

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WESTERN-PACIFIC REGION

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***FINDING OF NO SIGNIFICANT IMPACT  
AND  
RECORD OF DECISION***

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**Proposed Landside Access Modernization Program**

Los Angeles International Airport  
Los Angeles, Los Angeles County, California



For further information

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## GENERAL INFORMATION ABOUT THIS DOCUMENT

**WHAT'S IN THIS DOCUMENT?** This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the proposed Landside Access Modernization Program (LAMP) at Los Angeles International Airport (LAX) located in Los Angeles, California. This document includes the agency determinations and approvals for those proposed Federal actions described in the Final Environmental Assessment dated December 2017. This document discusses all alternatives considered by FAA in reaching its decision, summarizes the analysis used to evaluate the alternatives, and briefly summarizes the potential environmental consequences of the Proposed Action Alternative and the No Action Alternative, which are evaluated in detail in this FONSI and ROD. This document also identifies the environmentally preferred alternative and the agency preferred alternative. This document identifies applicable and required mitigation.

**BACKGROUND.** In August 2017, the City of Los Angeles, through its Airport Department – Los Angeles World Airports (LAWA) prepared a Draft Environmental Assessment (Draft EA). The DEA addressed the potential environmental effects of the proposed LAMP including various reasonable alternatives to that proposal. The Draft EA was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) [Public Law 91-190, 42 USC 4321-4347], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR Parts 1500-1508], and FAA Orders 1050.1F, *Environmental Impacts: Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA), Implementing Instructions for Airport Actions*. LAWA published the Notice of Availability for the Draft EA on August 18, 2017. LAWA received seven written comments on the draft between August 18, 2017 and September 26, 2017. FAA approved the Final EA on January 10, 2018.

**WHAT SHOULD YOU DO?** Read the FONSI and ROD to understand the actions that FAA intends to take relative to the proposed LAMP at Los Angeles International Airport.

**WHAT HAPPENS AFTER THIS?** The City of Los Angeles may begin to implement the Proposed Action Alternative.

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**PROPOSED LANDSIDE ACCESS MODERNIZATION PROGRAM**

**LOS ANGELES INTERNATIONAL AIRPORT  
LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA**

- 1. Introduction.** This document is a Finding of No Significant Impact (FONSI) and Record of Decision (ROD) (FONSI/ROD) prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) for the proposed Landside Access Modernization Program (LAMP) at Los Angeles International Airport (LAX), Los Angeles, Los Angeles County, California. The City of Los Angeles, through its Airport Department – Los Angeles World Airports (LAWA) is the airport sponsor for LAX. The Federal Aviation Administration (FAA) must comply with NEPA and other applicable statutes before taking any federal actions that are necessary prior to implementation of the project. NEPA requires that after preparing an Environmental Assessment, federal agencies must decide whether to issue a Finding of No Significant Impact and approve the proposed project, or prepare an environmental impact statement prior to rendering a final decision on approval of a proposed project. The FAA has completed the environmental assessment, considered its analysis, and determined that no further environmental review is required. Therefore, the FAA is issuing this FONSI/ROD, accompanied and supported by the FAA’s Final Environmental Assessment (Final EA) and Final General Conformity Determination under the Clean Air Act, 42 USC § 7401 et seq. (1970), completing environmental review requirements for the project.
- 2. Purpose and Need of the Proposed Action.** LAX is a commercial service airport that accommodates both air carrier aircraft as well as a small amount of general aviation activity. LAX currently has a single vehicle access point to all passenger terminals via the Central Terminal Area (CTA). All ground vehicles for passengers (including transit, private vehicles, taxis, transportation network companies or “TNCs” [e.g., Uber and Lyft], limousines, and shuttles) travel through this access point, which results in more time spent in traffic, uncertain travel times, more passenger hours traveled, congestion and delay in the CTA, as well as back-ups onto the surrounding local and regional roadway network.

The existing traffic problems will be exacerbated in the future as traffic conditions at LAX are expected to worsen over time partly because of expected increases in the amount of local traffic not associated with the CTA and partly because of the growth in passenger activity levels that are projected to occur with or without the LAX Landside Access Modernization Program. As no viable options for additional or improved roadways exist within the CTA, a reliable, predictable, non-road means of access into the CTA is needed to relieve congestion in the CTA and on the surrounding street system.

Chapter 2 of the Final EA describes the purpose and need that will be accomplished through development of the LAMP.

In summary, the purpose of the project is to:

- Improve access options and the landside travel experience for passengers;
- Enhance efficiency and alleviate delays on and congestion of on-Airport and surrounding roadways;
- Shift the location of a portion of traffic from the CTA to locations outside the CTA and off of the surrounding street network;
- Provide a direct connection to the Metro rail and transit system; and
- Improve connectivity and mobility for Airport passengers, visitors, and employees between the regional ground transportation system, including highways, local roadways, and regional transit options, and LAX.

In summary, the need of the project is to:

- Reduce vehicle travel times and distance and provide traffic congestion relief;
- Reduce traffic congestion and provide additional parking during peak periods;
- Reduce vehicle congestion and conflicts within the Central Terminal Area (CTA) and surrounding streets;
- Provide improved transit connectivity; and
- Provide a consolidated rental car facility to reduce crowded and uncomfortable passenger conditions on the terminal curbside by removing the rental car shuttles from the CTA.

