Facility (CONRAC), and roadway improvements. Improvements would be constructed in an area generally bounded by Tom Bradley International Terminal (TBIT) in the Central Terminal Area (CTA) of LAX on the west, Interstate 105 on the south, Interstate 405 on the east, and Westchester Parkway/West Arbor Vitae Street on the north.

✦ **Will the LAX Landside Access Modernization Program increase the number of flights or passengers at LAX?**

No. The elements of the LAX Landside Access Modernization Program 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 existing passengers at LAX; modifications to airfield facilities, including runways and aircraft gates, are not a part of the LAX Landside Access Modernization Program.

✦ **How will the new project at LAX improve how you travel into and out of the airport today?**

Today, passengers at LAX must drive through a roadway loop in the CTA to catch their flight. Each terminal has an arrival and departure curb where people can be picked-up or dropped-off, along with parking structures located within the interior of the roadway loop. Some passengers who choose to park remotely or stay in local hotels, or take public transit to LAX, must take a shuttle or a taxi into the CTA and get dropped off at the appropriate terminal.

In the future, the APM system will offer passengers a new way to catch their flight at convenient locations closer to the major freeways serving LAX and bypass the existing roadway loop in the CTA. Passengers will be able to get onto the APM system from the Intermodal Transportation Facilities (ITF), the CONRAC or the Airport Metro Connector transit station and be transported to their terminal quickly and efficiently. The ITFs and CONRAC serve as gateways onto the APM system catering to all types of airport passengers and users.

The same process applies to passengers arriving at LAX. These passengers will be able to pick up their baggage, get onto the APM system and be transported directly to the ITFs, CONRAC or Metro transit station to utilize the services provided at each location and quickly reach their final destination.

✦ **What is the anticipated schedule for delivery of these projects?**

LAWA is committed to implementing the LAX Landside Access Modernization Program; however several important steps are required before construction can begin. This work includes environmental review, procurement, funding approvals, right-of-way acquisitions, final design, and engineering. Once these steps are completed, the entire project will take approximately 5-9 years to construct and commence operations.

✦ **How will the CTA be used after the APM system is constructed? Will the APM system be the required form of access into and out of LAX?**

The APM system will improve how the CTA functions today by giving passengers a new choice on how to access LAX. It is currently contemplated that use of the APM system will not be required and the CTA will continue to function, in general, the way it does today.

✦ **What alignments are being considered for the Automated People Mover system?**

LAWA has reviewed over 70 different configurations for the APM system which include various alignments and station locations inside and outside of the CTA. A majority of the 70+ configurations for the APM alignment within the CTA were screened out as infeasible due to existing physical constraints and disruption from construction impacts associated with building an APM system within an operating airport environment. A summary of this screening process and a recommendation on a preferred alignment east of the CTA was provided to the Board of Airport Commissioners on May 5, 2014. On December 18, 2014, staff recommended to the Board of Airport Commissioners a preferred alignment that included 3 stations within the CTA.

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

Like today, security screening and baggage check will continue to be provided in the terminals. LAWA anticipates providing airline check-in, boarding passes, and flight information services at the ITFs and CONRAC, and is coordinating with Metro to evaluate possible services at the Airport Metro Connector station. LAWA is also studying the feasibility of baggage check-in at the APM stations.

✦ **How will the new LAX Landside Access Modernization Program provide quicker or better services than what currently exist at LAX?**

The proposed Project will be designed to offer passengers new convenient ways to access or depart the airport quickly and in a predictable amount of time.

The use of an APM system to transport passengers into and out of the terminals will be much more reliable than the current roadway system, as it is not influenced by local traffic congestion, vehicular accidents, or other roadway obstacles. The ITFs and CONRAC will provide access options closer to the major freeways and amenities for users of the new system that will ensure a world-class traveling experience.

In addition, the APM system will provide a seamless connection to the proposed Airport Metro Connector transit station at 96th Street/Aviation Boulevard and provide passengers with access to the regional transportation system in Los Angeles County.

✦ **What kind of impacts can be expected from construction of these projects?**

The Draft Environmental Impact Report (EIR) will analyze and disclose potential effects from the LAX Landside Access Modernization Program, such as construction emissions, traffic, noise, etc., and will also identify appropriate mitigation measures.

✚ What are the environmental impacts of the LAX Landside Access Modernization Program and will LAWA prepare an Environmental Impact Report (EIR)?

LAWA released an Initial Study and Notice of Preparation (NOP) for the environmental review of the LAX Landside Access Modernization Program on February 5, 2015 and is in the process of preparing a project-level EIR. LAWA will fully comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), and identify all potential significant impacts along with appropriate mitigation measures.

✚ How can the public get involved in the environmental review process?

The public has the opportunity to get involved at the beginning of and throughout the environmental review process. LAWA is holding two public scoping meetings during the Notice of Preparation (NOP) comment period to gather comments on the areas of environmental review that the Draft EIR will analyze. Upon completion, the Draft EIR will be circulated to gather public comments on its findings. During the EIR process, there will be multiple opportunities to attend meetings and provide input on the project. LAWA plans on holding public meetings to provide project updates and solicit community views and concerns.

✚ What is the purpose of the LAX Landside Access Modernization Program, and who will benefit? How is the public served by this project?

The LAX Landside Access Modernization Program is designed to: relieve traffic congestion within the CTA and the surrounding street network; create new convenient locations for passenger pick-up, drop-off, and parking outside of the CTA; give passengers a fast and reliable way to get to their flights; and reduce vehicle emissions and improve air quality. The LAX Landside Access Modernization Program will improve the passenger experience and reduce traffic congestion at and around LAX.

✚ It seems like there is a lot of existing construction at LAX. Why is this project necessary for airport operations?

Modernization is a continuing process at LAX as the needs of travelers and airlines change and as improved safety measures are implemented. The proposed program is designed to make LAX a premier destination for visitors and residents alike, to improve access to LAX, and reduce traffic and congestion on airport and surrounding roadways. All of the construction projects will be coordinated to provide a seamless experience for travelers, and to minimize disruption while still adhering to rigorous completion schedules.

✚ How does the Stipulated Settlement relate to the LAX Landside Access Modernization Program?

The LAX Master Plan, approved by the City of Los Angeles City Council in December 2004, defines the strategic framework

for future development at LAX. The LAX Master Plan identified the development of a Ground Transportation Center (GTC), to be developed east of the CTA, the construction of an Intermodal Transportation Center, the development of a CONRAC, and the development of an APM system that would connect to all of these facilities. These elements were categorized as “Yellow Light Projects” subject to further analysis under Section V of the Stipulated Settlement prior to construction.

✚ Is the LAX Landside Access Modernization Program part of the Specific Plan Amendment Study?

LAWA completed the Specific Plan Amendment Study (SPAS) and a programmatic Final Environmental Impact Report (EIR) evaluating the environmental effects of the SPAS alternatives in 2013. The SPAS studied airfield improvements, terminal improvements, and ground access improvements, including alternatives to the Ground Transportation Center (GTC) and construction of the APM from the GTC to the CTA as envisioned in the Master Plan, at a programmatic level. Following completion of the SPAS and certification of the SPAS Final EIR, the Board of Airport Commissioners and the Los Angeles City Council selected the LAWA “Staff Recommended Alternative” as the best alternative to the problem the “Yellow Light” projects were designed to address. The ground access improvements selected for further study as part of the “Staff Recommended Alternative” included, among other things, development of an Intermodal Transportation Facility (ITF), CONRAC facility, parking outside of the CTA, and an APM linking these new facilities to the CTA and connecting them to the planned Metro transit facilities. These components, which have undergone additional planning and refinement, form the basis of the proposed LAX Landside Access Modernization Program.

✚ Who makes the final decision on the LAX Landside Access Modernization Program?

The Los Angeles City Council will make the final decision on the LAX Landside Access Modernization Program and EIR. The City Council must take actions to certify the EIR and to approve the project. The FAA must also assess the potential environmental effects of the project in compliance with NEPA and approve the plan for purposes of safety and efficient operations.

✚ Will there be local jobs created by the LAX Landside Access Modernization Program? Construction or long-term? Who will do the work and how will they be selected?

Projects at LAX generate jobs throughout the region, for planning and construction, and for ongoing operations. Contractors are selected by the Board of Airport Commissioners through a public bidding process which examines capabilities, experience and cost effectiveness.

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