



Los Angeles World Airports



Los Angeles World Airports: LAX Air Quality Improvement Plan Status Update

July 18, 2019





- LAWA owns and operates Los Angeles International Airport (LAX) and Van Nuys General Aviation Airport (VNY). LAWA is a Department of the City of Los Angeles.
- Approximately 87.5 million passengers travelled through LAX and 2.4 million tons of cargo passed through LAX in 2018.
- LAWA's Sustainability Program Update focuses on four key areas:
 1. Air Quality
 2. Water Conservation
 3. Energy Conservation
 4. Waste Reduction
- LAWA's Sustainability Plan aligns with the Mayor's Sustainability pLAN, the Green New Deal for LA
- LAWA has been working with SCAQMD and other airports on Memorandum of Understanding (MOU) and its Air Quality Improvement Program (AQIP)

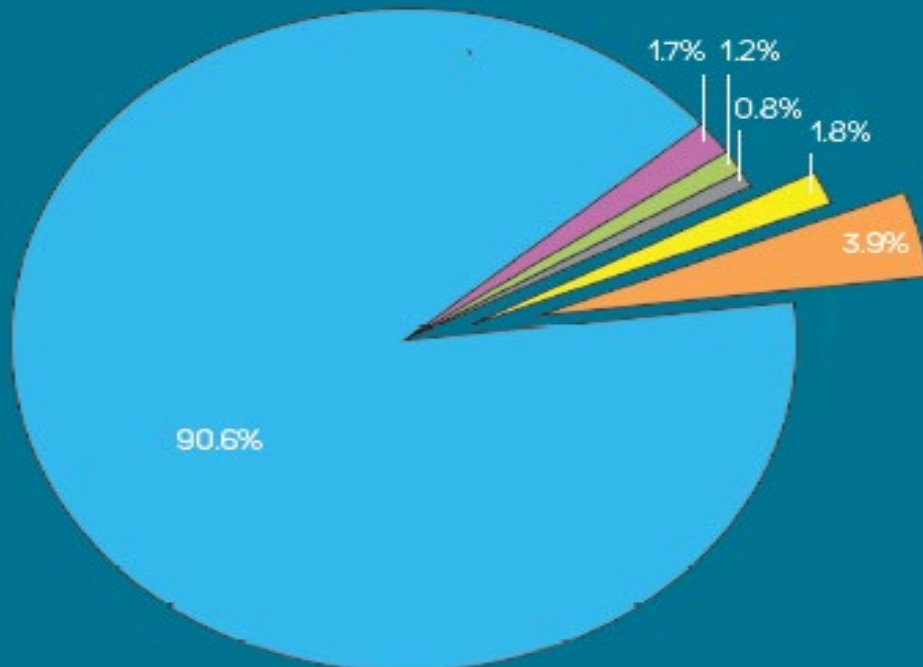




Airport-Related Emissions

LAX Emissions by Major Source:

13.1 tons per day (tpd) total



- Aircraft Engines/APUs, 11.85 tpd (USEPA & FAA, Federally pre-empted)
- Passenger & Cargo Traffic On-Airport 0.23 tpd (USEPA & CARB)
- Construction Equipment, 0.16 tpd (USEPA & CARB)
- Stationary Equipment, 0.10 tpd e.g., (Central Utility Plant (SCAQMD))
- Vehicles Subject to LAWA Alt Fuels Policy & LAWA Fleet Vehicles, 0.23 tpd
- Ground Support Equipment, 0.51 tpd (Airline & Ground Handler-owned)

CLEAN FLEET MEASURES:

Measure 1: LAX Ground Support Equipment (GSE) Emissions Reduction Policy

- Sets 2.65 NOx emission factor target for GSE fleet operators by December 31, 2021.
- 2018 LAX airport-wide emission factor was 1.94.
- New targets for 2023 and 2031 under consideration for AQIP.
- Policy enacted in 2015 and is enforced through leases, licenses, and permits.

Measure 2: LAX GSE Emissions Reduction Incentive Program

- \$500,000 incentive program to encourage operators to purchase electric GSE.
- Set for Board of Airport Commissioners Approval July 18, 2018.
- AQIP will include initiative to determine if additional state and local funding is available.