The Proposed Action includes several individual development components that collectively would improve overall access to and from LAX and improve the efficiency of the existing surface transportation infrastructure as well. This FONSI/ROD addresses LAWA's proposed improvements under LAMP as described below.

**3. Proposed Project and Federal Actions.** The Proposed Action evaluated in this FONSI/ROD includes the following major project components (See Figure 1-2 and Table 1-1 of the Final EA):

- Automated People Mover (APM)
- Two Intermodal Transportation Facilities (ITF)
- Consolidated Rental Car Facility (CONRAC)
- Pedestrian Walkway connections to the passenger terminals within the CTA, and
- Roadway improvements. Table 1-2 of the Final EA identifies the various roadway improvements proposed under LAMP.

FAA will take the following actions to authorize implementation of the proposed projects:

- Unconditional approval of the ALP depicting the proposed improvements pursuant to 49 USC §§ 40103(b), 44718 and 47107(a)(16); Title 14, CFR Part 77 (14 C.F.R. 77), *Safe, Efficient Use and Preservation of Navigable Airspace*; and 14 C.F.R. Part 157, *Notice of Construction, Alteration, Activation, and Deactivation of Airports*.
- Determinations under 49 U.S.C §§ 47106 and 47107 relating to the eligibility of the Proposed Action for Federal funding under the Airport Improvement Program (AIP) for the

proposed project as shown on the ALP and/or under 49 U.S.C. § 40117 as implemented by 14 CFR § 158.25 to impose and use Passenger Facility Charges (PFCs) collected at the airport for the Proposed Action to assist with construction of potentially eligible development items shown on the ALP.

- If necessary, approval of a Construction Safety and Phasing Plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150/5370-2F, *Operational Safety on Airports During Construction*, [14 CFR Part 139 (49 USC § 44706)].

**4. Reasonable Alternatives Considered.** Chapter 3 of the Final EA, used a detailed two-step alternatives analysis screening process including:

Step 1 – Would the Proposed Alternatives meet the purpose and need, by improving access options and the landside travel experience for passengers? Does the alternative enhance efficiency and alleviate delays and congestion of on-airport and surrounding roadways? Would the alternative shift a portion of traffic from the CTA to outside the CTA and off surrounding street network? Would the alternative provide a direct connection to the Metro rail and transit system? Would the alternative improve connectivity and mobility for Airport passengers, visitors, and employees between the regional ground transportation system including: highways, local roadways, regional transit options, and LAX?

Step 2 – Would the alternative be feasible to construct with the physical constraints of the airport environment? Would the alternative maintain access to and within the CTA and passenger Terminals? Are the proposed components of the alternative operationally feasible?

The Final EA evaluated three “build” alternatives and four “no-build” alternatives, including the No Action Alternative to the Proposed Action Alternative. Analysis of the No Action Alternative is required pursuant to 40 CFR § 1502.14(d).

Sections 3.2 and 3.4 of the Final EA describes and evaluates the three (3) basic on-airport LAMP “build” alternatives at LAX. These include Modified Master Plan Alternative; Modified SPAS Alternative; and the Proposed Action Alternative. The EA evaluates four “no build” alternatives including the No Action Alternative, Use of Alternative Modes of Transportation Alternative, Use of Other Public Airports Alternative and the Transportation Demand Management Alternative. Paragraph 6-2.1 of FAA Order 1050.1F states in part: “There is no requirement for a specific number of alternatives or a specific range of alternatives to be included in an EA. An EA may limit the range of alternatives to the Proposed Action Alternative and No Action Alternative when there are no unresolved conflicts concerning alternative uses of available resources. Alternatives are to be considered to the degree commensurate with the nature of the Proposed Action Alternative and agency experience with the environmental issues involved.”

Table 3-5 in the Final EA summarizes the results of the alternatives screening process. The No Action Alternative, Use of Alternative Modes of Transportation, Use of Other Public Airports Alternative, and Transportation Demand Management Alternative did not pass Step 1. The Modified Master Plan Alternative, and Modified SPAS Alternative failed to pass Step 2. Thus, only the Proposed Action Alternative and No Action Alternative were retained for analysis in the Environmental Consequences chapter of the Final EA for detailed impact analysis.

5. **Assessment.** The potential environmental impacts and possible adverse effects were identified and evaluated in the Final EA. The Final EA has been reviewed by the FAA and found to be adequate for the purpose of the proposed Federal actions. The FAA determined that the Final EA for the proposed project adequately describes the potential impacts of the Proposed Action Alternative. No new issues surfaced as a result of the public review process.

The Final EA examined the following environmental impact categories: Air Quality; Climate; Department of Transportation Act, Section 4(f) and Land and Water Conservation Fund Act, Section 6(f) Resources and Land and Water Conservation Fund Action, Section 6(f) Resources; Hazardous Materials, Solid Waste, and Pollution Prevention; Historic, Architectural, Archaeological and Cultural Resources, Land Use; Natural Resources and Energy Supply, Noise and Noise-Compatible Land Use, Socioeconomics, Environmental Justice and Children's Health and Safety Risks; Visual Effects, Water Resources and Cumulative Impacts.

