

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.

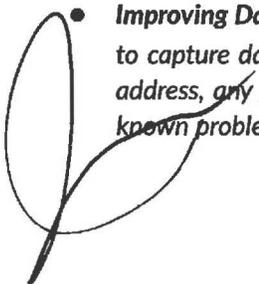
Though these employers are vital to our region's economy by providing high-paying careers, we have a long-standing employment divide in LA. Many jobs-rich areas of Los Angeles often do not have sufficient public transit infrastructure and systems to reduce daily car commuting, hindering access to workers 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;

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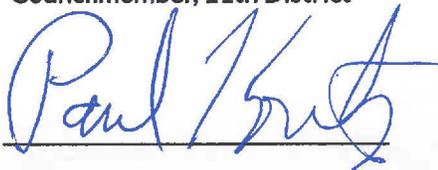


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