

LAX Modernization: Getting to Net Zero -- Decarbonizing and Electrifying LAX

Los Angeles is making major strides in the efforts to cut carbon emissions and address climate change by focusing on our largest source of carbon emissions: energy generation. Fossil fuel fed power plants produce extreme amounts of carbon dioxide, sulfur dioxide, nitrogen oxides, and other harmful pollutants known to affect human health, wildlife, and entire ecosystems. This impact is magnified when accounting for the cost of fossil fuel extraction via drilling and mining. Though these activities often occur in largely uninhabited areas, Los Angeles County still hosts many active drilling sites for oil and natural gas. Communities of color, historically redlined and marginalized, often bear the brunt of these activities and diminished health outcomes for children and adults accompany people living in close proximity to extraction of these resources.

It is for this reason that we are working collaboratively with City, County, and State governments to put Los Angeles's money where its mouth is on climate change by moving to aggressively wind down extraction and energy generation of fossil fuels and move to more sustainable options like wind, hydro, and solar energy capture. We are doing this by getting the Department of Water and Power (DWP), the nation's largest municipal utility company to divest from fossil fuels and invest in renewables to serve their four million consumers via commitments made via the LA100 plan.

Los Angeles World Airports (LAWA), the city department that runs Los Angeles International Airport (LAX), plays a key role in the city's efforts to fight climate change, and is making major strides to become more sustainable, guided by its Sustainability Action Plan that calls for net zero carbon emissions by 2045. The Landside Access Modernization Program (LAMP) that connects LAX to the Los Angeles County Metropolitan Transportation Authority's (LA Metro) growing transportation network will include solar generation capacity of approximately 1.5 megawatts embedded into infrastructure being built. LAWA has been investing in zero emissions electric-only vehicle fleets, including transportation shuttles, and electric car charging stations at existing and new parking facilities throughout the LAX campus. Passenger airline gates have been electrified and many of the airlines at LAX operate incentive programs for their ground crews and pilots to shut off fossil fuel powered engines as soon as an aircraft is parked at a gate. Many airlines are also electrifying their ground support equipment, such as baggage towers and catering trucks, to ensure the vehicles servicing aircraft are also zero emissions. Additional measures include waste diversion programs, water reduction targets, and investments in recycled water capacity. Though these goals and achievements to date are laudable, more can and must be done.

The Intergovernmental Panel on Climate Change's (IPCC) recently released Code Red report makes it clear that governments must accelerate carbon reduction actions in order to slow the devastating impacts of climate change, of which our coastal communities and LAX are particularly vulnerable. Los Angeles is already leading the way nationally in accelerating actions, and recently embraced a plan to meet a 100% clean energy standard by 2035, ten years faster than the legally mandated requirements in California. We have an obligation to build on and accelerate existing plans to confront our rapidly escalating climate crisis.


I THEREFORE MOVE that the Los Angeles World Airports (LAWA) report back to Council within 120 days with the following:

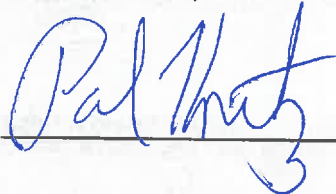
- **Power Generation Opportunities on LAWA Lands:** LAWA should report on opportunities to generate power via renewable sources across the properties it owns at LAX, Van Nuys, and Palmdale. This should include the current status of projects under consideration and estimated timelines for completion of these projects should they be pursued. It should also discuss opportunities to cite those renewables, including on privately owned buildings at the airports, and on opportunities to site renewable energy systems with energy storage;

- **Sustainable Aviation Fuel Adoption:** LAWA should report on recommendations to increase use of sustainable aviation fuels (SAF) at LAX, including needed regulatory reforms statewide or nationally. The report should also discuss the availability of SAF at scale in the near-term for use at LAX, the carbon dioxide lifecycle emissions of those available fuels, and an estimation of the percentage of fuel used at LAX that can feasibly be converted to SAF;
- **Near 100% Electrification of Ground-Based Activities:** LAWA should report on the percentage of ground-based vehicles operating at LAX and Van Nuys that are zero emissions vehicles (both the LAWA fleet and private operators' fleets), incentive programs LAWA currently has in place to phase out emissions generating vehicles, electrification goals and timelines of the programs, whether these timelines can be feasibly accelerated, and whether the emissions factor targets within the existing GSE Emission Reduction Policy can be reduced further. The report should also include whether additional funding of LAWA's Electric GSE Incentive Program may be necessary to expedite fleet-wide performance targets or lower the emission factors within the existing timelines;
- **Incentivizing Electric Vehicle Parking:** LAWA should report back to Council on any plans to electrify parking facilities, including the current percentage of passenger and employee parking spaces that offer electric vehicle charging, LAWA's multi-year goals to increase these percentages, and whether the strategy includes more favorable parking permit terms and costs for electric vehicles;

I FURTHER MOVE that the Los Angeles World Airports (LAWA) report back to Council within 120 days on a timeline to study an accelerated Sustainability Action Plan that would achieve carbon neutral facilities by 2035. The report should include a discussion of catalytic policy changes and investments to develop zero emissions transportation and buildings by that date.

PRESENTED BY: 
 MIKE BONIN
 Councilmember, 11th District


 PAUL KREKORIAN
 Councilmember, 2nd District

SECONDED BY: 

ORIGINAL

OCT 06 2021

LAX Modernization: Improving Transit, Reducing Traffic, and Pollution

Los Angeles International Airport (LAX) is a major economic engine for our region. As the world's 3rd busiest airport in 2019, it is also a major employment center, hosting a wide variety of transportation, service, hospitality, and logistics jobs. Within very close proximity to the airport are a host of industries related to and dependent on aviation and cargo. This includes regional offices of companies like Boeing, Raytheon, and Northrop Grumman.

Though these employers are vital to our region's economy by providing high-paying careers, we have a long-standing employment divide in LA. Many jobs-rich areas of Los Angeles often do not have sufficient public transit infrastructure and systems to reduce daily car commuting, hindering access to workers living in other areas and exacerbating traffic and congestion. Those delays mean wasted worker productivity, excessive out of pocket worker costs for transportation to and from work, and continued economic stratification between rich and poor areas, and unsustainable levels of air pollution already affecting human health and the health of the planet.

It is for these reasons that Los Angeles World Airports (LAWA) created a Transportation Management Organization (TMO) for LAX. A TMO for the airport and employers operating out of LAX facilities ensures that stronger communication and enhanced transportation services are built out over time to reduce private car commuting, traffic, and pollution. An LAX TMO is smart policy that improves the quality of life for airport workers, passengers, and local residents. It also helps LAWA meet project conditions and obligations for airport modernization by reducing Vehicle Miles Traveled (VMT), the new state and citywide standard for mitigating traffic impacts.

The work of a TMO is ultimately about creating conditions that offer more and better choices for Angelenos to commute to and from work. This work is gradual and requires good data, analysis, commitment, and diligence. Changing commuter behavior is vital if we as a region and as a world hope to address the climate crisis we are facing. This crisis will affect us all, but will especially hit historically disadvantaged communities that suffer from economic, public health, and environmental disparities. With each year the need and urgency of the task to address our climate crisis and environmental justice disparities grow. Though LAWA has made good efforts to establish a TMO, quicker and bolder action as we seek to modernize LAX is essential.

I THEREFORE MOVE that the Los Angeles World Airports (LAWA) report back to Council within 120 days with the following:


- **Establish TMO Organizational Goals:** LAWA should report back with an approach and timeline for setting its multi-year organizational and transit improvement goals for the recently established TMO, including VMT reduction. This includes the strategies LAWA will seek to implement, the metrics that will be tracked to ensure goals are met, proposed annual budget for the TMO, and a chart noting the management reporting structure of the organization. The report should also include details on how LAWA will track employee commute behavior and use this information to inform improvements to programs such as FlyAway, Metro, Iride, and regional bus providers. Finally, it should include an outreach strategy to provide ongoing information to the Board of Airport Commissioners, the public, particularly the Westchester Playa Neighborhood Council, employers participating in the TMO, City Council, LADOT, and LA Metro;
- **Improving Data and Meeting Employee Transit Needs:** LAWA should report back on a strategy for the TMO office to capture data on badged employee working hours and commuting patterns; and how the data can be used to address any gaps in commuter programs or public transit, work with participating employers to advise them on known problems late/early shift workers may have accessing transit, work internally with LAWA commuter program

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management and regional transit operators to improve service, and communicate improvements made to affected employers and employees;

- **Free Transit for Airport-based Employees:** LAWA should report back on the financial and legal feasibility of LAWA-operated ride share, employee shuttle, and FlyAway services to be provided at no cost, reduced cost, or subsidized cost to airport-based employees with the goal of making those services cost competitive with driving alone in privately owned vehicles; and fully or partially subsidized transportation for airport employees via non-LAWA-operated transit services like LA Metro, LADOT, or other regional transit providers should be studied with consideration of what costs would be appropriately covered by the private sector employers, and what costs could be provided by LAWA through the TMO;
- **Reduction of Employee Commuter Costs:** LAWA should report back on strategies to improve the competitiveness of public transit and commuter programs to airport workers, including but not limited to lowering the cost disparities between monthly parking passes, FlyAway employee transit passes, and existing or to be established employer commuter programs;
- **Establishment of an independent airport area TMO organization:** LAWA should report back on the feasibility, including time and resources required, to establish an independent non-profit to administer an airport area TMO organization that encompasses employers in the City of LA, El Segundo, and nearby County unincorporated areas;