Section 4.2 of the Final EA discloses that the following environmental impact categories of Biological Resources; Coastal Resources; Farmlands; Floodplains; Wetlands; and Wild and Scenic Rivers were not evaluated further because the Proposed Action Alternative at LAX would not pose an impact to these environmental resources.

**A. Air Quality.** Sections 4.3 and 5.1 of the Final EA, state the analysis of air quality for the Proposed Action Alternative was guided by an Air Quality Protocol (see Appendix F) that was coordinated with the FAA, U.S. Environmental Protection Agency, Federal Highway Administration (FHA), California Air Resources Board (CARB), California Department of Transportation (Caltrans), Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD). The analysis outlined in the Air Quality Protocol was designed to meet the requirements of both the transportation and general conformity rules of the Clean Air Act of 1966, as amended. Both conformity rules apply to LAMP because the project includes both "transportation projects" as defined by regulation (see 40 C.F.R. §93101) and general federal actions as defined by regulation (see 40 C.F.R. §93.152). Section 4.3.2 of the Final EA states the Proposed Action Alternative would not affect aircraft operations at LAX. Sections 5.1.3 and 5.1.4 provide construction and operational emissions inventory for the Final EA. Table 5-2 provides the General Conformity *de minimis* thresholds. Table 5-3 shows the Proposed Action Alternative would exceed NO<sub>x</sub> *de minimis* thresholds for construction air pollutant emissions for the years 2018-2022. Section 5.1.3.3 states that based on coordination with the SCAQMD, construction emissions for the Proposed Action Alternative are included in the State Implementation Plan (SIP) budget, the action would conform to the SIP that allows for attainment of the National Ambient Air Quality Standards (NAAQS) and impacts would not be significant when compared to the No Action Alternative. However, as noted above, because the construction emissions exceed the *de minimis* thresholds, the General Conformity Rule requires that a separate general conformity determination be made, which includes opportunity for public comment. Details regarding coordination with SCAQMD are in Appendix F, whereas, the Final General Conformity Determination for the Proposed Action Alternative can be found in Appendix O. Table 5-10 of the Final EA shows implementation of the Proposed Action Alternative would decrease operational emissions for all criteria pollutants in 2024, 2030, and 2035 when compared to the No Action Alternative. The reduction in operational emissions is due to the reduction in vehicle miles traveled associated with the Proposed Action Alternative improvements. Additionally, the reduced vehicle miles traveled would reduce hazardous air pollutant emissions.

**B. Climate.** Section 5.2.2 of the Final EA states that FAA has not established a significance threshold for climate and Green House Gas (GHG) emissions. Table 5-11 of the Final EA discloses the annual emissions of GHG during construction of the Proposed Action Alternative. The bulk of emissions of GHG occur during construction but would be short-term and temporary in nature. Section 5.2.3.2 states that LAWA has implemented a wide range of actions designed to reduce temporary construction related air pollutant emissions from its on-going construction program. These standard control measures have been incorporated into the Proposed Action Alternative to reduce or avoid GHG emissions. Table 5-12 of the Final EA discloses the annual emissions of GHG during operation of the Proposed Action Alternative which shows a decrease in 2024, 2030 and 2035 attributable to the large decrease in vehicle miles traveled.

**C. Department of Transportation Act, Section 4(f) and Land and Water Conservation Fund (LWCF) Act, Section 6(f) Resources.** Section 5.3.3 of the Final EA describes the construction impacts for both the No Action and Proposed Action Alternatives. Under the No Action Alternative, the proposed LAMP would not be implemented and existing private rental car and parking operators would expand or construct new facilities to accommodate future needs. These actions would be accomplished off-airport and would not be under either FAA's or LAWA's jurisdiction, Section 4(f) or Section 6(f) do not apply. Section 5.3.3.2 of the Final EA states that the Proposed Project Area does not contain any land that is considered a park or is used for recreational purposes, although six municipal parks and parklands exist adjacent to or in the vicinity of the Proposed Project Area that could qualify as Section 4(f) properties. However, no direct or constructive use of any of these properties would occur. There are five Historic Properties in the vicinity of the Proposed Action Alternative that are also Section 4(f) resources. The Proposed Action Alternative would adversely affect only the Theme Building at LAX.

Additionally, Section 5.3.3.2 of the Final EA states that while construction of the APM and other features would be in close proximity to the Theme Building, no physical change to the property would occur. Further, Section 5.3.4.2 of the Final EA states that the Proposed Action Alternative would not result in adverse effect to the physical setting of the Theme Building since it would remain physically intact in its original location and its unique architectural design would remain discernible. The Proposed Action Alternative would not result in a constructive use such that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Because there would not be a physical or constructive use of the Theme Building from the Proposed Action Alternative, thus a Section 4(f) evaluation is not required.

Section 5.3.2 of the Final EA states that while there are three parks in the area that are Section 6(f) properties, none are actually located within the proposed Project Area. Therefore, the Proposed Action Alternative and No Action Alternatives will not affect any LWCF Section 6(f) properties.

**D. Hazardous Materials, Pollution Prevention and Solid Waste.** Section 5.4.3.2.1 of the Final EA notes construction activities associated with the Proposed Action Alternative could encounter hazardous materials contamination near the ITF West, APM Maintenance and Storage Facility, ITF East, the CONRAC, and roadway removal because it would involve excavation in the areas where there is known or potential soil/groundwater contamination (see Table 4-6 in Section 4.6.1.2 and Table 12 in Appendix G). Section 5.4.3.2.1 of the Final EA also notes that construction of the Proposed Action Alternative may interfere with ongoing remediation activities at the Allied-Signal/Park One/Honeywell site and the Budget Rent-A-Car site if the remediation is still in operation at that time.

Additionally, construction of the ITF West may interfere with ongoing remediation at the National Car Rental site. LAWA would take steps to ensure that ongoing remediation efforts are minimally affected. Remediation activities will continue at these sites until the Regional Water Quality Control Board (RWQCB) determines remediation targets have been met and the sites can be closed. Further, construction of the Proposed Action Alternative would not produce an appreciably different quantity or type of solid waste that would exceed local capacity. Section 5.4.3.2.3 of the Final EA states implementation of Best Management Practices to avoid spillages of fuels, greases, and oils, would be implemented to reduce impacts to stormwater by the Proposed Action Alternative. Compliance with applicable Federal, state and local regulations would ensure that spills and releases would not create a hazard to the public or the environment and would not result in the potential contamination of soil or groundwater. In terms of operational impacts, Section 5.4.4.2 states that operation of the Proposed Action Alternative would include transportation and airport-related support uses typical of the surrounding area. The use and storage of hazardous materials and equipment would be in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Solid waste would be recycled to the extent practical and the remaining waste would be disposed of in accordance with all applicable federal, state, and local laws and regulations.

- E. Historic, Architectural, Archaeological, and Cultural Resources.** Section 5.5 of the Final EA describes the impacts the Proposed Action Alternative would have to properties listed or eligible for listing on the National Register of Historic Places (NRHP). Section 5.5.3.2.1 identifies five properties that are eligible for inclusion on the NRHP. Appendix H of the Final EA includes a copy of FAA's determination and findings of effect letter to the California State Historic Preservation Officer (SHPO).

Of the five properties that FAA determined eligible for inclusion into the NRHP, only the Theme Building would be adversely affected by the Proposed Action Alternative. The Proposed Action Alternative would not involve any physical disturbance to the Theme Building, however, the APM guideway and a pedestrian bridge would be built close by the Theme Building, causing the identified adverse effect.

The SHPO concurred with FAA's finding that the Proposed Action Alternative would adversely affect the Theme Building. Additionally, the SHPO stated it would require additional information about the historic significance of several properties before concurring with FAA's determination of eligibility. However, since the Proposed Action Alternative does not affect these other properties, for purposes of completing the consultation on this undertaking, the SHPO considered the properties as eligible and concurred with FAA's finding that the Proposed Action Alternative would not adversely affect these other properties. FAA, SHPO and LAWA have entered into a Memorandum of Agreement (MOA) that specifies the various actions that LAWA and FAA will take to mitigate the adverse effect of the Proposed Action Alternative on the Theme Building. Section 5.5.5.1 of the Final EA and Appendix H of the Final EA identify the specific measures to be taken.

- F. Land Use.** Section 5.6 of the Final EA states that the No Action and Proposed Action Alternatives were reviewed for consistency with development plans for SCAG, Los Angeles County, and the City of Los Angeles. Section 5.6.3.1 of the Final EA states under the No-Action Alternative, none of the proposed improvements or activities for the Proposed Action Alternative would occur and existing land use would continue under current conditions. This section of the Final EA also states that existing incompatible land

uses within Manchester Square and Belford would still be acquired and removed. The Los Angeles City Council approved and/or adopted all of the amendments described in Section 5.6.3.2.2. on June 7, 2017. Additionally, Section 5.6.3.2.2 states the proposed project is consistent with the various local plans and does not conflict with the applicable land use goals and polices of the various plans.

- G. Natural Resources and Energy Supply.** Section 5.7 of the final EA states the Proposed Action Alternative and the No Action Alternatives would not have a significant impact on natural resources and energy supply. Construction of the Proposed Action Alternative would consume 0.006 percent of the average weekly gasoline in Southern California and 0.04 percent of the average weekly diesel production in the State of California. Construction energy consumption is short-term and minor compared to long-term regional energy use and would not exceed energy supply and distribution capabilities. For operational impacts, the Proposed Action Alternative would use electrical energy for a variety of functions including the APM, and electrical energy needs for the ITFs and the CONRAC. Section 5.7.4.2.1 of the Final EA states that the electricity demand from the operation of the Proposed Action Alternative would not exceed electrical supply and distribution capabilities. Section 5.7.4.2.2 states that future supplies of natural gas would be adequate to meet the project demands within the Southern California Gas Company service area through the year 2035. Section 5.7.4.2.4 of the Final EA states that overall vehicle mile traveled would decrease as a result of the Proposed Action Alternative. As such, the Proposed Action Alternative would not result in an increase in transportation energy consumption as compared to the No Action Alternative. Section 5.7.4.2.5 of the Final EA states that the Proposed Action Alternative would not result in a demand for scarce consumable natural resources and energy exceeding available or future supplies.
- H. Noise and Noise-Compatible Land Use.<sup>i</sup>** Section 4.10.2 of the Final EA states in general, the noise setting at and around LAX is influenced primarily by aircraft operations (takeoffs and landings). Other sources of noise come from freeways (I-105 and I-405) and several other major arterial roadways such as Imperial Highway, Sepulveda Boulevard, Century Boulevard, and Lincoln Boulevard. Section 5.8 of the Final EA evaluates noise from construction and operation of the Proposed Action Alternative and the No Action Alternative. Under the No Action Alternative, none of the proposed LAMP components would be constructed. Section 5.8.3.2.1 of the Final EA states for construction of the proposed CONRAC, ITFs and the roadway improvements, would occur during two shifts for a total of 16 hours/day. Natural and artificial barriers such as ground elevation changes and existing buildings may be used to shield construction noise from noise sensitive land uses. This section of the Final EA also states that construction operations would avoid sensitive times of the day Monday through Saturday, and no work on Sundays or Holidays. Section 5.8.3.2.2 of the Final EA addresses construction related noise from the APM within the CTA. This component would be constructed using an 18 hour per day schedule with two shifts. The nearest noise sensitive land use is the Hyatt Regency Hotel at 500 feet east of the Central Terminal Area of LAX. Construction related noise from the APM outside the CTA would be constructed using a 16 hour per day schedule with two shifts. The nearest noise sensitive land use is the LAX Sheraton Hotel located approximately 100 feet from the APM Guideway.

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<sup>i</sup> FAA Order 1050.1F states that: "surface transportation impacts, including construction noise, should be conducted using accepted methodologies from the appropriate modal administration, such as the FHWA for highway noise." In accordance with FAA Order 1050.1F guidance, FHWA guidance has been used to assess existing roadway noise conditions, while Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) guidance and modeling is used for the APM. Additionally, FHWA provides guidelines for roadway construction and operational noise, however, defers to the state authority to provide specific guidance. Therefore, Caltrans (which is a cooperating agency on this EA) noise standards have been utilized in this EA for roadway noise, while FRA/FTA methodologies are used for the APM.

For operational impacts, Section 5.8.4.2.1 of the Final EA describes roadway noise impacts for 2024. Table 5-20 identifies nine Study Intersections that would exceed the Caltrans threshold of 72 dBA under the Proposed Action Alternative. However, when comparing the Proposed Action Alternative to the No Action Alternative, five of those Study Intersections would experience reduced noise levels. The remaining four Study Intersections would experience minor noise increases as compared with the No Action Alternative, ranging from a 0.1 dBA increase to a 2.0 dBA increase. These noise level increases are lower than the Caltrans threshold of 12 dBA for a substantial noise increase. For years 2030 and 2035, Tables 5-21 and 5-22, show that eight Study Intersections would approach or exceed the Caltrans threshold of 72 dBA for the Proposed Action Alternative. However, when comparing the No Action and Proposed Action Alternatives, five of these Study Intersections would experience reduced noise levels or no increase in noise levels. The remaining three Study Intersections would experience minor noise increases as compared with the No Action Alternative, ranging from a 0.2 dBA increase to a 1.5 dBA increase. These noise level increases are lower than the Caltrans threshold of 12 dBA for a substantial noise increase.

For Transit Noise from the APM, Table 5-23 of the Final EA shows that only one noise sensitive receptor, Site RP3 the LAX Sheraton Gateway Hotel would experience an increase in noise over the Federal Transit Authority (FTA) threshold of 66 dBA. However, existing peak hour noise is recorded at 71.4 dBA. Since the existing ambient noise levels are higher than the proposed APM sound level, no mitigation is necessary.

- I. **Socioeconomic, Environmental Justice and Children's Environmental Health and Safety Risks** are discussed in Section 5.9 of the Final EA. The Final EA states the proposed LAMP would be constructed mostly on existing airport property. Section 5.9.3.2.1 of the Final EA notes that the LAWA has not completed the existing land acquisition program in both Manchester Square and Belford. There are 251 dwelling units and 530 residents as well as two charter schools that will have to be relocated. In addition, there are about 360 homeless people camping on the streets in Manchester Square.

If the existing land acquisition program is not completed in both Belford and Manchester Square by the time construction begins for the Proposed Action Alternative in those areas, the City of Los Angeles may exercise eminent domain to acquire the remaining properties. The City of Los Angeles Homeless Services Authority will continue to coordinate and fund various programs that provide shelter, housing, and services to homeless people within Los Angeles County and City of Los Angeles independent of the proposed LAMP.

Section 5.9.3.1.2 of the Final EA states under the No Action Alternative, construction associated with the LAMP would not occur. However, it is anticipated that if the No Action Alternative was implemented, private rental car and parking operators would expand or construct new facilities to accommodate future needs. Construction of these facilities would temporarily disrupt local traffic patterns but are not anticipated to substantially reduce the levels of service on local roadways. No businesses would be displaced as a result of the No Action Alternative. Section 5.9.3.2.1 of the Final EA states that there may be short-term localized impacts associated with construction activities, the Proposed Action Alternative would not disrupt local traffic patterns or substantially reduce the levels of service of roads serving LAX and its surrounding communities. Project design features would be implemented by LAWA to address local requirements regarding construction traffic impacts. Construction-related traffic impacts for the Proposed Action Alternative would not be significant when compared to the No Action Alternative. As noted in

Appendix A, Table A-6, of the Final EA, implementation of the Proposed Action Alternative would result in the removal of approximately 200 metered parking spaces along various streets and the demolition and reconstruction of CTA parking garages P-2A, P-2B, and P-5. However, one of the first items to be constructed is the western portion of the ITF West, which would provide parking spaces to offset the loss of parking within the CTA and along the city streets. Additionally, the demolition and reconstruction of the CTA parking garages would be phased so that only one garage would be out of service at a time. With the phasing of the CTA parking garage reconstruction and implementation of the western portion of the ITF West, impacts to parking during construction would be minimized.

Section 5.9.3.2.2, of the Final EA, states the demographics of the population in Manchester Square and Belford, including the homeless population, is not substantially different compared to the City of Los Angeles and Los Angeles County. The Environmental Justice text of Section 5.9.3.2.2 of the Final EA states that an analysis of air quality, noise and traffic indicates no significant impacts are anticipated for the Proposed Action Alternative. Furthermore, no significant impacts related to lighting and visual character, hazardous materials or water resources are anticipated. Section 5.9.4.2.2 indicates that the Proposed Action Alternative will not result in disproportionately high and adverse impacts on any minority or low-income populations. Sections 5.9.5, states that implementation of the Proposed Action Alternative would not cause significant impacts to socioeconomics (including property acquisition and displacement of people, public services and social conditions, and surface transportation/traffic and parking), environmental justice, and children's environmental health and safety risk, when compared to the No Action Alternative.

- J. Visual Effects.** Section 5.10 of the Final EA states the No Action Alternative would not significantly contrast with the existing environment, or result in the permanent obstruction of any visual resources. Section 5.10.3.2.1 of the Final EA states for the Proposed Action Alternative, various buffer mechanisms such as screened chain link fencing, existing vegetation features, or setbacks within staging areas would shield any nighttime light from spilling over onto surrounding uses. Section 5.10.4.2.1 of the Final EA states the Proposed Action Alternative would contribute sources of lighting typical of a modern airport transportation area which currently contain moderate to high levels of ambient lighting, but design features would ensure that light spillover would not create an annoyance or interfere with normal activities, or interfere with the visual character of the area. Section 5.10.4.2.2 of the Final EA states the overall Proposed Project Area is distinguished by a highly-built environment comprised of a variety of architectural styles and building materials, a light level of continuous vehicle and pedestrian activities, as well as numerous on-going construction activities. The Proposed Action Alternative would conform to this existing environment by introducing elements of architectural design that are appropriate for providing services to Airport passengers. A variety of edge and landscape treatments would also be incorporated into the design, in accordance with the LAX Design Guidelines and the Century Corridor Streetscape Plan, to create a cohesive, attractive, and functional environment for multiple users of the Airport. The Proposed Action Alternative would comply with the aesthetic-related goals and policies identified in the LAX Plan, LAX Specific Plan, and Westchester–Playa del Rey Community Plan, which would establish buffers between the components of the Proposed Action Alternative and the community (see Section 5.6). The Proposed Action Alternative would also comply with the goals and policies of the Mobility Plan 2035 by integrating streetscape signage and wayfinding, street trees and landscaping, and street lighting elements to integrate safe, accessible, and vibrant streets. As such, a visual continuity of streetscapes would be created that would encourage pedestrian activity and consistency of quality airport and related uses. This

visual enhancement would support the function of a transportation-oriented environment near the Airport that would be conducive with the Airport's image as a gateway to the City of Los Angeles. Therefore, implementation of the Proposed Action Alternative would not result in significant visual impacts when compared to the No Action Alternative.

- K. Water Resources.** Section 5.11 of the Final EA states the Proposed Action Alternative would not create a significant impact to water resources. Section 5.11.3.2.1 states there are no surface water streams within the LAX area. Section 5.11.4.2.1 of the Final EA states for stormwater treatment and discharge the Proposed Action Alternative would not alter the drainage patterns on the airport. Section 5.11.5 of the Final EA states implementation of the Proposed Action Alternative would not result in significant impacts to water resources.
- L. Cumulative Impacts.** The past, present and reasonably foreseeable cumulative actions included in the cumulative impact analysis are presented in Section 5.12, Cumulative Impacts. Table 5-35 identifies the various Past, Present, and Reasonably Foreseeable Projects from 2011 through 2035. This Table of the Final EA states there are a number of projects at LAX in various stages of planning and/or construction. The evaluation of cumulative impacts from these cumulative actions is discussed in Section 5.12 of the Final EA. Neither the No Action or Proposed Action Alternatives would result in aircraft operational changes to the airport or would increase the type or amount of aircraft operations at the airport compared to the No Action Alternative. No significant cumulative impacts were identified.

## **6. Environmentally Preferred Alternative and FAA Preferred Alternative.**

Based on the analysis of environmental impact in the Final EA, the No Action Alternative has fewer environmental effects than the Proposed Action Alternative and thus would be the environmentally preferred alternative. In addition to identifying the environmentally preferred alternative, the FAA also identifies the FAA preferred alternative. In selecting the agency's preferred alternative, the FAA considers a variety of factors, including the ability of the alternatives to satisfy the purpose and need of the project as well as environmental impacts of the alternatives examined in the EA. Although the No Action Alternative entails fewer environmental impacts, the Proposed Action Alternative incorporates design elements and construction practices to reduce environmental impacts. Furthermore, after mitigation, there are no significant impacts associated with the Proposed Action Alternative. Finally, the Proposed Action Alternative fully satisfies the purpose and need for the project. Because the No Action Alternative does not meet the Purpose and Need for the proposed project, and because the Proposed Action Alternative is designed to minimize environmental effects, the FAA's preferred alternative is the Proposed Action Alternative.

## **7. Public Participation.**

LAWA conducted a scoping meeting on June 22, 2016. Seventeen (excluding FAA and LAWA staff) members of the public, or individuals representing a variety of organizations, attended the scoping meeting. Two written comments were received at the meeting. Four agency/interested party comment letters were received during the scoping period. The scoping meeting summary and materials are also included in Appendix N of the Final EA. The public was encouraged to review and comment on the Draft EA which was released for public review on August 18, 2017. LAWA published a notice of availability of the Draft EA in the following local newspapers in the vicinity of the airport: *Los Angeles Times*, *Daily Breeze*, and *The Argonaut*. Additionally, LAWA provided outreach materials in Spanish, had Spanish-

speaking personnel available at all public meetings, and included information in Spanish on all public notices with contact information for additional information. LAWA made the Draft EA available on their web site, in the local libraries, the Airport administrative offices and the FAA's Western-Pacific Regional Office and at the FAA's Los Angeles Airports District Office. LAWA held a public workshop on September 19, 2017. The public comment period ended on September 26, 2017. Seven written comments were received by LAWA. No new issues were raised as a result of these comments. Copies of the comments received and responses to those comments along with the newspaper Affidavits of Publication are included in Appendix P of the Final EA.

## **8. Inter-Agency Coordination.**

In accordance with 49 USC § 47101(h), the FAA has determined that no further coordination with the U.S. Department of Interior or the U.S. Environmental Protection Agency is necessary because the Proposed Action Alternative does not involve construction of a new airport, new runway or major runway extension that has a significant impact on natural resources including fish and wildlife; natural, scenic, and recreational assets; water and air quality; or another factor affecting the environment.

## **9. Reasons for the Determination that the Proposed Action Alternative will have No Significant Impacts.**

The attached Final EA examines each of the various environmental resources that were deemed present at the project location, or had the potential to be impacted by the Proposed Action Alternative. The proposed Land Access Modernization Program (LAMP) at LAX would not involve any environmental impacts, after mitigation, that would exceed a threshold of significance as defined by FAA Orders 1050.1F and 5050.4B. The mitigation necessary to support a finding of no significant impact is contained in the MOA signed by FAA, LAWA<sup>ii</sup>, and the SHPO to address adverse effects to the historic Theme Building. The MOA is located in Appendix H of the Final EA and referenced above in Section 5(e) and below in Section 9(c) of this FONSI/ROD. Historic resources is the only environmental impact category that requires mandatory mitigation to reduce impacts to less than significant levels.

## **10. Agency Findings.**

The FAA makes the following determinations for this project based on information and analysis set forth in the Final EA and other portions of the administrative record.

- a. The project is reasonably consistent with existing plans of public agencies for development of the area [49 U.S.C. 47106(a)].** The proposed project is consistent with the plans, goals and policies for the area, including the City of Los Angeles General Plan and the LAX Specific Plan as described in Section 4.8.1.3 of the Final EA. The proposed project is also consistent with the applicable regulations and policies of federal, State and local agencies.
- b. Independent and Objective Evaluation:** As required by the Council on Environmental Quality (40 CFR § 1506.5) the FAA has independently and objectively evaluated this proposed project. As described in the Final EA, the Proposed Action Alternative and the

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<sup>ii</sup> LAWA's signature on the MOA reflects its consent and commitment to implement the specific mitigation measures committed to in this FONSI. These mitigation measures, as discussed in Section 9.c. of this FONSI/ROD, are a condition of project approval.

No Action Alternative were studied extensively to determine the potential impacts and appropriate mitigation measures for those impacts. The FAA provided input, advice, and expertise throughout the analysis, along with administrative and legal review of the project.