Measure 3: Clean Construction Policy

- Will require construction projects at LAX to follow sustainable construction practices, such as using low-emission vehicles and equipment and recycling construction and demolition waste.

CLEAN FLEET MEASURES:

Measure 4: Clean Fleet Program for Operators (LAX Alternative Fuel Vehicle Requirement)

- Operators of medium and heavy-duty vehicles at LAX must meet LAWA's clean vehicle standards (vehicles cannot be older than 13 model years and must meet CARB clean vehicle standards).
- Requirement enacted in 2007 and updated in 2017.
- Policy enforced through leases, licenses, and permits and includes an annual reporting requirement.

Measure 5: LAX Alternative Fuel Vehicle Incentive Program

- \$500,000 incentive program to encourage operators to purchase zero/near-zero emission vehicles.
- Approved by Board of Airport Commissioners in 2018; program fully subscribed.
- AQIP will include initiative to determine if additional funding is available from state and local agencies to continue the program.

CLEAN FLEET MEASURES:

Measure 6: LAWA Clean Fleet Program for LAWA's Vehicle Fleet

- **Light-Duty:**
 - 80% of new sedan purchases to be electric by 2025, 100% by 2035
 - New AQIP targets will align with City of LA's 2019 Sustainability pLAN
- **Medium and Heavy-Duty:**
 - LAWA's medium-duty fleet must meet LAWA's Clean Vehicle guidelines (vehicles cannot be older than 13 model years and must meet CARB clean vehicle standards).
- **Buses:**
 - 100% of LAWA shuttle buses to be electric by 2030
 - 20 electric buses on order and will be delivered over next several months

Measure 7: Clean Vehicle Charging Infrastructure

- 152 EV chargers installed at LAX; planning underway for 50 more, and LAMP projects will provide additional chargers and infrastructure.
- EV Charging Feasibility Study to be completed in fall 2019; AQIP will consider the Study's recommendations.

Measures Under Consideration for AQIP

TRIP REDUCTION MEASURES:

Measure 8: LAWA Employee Rideshare Program

- LAWA will continue to operate its Employee Rideshare Program (23% participation rate in 2018)
- Program may be incorporated into LAX area transportation management organization.

Measure 9: Improved Access to LAX for Employees

- Study underway to determine options for LAX area transportation management organization.
- AQIP will consider Study recommendations.

Measure 10: LAX FlyAway

- Shared transportation option to LAX from popular destinations in the Los Angeles region.
- Ridership increased 6 percent in 2018 to more than 1.9 million passengers.
- Program may be incorporated into transportation management organization.

Measure 11: Landside Access Modernization Program

- Transformative ground access modernization program that includes a consolidated rental car facility and a connection to Metro rail lines connected to LAX via an all-electric automated people mover.

ADDITIONAL MEASURES:

Measure 12: Gate Electrification

- Provides ground power to aircraft parked in permanent aircraft parking positions reducing the need to use diesel-powered ground power units for parked aircraft.
- 100% of terminal gates and majority of cargo, maintenance, and remain-overnight positions already electrified.
- Program will continue electrification of cargo and aircraft maintenance parking positions. 2 projects currently underway in cargo area covering 17 parking positions.

Measure 13: Sustainable Design and Construction Policy

- LAWA's Policy requires minimum LEED Silver certification for eligible new construction
- Policy adopted in 2017.
- Enforced through development agreements.

Measure 14: Smart Parking Systems

- AQIP will consider implementation of Smart Parking systems in new and existing parking structures to reduce vehicle idling and movement of vehicles in parking structures.

Monitoring:

- Annual inventories reported to LAWA for applicable programs (e.g., GSE Emissions Reduction and Clean Fleet Programs)
- Annual emission calculations and inventories will be prepared internally

Reporting:

- Annual reports will be provided to SCAQMD
 - Status of achieving stated goals in AQIP
 - Corrective measures taken (if any)
 - Progress on initiatives in AQIP
 - Changes or updates to the measures in AQIP
 - Evaluate potential measures that may not have been covered in the initial AQIP



Public Outreach and MOU Timeline