PRESENTED BY:

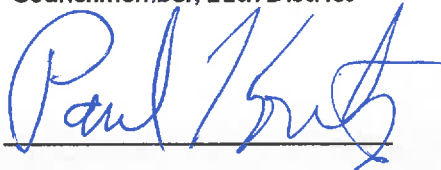


MIKE BONIN
Councilmember, 11th District



MARQUEECE HARRIS-DAWSON
Councilmember, 8th District

SECONDED BY:



ORIGINAL

LAX Modernization: Protecting Airport Workers Through a New MOU

LAX has historically led the way in showing how we can thrive by treating workers with dignity. In 2003 airport workers acting together with city officials and airport leadership created an airport living wage that protected workers and enshrined standards for employee-provided health insurance. This wage has continued to rise and remains higher than statewide standards. Eighteen years after these gains for workers were established, additional challenges for workers remain. High commuter costs, uneven enforcement of labor standards, and persistent environmental justice issues are chief among these challenges.

The Airfield & Terminal Modernization Project (ATMP) is one of several major projects expected to be built at the airport in the coming years. This project will build off of the success of the Landside Access Modernization Program (LAMP) which will seamlessly connect LAX to our growing transportation system. Projects like ATMP and LAMP are critical to the continued value of the Airport for the domestic and international transportation of passengers and cargo without delay, and for the overall economic well-being of the greater Los Angeles area and Southern California. Efficient functioning of the airport plays a vital economic role in the economy of California, and the timely and successful completion of these projects is essential to this, as is the continued protection of the airport's essential workers.

ATMP will continue the work of modernization and replace remote aircraft gates with those connected to a new terminal and concourse to better serve passengers. As these improvements and others envisioned as part of ATMP are considered, now is the time to ensure LAX continues to be a leader in protecting workers and their families through negotiation of a new Memorandum of Understanding between airport leadership and labor.

I THEREFORE MOVE that City Council request that the Board of Airport Commissioners direct that Los Angeles World Airports (LAWA), in collaboration with the City of Los Angeles and airport trade and services unions, enter into a Memorandum of Understanding (MOU) covering airport workers, including a mutually agreed upon framework with conditions, commitments, obligations, and enforcement provisions, in order to address economic and environmental concerns through initiatives that may include but are not limited to the following:

- ***Good Jobs At LAX***
 - Enhanced enforcement of existing LAX worker protections;
 - Explore options, including but not limited to improving LAWA certification procedures, to better ensure use of responsible airline contractors in passenger service, janitorial, security and ramp services at LAWA facilities;
- ***Transportation and Traffic Reduction***
 - Reduced or subsidized public transportation or reduced cost transportation options for airport workers to discourage use of single occupancy vehicles;
 - Work with relevant partners to improve frequency, reliability, and availability of airport-serving transit service;
 - Establish parking cost reductions for carpooling airport workers with no viable mass transit or commuter programs available either due to geographic distance or time of day schedule issues;
 - Explore potential sources of revenue to help fund commuter transit services and programs;
 - Ensure safety in public transportation and parking facilities serving airport workers, working with relevant partners, through infrastructure improvements like lighting, cameras, emergency phones, and public safety personnel;

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● **Community Environmental/Health Studies**

- Stronger protections for clean air and environmental health including investments in new technologies, procedures and infrastructure to reduce emissions and reduce pollution in flight path communities;
- Accelerate transition to zero emissions ground equipment, ground vehicles, airport equipment, all airport buildings and infrastructure including electrification and renewable energy generation;
- Working with AQMD, determine effective ways to monitor air quality, including jet engine emissions, in nearby and flightpath communities, and how to fund such monitoring;

● **Enforcement and Monitoring**

- Ensure worker representation on a LAWA advisory committee, such as the LAX Area Advisory Committee, that LAWA reports to on MOU status on at least a quarterly basis;
- Develop a partnership between LAWA and MOU signatories, including consultation with signatories as LAWA advances MOU initiatives through the regulatory process, in an effort to ensure successful implementation of the agreement.

PRESENTED BY:


MIKE BONIN

Councilmember, 11th District


NURY MARTINEZ

Council President

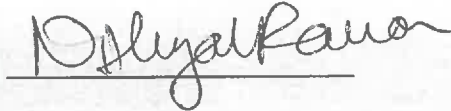

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