- c. **National Historic Preservation Act:** The proposed project will adversely affect the Theme Building that is eligible for listing on the National Register of Historic Places. FAA conducted the required consultation with the California State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended. A Memorandum of Agreement (MOA) between the FAA, LAWA and the California State Historic Preservation Officer has been signed and is included in Appendix H of the Final EA. The MOA describes all practicable means to avoid or minimize adverse effects of the LAMP APM Guideway on the historic Theme Building. LAWA's adherence to the specifications in the MOA is a condition of approval of this FONSI/ROD.
- d. **Air Quality.** LAX is located in the South Coast Air Basin. This air basin is classified by the U.S. Environmental Protection Agency as an extreme non-attainment area for Ozone and Non-attainment for Particulate Matter (PM<sub>2.5</sub>). It is anticipated that the construction emissions from the Proposed Action Alternative during peak construction periods would exceed the NO<sub>x</sub> de minimis threshold for the years 2018-2022. Because construction emissions for the Proposed Action Alternative are included in the SIP budget, the action would conform to the SIP that allows for attainment of the NAAQS and impacts would not be significant when compared to the No Action Alternative. For further details regarding coordination with SCAQMD, see Appendix F. However, as noted above, because the construction emissions exceed the de minimis thresholds, the General Conformity Rule requires that a separate general conformity determination be made, which includes opportunity for public comment. The Final General Conformity Determination for the Proposed Action Alternative can be found in Appendix O. Implementation of the proposed LAMP project along with the various other on-going projects will not have a significant cumulative impact on air pollutants. The LAMP project components are not capacity enhancement projects and will not induce additional aircraft traffic into or out of LAX. Airport operational emissions will not change since there would be no change in the number and type of aircraft operating at LAX resulting from these projects.
- e. **Avoidance and Minimization.** Based on the information contained in the Final EA, the FAA has determined that all practicable means to avoid or minimize environmental harm from the Proposed Action have been adopted. The Proposed Project avoids and minimizes environmental harm in a variety of ways, including standard GHG control measures incorporated into project design to reduce or avoid GHG emissions (Section 5.2.3.2 of the Final EA), spill prevention and control measures, and emergency response procedures that would ensure that spills or releases would not create a hazard to the public or the environment, and would not result in potential contamination of soil or groundwater (Section 5.4.3.2.3 of the Final EA), design features to minimize construction traffic impacts associated with surface transportation, traffic and parking (Section 5.9.3.2.1), construction activities would follow standard construction practices, as well as local regulations, to minimize the spillover of light onto adjacent light-sensitive uses (Section 5.10.3.2.1), the use of best management practices in construction to limit stormwater impacts to surface waters (Section 5.11.3.2.1 of the Final EA) and other examples provided throughout the Final EA. Additionally, as stated above, the MOA executed between the FAA, LAWA and the California SHPO documents that all practicable means to avoid or minimize adverse effects to historic resources have been adopted (Section 5.5 and Appendix H of the Final EA). Therefore, the FAA has concluded

that all practicable means to avoid or minimize environmental harm from the selected alternative have been adopted.

## 11. Decision and Orders.

Based on the information in this FONSI/ROD and supported by detailed discussion in the Final EA, the Proposed Action Alternative has been identified as the FAA's selected alternative and the FAA must either:

- Approve agency actions necessary to implement the Proposed Action Alternative, or
- Disapprove agency actions to implement the Proposed Action Alternative.

Approval signifies that applicable federal requirements relating to the proposed airport development and planning have been met. Approval permits the City of Los Angeles to proceed with implementation of the Proposed Action Alternative and associated mitigation measures. Disapproval would prevent the City of Los Angeles from implementing the Proposed Action Alternative elements within LAX.

Under the authority delegated to me by the Administrator of the Federal Aviation Administration, I find that the project is reasonably supported. I, therefore, direct that action be taken to carry out the agency actions discussed more fully in Section 3 of this FONSI/ROD.

1. Unconditional approval of the ALP to depict the proposed improvements pursuant to 49 USC §§ 40103(b), 44718 and 47107(a)(16). Title 14, Code of Federal Regulations, (CFR) Part 77, *Objects Affecting Navigable Airspace*; and 14 CFR Part 157, *Notice of Construction, Alteration, Activation, and Deactivation of Airports*.
2. Determinations under 49 U.S.C §§ 47106 and 47107 relating to project the eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP) and/or 49 U.S.C. § 40117, as implemented by 14 CFR § 158.25, to impose and use passenger facility charges (PFCs) collected at the Airport for the Proposed Action to assist with construction of potentially eligible development items shown on the ALP.
3. If necessary, approval of a Construction Safety and Phasing Plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150/5370-2F, *Operational Safety on Airports During Construction*, [14 CFR Part 139 (49 USC § 44706)].

This order is issued under applicable statutory authorities, including 49 USC §§ 40101(d), 40103(b), 40113(a), 44701, 44706, 44718(b), and 47101 et seq.

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA.

**APPROVED:**



\_\_\_\_\_  
Mark A. McClardy  
Director, Office of Airports  
Western-Pacific Region, AWP-600

1/12/18  
\_\_\_\_\_  
Date

**DISAPPROVED:**

\_\_\_\_\_  
Mark A. McClardy  
Director, Office of Airports  
Western-Pacific Region, AWP-600

\_\_\_\_\_  
Date

*RIGHT OF APPEAL*

*This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110.*