

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 897-8391

FAX (213) 897-1337

TTY 711

www.dot.ca.gov



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December 7, 2020

Governor's Office of Planning & Research

DEC 07 2020**STATE CLEARINGHOUSE**

Ms. Evelyn Quintanilla
City of Los Angeles
Los Angeles World Airports (LAWA)
P.O. Box 92216
Los Angeles, CA 90009-2216

RE: Los Angeles International Airport Airfield
and Terminal Modernization Project
Vic. LA-405/PM 22.217,
LA-01/PM 25.95-28.36
SCH # 2019049020
Ref. GTS # LA-2019-02403AL-NOP
GTS # LA-2019-03403AL-DEIR

Dear Ms. Quintanilla:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project.

LAWA proposes to implement the LAX Airfield and Terminal Modernization Project ("Project") as part of LAWA's continuing commitment to maintain LAX as a world-class airport. The project consists of several elements, including airfield improvements to enhance safety and operational management within the north airfield, new concourse and terminal facilities to upgrade passenger processing capabilities and enhance the passenger experience, and an improved system of roadways to better access the Central Terminal Area (CTA) and new facilities while reducing congestion. **Airfield Improvements (North Airfield):** Airfield safety and operational management would be enhanced with the westerly extension of Taxiway D and relocation and reconfiguration of runway exits from the northernmost runway. **New Terminal Facilities:** Concourse 0 would be a new easterly extension of Terminal 1. Terminal 9 would be a new passenger terminal located southeast of the Sepulveda Boulevard/Century Boulevard intersection. Taxiways in both the north and south airfields would be modified to provide aircraft access to Concourse 0 and Terminal 9. **Roadway Improvements:** New arrival and departure roadways would improve access to and from the CTA and would provide access to the new Terminal 9 facility. Access to Terminal 9 would be provided by a new station on the approved LAX Automated People Mover (APM) line with a pedestrian connection to Terminal 9. Other landside improvements associated with Terminal 9 include a pedestrian corridor between Terminals 8 and 9 that would bridge across Sepulveda Boulevard, and a parking facility.

As a reminder, please consider integrating transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improves safety by lessening the time that the user is in the likely path of a motor vehicle. Caltrans recommends the project consider the use of methods such as, but not limited to, the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Additionally, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping can be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

The main pedestrian connection to LAX is via Century Blvd. Sidewalks and crosswalks are located on the north and south side of Century Blvd. between I-405 and World Way. A gap in the sidewalk exists on the south side of Century Blvd. between World Way and Avion Drive. Landscaped buffers between the roadway and the pedestrian walkway are located on both sides of the street between Avion Drive and Aviation Blvd.

City of Los Angeles Mobility Plan 2035 has identified future planned bicycle facilities along segments of Lincoln Blvd., South La Tijera Blvd, Westchester Parkway, and Manchester Ave. in the vicinity of the Project area. In addition, the LAX landside Access Modernization Program includes additional modifications to the bike facilities in the Project area including removing existing bike lane on 96th Street between new Jetway Blvd. and Airport Blvd. and construction of a combination bike lane and multi-use paths for shared use by pedestrians and bicyclists. Bike facilities will include: bike lanes on Westchester Blvd. from new Jetway Blvd. to Airport Blvd. and on Airport Blvd. from Arbor Vitae Street to Century Blvd; striped bike paths along new Jetway Blvd. from Arbor Vitae Street to Century Blvd. and along new 94th Street from new Jetway Blvd. to Airport Blvd.; and a multi-use path on the south side of Century Blvd. between Airport Blvd. and Aviation Blvd., continuing north on the west side of Aviation Blvd. and turning west along the south side of Arbor Vitae Street to La Cienega Blvd.

