

***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:

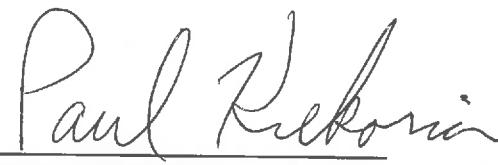
- **Power Generation Opportunities on LAWA Lands:** LAWA should report on opportunities to generate power via renewable sources across the properties it owns at LAX, Van Nuys, and Palmdale. This should include the current status of projects under consideration and estimated timelines for completion of 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;

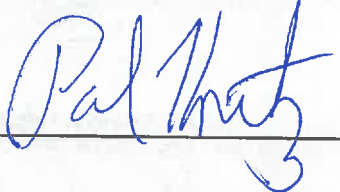
**I FURTHER MOVE** that the Los Angeles World Airports (LAWA) report back to Council within 120 days on a timeline to study an accelerated Sustainability Action Plan that would achieve carbon neutral facilities by 2035. The report should include a discussion of catalytic policy changes and investments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