Fifteen bus lines currently serve the LAX City Bus Center and the Metro Green Line Aviation/LAX Station. Seven bus lines are operated by Metro, two bus lines are operated by the Culver City Bus (CC), two bus lines are operated by Santa Monica Big Blue Bus (SM), two bus lines are operated by LADOT Commuter Express (CE), one bus line is operated by Torrance Transit (TT), and one bus line is operated by the City

of Redondo beach – Beach Cities Transit (BCT). In addition, the LAX FlyAway serves the CTA. There are also dozens of other transit lines that connect to the Metro green Line and are, therefore, accessible to LAX via one transfer at a Metro Green Line station.

On page 4.8-41 of the Draft EIR, the Table 4.8-10 Summary of Projected VMT for Existing Conditions, Projected Future Conditions Baseline (2028), and Proposed Project (2028) indicated the Existing Conditions (2019)/Projected Future Conditions Baseline (2028)/Proposed Project (2028) for the total Passenger VMT is 6,581,811/8,676,209/8,708,995 respectively, and for the VMT per Employee is 25.2/24.0/23.9 respectively.

As shown in Table 4.8-13 on page 4.8-51 (Repeated table from Table 4.8-10), VMT per employee under Projected Future Conditions Baseline (2028) will be more efficient than under existing (2029) conditions. We concur that this is primarily due to planned improvements to transit (e.g., opening of the Crenshaw/LAX Line) and improvements associated with Phase 1 of the LAX Landside Access Modernization Program, including new roadways, the APM, ITF West, ITF Fast, and CONRAC, as well as travel demand management (TDM) measures. These changes will result in an improved efficiency metric of 24 VMT per employee (compared to 25.2 under existing conditions).

The addition of the proposed Project would result in changes to the parking destination for some existing and new Project employees, which would slightly improve the VMT per employee rate. As shown in Table 4.8-13, the Project would result in 23.9 VM per employee. Although this would be a decrease compared to Projected Future Conditions Baseline (2008), the decrease would not be at least 15 percent below the baseline (i.e., 20.4), which is the threshold of significance. Because the proposed Project would generate VMT per employee that would exceed 15 percent below the Projected Future Conditions Baseline (2028) VMT per employee rate, this would be a significant impact.

The project proposed the following mitigation measures as MM-T (ATMP)-1 VMT Reduction Program:

- Expand LAWA's Rideshare Program
- Formalize Employee Telecommuting Program
- Provide On-demand Micro-Transit Shuttle
- Market and Promote Alternative Transportation Options
- Conduct Parking Study to Price Parking to Reduce VMT
- Expand Incentives and Commuter Benefits
- Evaluate Modifications to FlyAway Service
- Explore Incentive Measures from LAWA Mobility Strategy Plan
- Evaluate the Potential for Congestion Pricing in the CTA
- Annual Monitoring and Reporting

We concur that with implementation of Mitigation Measure MM-T (ATMP)-1, the significant impact related to employment VMT would be reduced to a less than significant impact. The proposed Project would result in a net increase of 32,786 total passenger VMT over the Projected Future Conditions Baseline (2028). This would be a significant impact. Even with mitigation, this would remain a significant and unavoidable impact. The proposed Project would induce an additional 18,220 VMT compared to the Projected Future Conditions Baseline (2028). This would be a significant impact. There are no feasible mitigation measures for this impact. As such, it would be a significant and unavoidable impact.

The proposed improvements: 1) to construct above-grade access ramps at Sepulveda Blvd and Century Blvd to facilitate traffic flow in and around LAX, 2) to remove the cloverleaf ramps at the intersection of Sepulveda Blvd and Century Blvd, along with the elimination of the free right-turn lane on southbound Sepulveda Blvd to westbound CTA and eastbound World Way onto southbound Sepulveda Blvd., 3) to remove access point from World Way to southbound Sepulveda Blvd and reroute to the new above-grade ramps, 4) to construct an above-grade pedestrian bridge at Sepulveda Blvd and Century Blvd., would need to be oversight by Caltrans.

The new signalized intersections at Sepulveda Blvd. (SR-01) and 96th Street would require performing Intersection Control Evaluation (ICE).

For this project, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size construction/operation truck trips be limited to off-peak commute periods and idle time not to exceed 10 minutes.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2020-03403AL-DEIR.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse