



# **Landside Access Modernization Program (LAMP)**

Mitigation Monitoring and Reporting Program

2021 Annual Progress Report

Prepared by Los Angeles World Airports  
The Development Group &  
LAMP Coordination Team

June 2022

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# Introduction

## Landside Access Modernization Program (LAMP)

The California Environmental Quality Act (CEQA) requires the adoption of a Mitigation Monitoring and Reporting Program (MMRP) to report on environmental impacts associated with a development project. The adopted MMRP describes the procedures for the implementation of a project's mitigation measures.

The primary purpose of this report is to document and report on the status of the current and recently completed mitigation measures set forth in the adopted MMRP for the period from **January 1, 2021 through December 31, 2021**.

\*\*To view the project's adopted MMRP and previous annual progress reports, please visit <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program>.

# Project Background

## Landside Access Modernization Program (LAMP)

The Landside Access Modernization Program (LAMP) is a multi-billion dollar capital improvement project that seeks to enrich passenger experience, relieve congestion, and enhance LAX's status as a world-class airport. Key components of LAMP include the construction of an Automated People Mover (APM) system, Intermodal Transportation Facilities (ITFs), a Consolidated Rental Car Facility (ConRAC), and associated roadway improvements.

In order to implement this complex project, each component is anticipated to have its own construction and design team. Mitigation measures may be applicable to one or more projects and reported on by multiple teams, as well as Los Angeles World Airports (LAWA).

This Annual Progress Report for the LAMP Mitigation Monitoring and Reporting Program (MMRP) includes the progress made during the past reporting year.

# Project Element Teams

## Landside Access Modernization Program (LAMP)

Project Element Teams	Acronym/ Abbreviation	General Scope of Work	Active During 2021
Automated People Mover	APM	Generally responsible for the design/construction of the six APM stations, APM guideway, and the APM Maintenance and Storage Facility (MSF), including roadways and other improvements.	Yes
Consolidated Rent-a-Car Facility	ConRAC	Responsible for the design/construction of the ConRAC facility and associated roadways and other improvements.	Yes
Intermodal Transportation Facility – West	ITFW	Responsible for the design/construction of ITF – West, which will provide a location outside of the terminals where people can park and then ride the APM into the airport. ITFW was completed in 2021 and opened as “LAX Economy Parking.”	Yes
Roadways, Utilities, and Enabling*	RUE	Responsible for utility relocations, roadway improvements, and other enabling projects and services. The RUE Phase I (also known as LULEP) contractor completed construction in June 2020 while the RUE Phase II contractor was initiated later in the year.	Yes
Terminal Cores	Cores	The terminal cores consist of multiple contractors working within the Central Terminal Area to construct terminal improvements that will be integrated with the APM.	Yes

\*Previously reported as “Utilities and LAMP Enabling Projects” or “LULEP.”

# MMRP Summary Table Overview

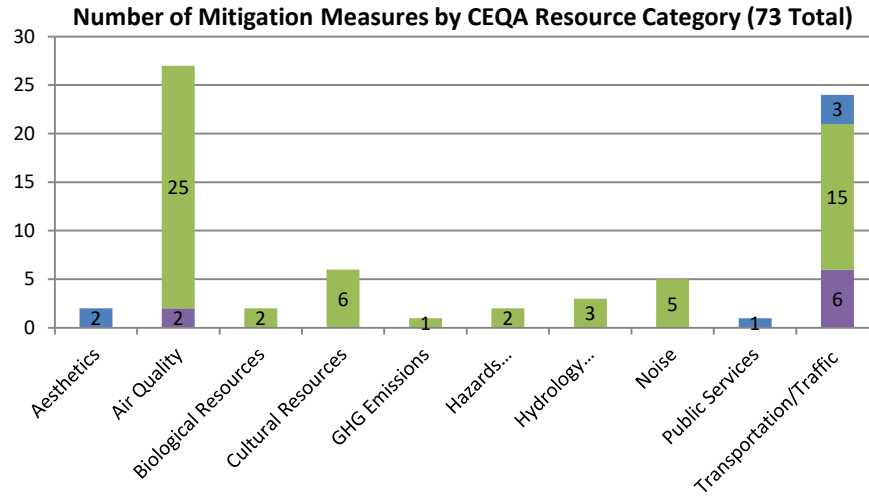
## Landside Access Modernization Program (LAMP)

The MMRP Summary Table provides an overview of the progress of the implementation of mitigation measures during the reporting period. The following are included in the table:

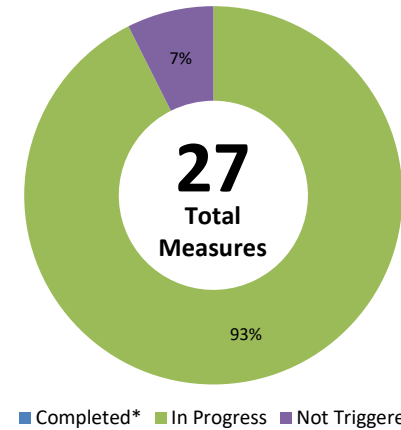
- **Resource Category** – lists the environmental factor/resource category
- **Measure ID** – lists the mitigation number as identified in the project’s MMRP
- **Status** – the following categories state the progress of the measure’s implementation at time of reporting:
  - **Completed:** Mitigation measure was completed during this reporting period.
  - **In Progress:** Mitigation measure was implemented or is ongoing during the reporting period.
  - **Not Triggered:** Mitigation measure was not triggered during the reporting period. These measures may be triggered in future reporting periods.
- **Responsible Party** – The development team responsible for implementing the mitigation measure. This also includes LAWA and the City of Inglewood, which has an agreement with LAWA to implement certain mitigation measures. Please note that LAMP contains multiple components that are expected to begin implementation at different timeframes. The responsible party may also change as the LAMP advances further along its construction schedule.

# Air Quality

## Landside Access Modernization Program (LAMP)



**Status of Air Quality Mitigation Measures**



Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-1a	Post signage for dust complaints	In Progress	<b>All:</b> Dust complaint signs have been installed at most LAMP construction and laydown sites in compliance with this measure. The LAMP MMRP Monitors noted additional instances of non-compliance at APM sites that were previously in compliance, and requested that they be reinstalled.	All Contractors
LAX-AQ-1b	Cover or treat all ground surfaces to minimize fugitive dust emissions	In Progress	<b>APM:</b> Active water trucks were observed at all APM sites with exposed soil. Fugitive dust was also periodically observed at ITFE-Bellanca sites during summer 2021. The APM developer corrected the issue with increased watering, driveway stabilizing, and sweeping of paved areas. No further fugitive dust emissions were observed during the reporting period.	All Contractors

\*All applicable project elements must complete the measure in order for it to be considered "completed."

# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-1b (cont.)	Cover or treat all ground surfaces to minimize fugitive dust emissions	In Progress	<p><b>ConRAC:</b> The developer continued to minimize fugitive dust emissions with continuous watering and periodic soil stabilizer applications (i.e. “Rhino Snot” and calcium chloride {CaCl<sub>2</sub>}). Much of the site is now paved or stabilized with gravel base as of late 2021. No fugitive dust issues have been observed during monitoring</p> <p><b>Cores and RUE:</b> Active watering and dust suppression occurred during the reporting period for these developers. No violations were noted in 2021.</p> <p><b>ITFW:</b> Active watering and dust suppression occurred through completion of the facility. No violations were noted in 2021.</p>	All Contractors
LAX-AQ-1c	Lay building pads/install roadways, sidewalks, etc. as soon as practical	In Progress	<p><b>APM:</b> The APM developer previously completed installation of roadways at the Maintenance and Storage Facility. On-site roadways have been stabilized sufficient to minimize fugitive dust and construction track-out (debris).</p> <p><b>ConRAC:</b> The developer paved the ConRAC’s east lots, north lots, and access roads in 2021. The ConRAC’s south parking lot and west access road were cut and prepped for paving. Trade worker parking lots are stabilized with gravel.</p> <p><b>Cores:</b> Related sidewalk and apron work occurred in the Central Terminal Area occurred during the reporting period.</p> <p><b>ITFW:</b> The ITFW was completed in 2021 with north and south parking lot access roads paved in August 2021.</p> <p><b>RUE:</b> Ground clearing and grading for New 98th Street was in progress during the reporting period.</p>	All Contractors



# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-1d	Prohibit idling/queuing of diesel-fueled vehicles in excess of 5 minutes	In Progress	<b>All:</b> This provision was included in developer personnel trainings and environmental/construction management plans. No violations were noted during the reporting period.	All Contractors
LAX-AQ-1e	Outfit construction diesel-fueled equipment with the best available emission control devices	In Progress	<b>All:</b> The diesel engine control technology California Air Resources Board (CARB) certification is monitored and enforced through project equipment submittals and field monitoring. All LAMP developers submitted equipment lists to LAWA for review and approval. LAWA approved the lists with some exceptions for unique and hard-to-acquire equipment. Some violations were noted by the LAMP MMRP Monitors and addressed by the developers. More detailed information is provided in LAX-AQ-1p.	All Contractors
LAX-AQ-1f	Pave construction access roads at least 100 feet onto the site from the main road	In Progress	<b>All:</b> Construction access roads to the various LAMP components were paved and were maintained during the reporting period.	All Contractors
LAX-AQ-1g	Have construction employees' work/commute during the off-peak hours to the extent feasible	In Progress	<b>All:</b> The standard work hours for construction employees is 7:00 a.m. to 3:30 p.m., which avoids peak commute hours. The MMRP defines peak commute hours between 7:00 a.m. to 9:00 a.m. and between 4:30 p.m. to 6:30 p.m. During the 2021 reporting period, employees were observed commuting during the off-peak hours.	All Contractors
LAX-AQ-1h	Make on-site lunch trucks available during construction	In Progress	<b>All:</b> Lunch trucks visited areas available to construction workers on a regular basis during the 2021 reporting period.	All Contractors

# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-1i	Utilize on-site rock crushing facility, when feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips.	In Progress	<b>All:</b> No rock crushing activities occurred during the reporting period.	All Contractors
LAX-AQ-1j	Provide electricity from the electric grid and portable generators using clean-burning diesel	In Progress	<p><b>APM:</b> The APM contractor is using grid power for all project management offices and power tools at all construction sites.</p> <p><b>ConRAC:</b> The developer’s project management offices use grid power. Ultra low sulfur diesel and/or renewable diesel is used for construction equipment.</p> <p><b>Cores:</b> The terminal core construction sites are connected to grid power in the Central Terminal Area. Renewable diesel is used for construction equipment.</p> <p><b>ITFW:</b> The ITFW project management offices and completed ITFW facility have grid power.</p> <p><b>RUE:</b> Grid power was used for the new project management offices at New 98<sup>th</sup> Street. Renewable diesel is used for construction equipment.</p>	All Contractors
LAX-AQ-1l	Prohibit construction equipment engine tampering	In Progress	<b>All:</b> LAWA’s MMRP Monitors conducted periodic checks of construction equipment at all project areas. No violations were noted in 2021.	All Contractors

# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-1m	Designate a person(s) to ensure implementation of all construction-related measures	In Progress	<b>All:</b> Contractors designated individuals to ensure implementation of construction-related measures including RUE Phase II, which designated an individual in 2021.	All Contractors
LAX-AQ-1n	Locate rock-crushing operations and laydown/stockpile areas away from LAX-adjacent residents, to the extent possible	In Progress	<b>All:</b> No rock crushing activities occurred for LAMP during the 2021 reporting period. Major ConRAC stockpiles that were located near residential uses were removed in 2021 and other contractor stockpile locations are located away from residents to extent feasible.	All Contractors
LAX-AQ-1o	On-road trucks 14,001 lbs or more must comply with USEPA 2010 on-road standards for PM10 and Nox	In Progress	<b>All:</b> Compliance is maintained through equipment submittals and field monitoring/verifications. No violations were noted during the reporting period.	All Contractors
LAX-AQ-1p	Off-road diesel-powered construction equipment greater than 50 horsepower shall meet minimum USEPA Tier 4 (final) off-road emission standards	In Progress	<b>APM:</b> Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately one hundred and forty-seven (147) unique compliant pieces of off-road equipment were at the various APM sites throughout the reporting period. Several non-compliant pieces of equipment were noted during the reporting period and removed by the developer.	All Contractors

# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-1p (cont.)	Off-road diesel-powered construction equipment greater than 50 horsepower shall meet minimum USEPA Tier 4 (final) off-road emission standards	In Progress	<p><b>ConRAC:</b> Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted for unique and hard-to-acquire equipment. Approximately ninety-three (93) unique compliant pieces of off-road equipment were on-site throughout the reporting period. One (1) exception was granted for a hard-to-acquire piece of equipment. Some non-compliant pieces of equipment were noted during the reporting period and removed by the developer.</p> <p><b>Cores:</b> Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately two hundred and ninety-nine (299) pieces of off-road equipment were approved for the various terminal core contractors. One (1) 120-mile exception was granted for a hard-to-acquire piece of equipment. For one of the contractors, there were several occasions when off-road construction equipment that had not undergone the review and approval process were observed on-site. Notices of Non-Compliance were issued and the contractor was reminded of the need for such equipment to go through LAWA's review and approval process in order to confirm that the equipment meets the MMRP requirement.</p> <p><b>ITFW:</b> Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately thirty-seven (37) unique compliant pieces of off-road equipment were on-site throughout the reporting period. One (1) 20-day exception was granted for a hard-to-acquire piece of equipment. Some non-compliant pieces of equipment were noted during the reporting period and removed by the developer.</p>	All Contractors

# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-1p (cont.)	Off-road diesel-powered construction equipment greater than 50 horsepower shall meet minimum USEPA Tier 4 (final) off-road emission standards	In Progress	<b>RUE:</b> Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately forty (40) unique compliant pieces of off-road equipment were on-site throughout the reporting period. Several non-compliant pieces of equipment were noted during the reporting period and removed by the developer.	All Contractors
LAX-AQ-1q	Exceptions can be granted when documentation of good faith efforts showing the availability/unavailability of equipment are provided to LAWA. LAX-AQ-1o and LAX-AQ-1p above shall apply unless exceptions are granted per this measure.	In Progress	<b>All:</b> Three (3) exceptions were granted during the reporting period across all LAMP components. Non-compliant equipment was noted and removed from the site.	All Contractors
LAX-AQ-2a	Provide preferential parking locations and free charging for low/zero emissions vehicles	In Progress	<p><b>ConRAC:</b> As previously reported, the design for the ConRAC includes infrastructure that will allow for approximately 16% of the total amount of parking spaces at the facility to provide electric vehicle (EV) charging. The ConRAC facility was under construction in 2021.</p> <p><b>ITFW:</b> As previously reported, the design for the ITFW includes infrastructure that will allow for approximately 33% of the total amount of parking spaces at the facility to provide EV charging. The ITFW was completed in 2021.</p> <p><b>LAWA:</b> In 2021, new EV chargers were installed at LAX in P1, P5 and P6, and in the new LAX Economy Parking (ITFW) facility, bringing the total number to two hundred and sixty-five (265) chargers. New EV charger rates went into effect in October 2021. More information on LAWA's EV charger efforts is available in LAWA's Annual Sustainability Report found at <a href="https://www.lawa.org/lawa-sustainability">https://www.lawa.org/lawa-sustainability</a>.</p>	ConRAC, ITFW, LAWA

# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-2b	Develop measures to reduce air emissions of vehicles in line to exit parking lots (i.e. pay-on-foot before getting into car)	In Progress	<p><b>APM:</b> Smart Parking Plans have been finalized for the parking structures in the Central Terminal Area (CTA) for P3 and P4, which the developer is responsible for. These include guidance/wayfinding signage, automated parking infrastructure, enhanced user experience, electric vehicle parking, and valet services. These have not yet been constructed/implemented.</p> <p><b>ConRAC:</b> The ConRAC parking structures have finalized Smart Parking Plans including guidance/wayfinding signage, automated parking infrastructure, enhanced user experience, electric vehicle parking, and valet services. These were under construction in 2021.</p> <p><b>ITFW:</b> The ITFW was completed and opened in 2021 with smart parking features.</p> <p><b>LAWA:</b> LAWA released a request for proposals (RFP) for smart parking services at existing parking facilities at LAX and Van Nuys Airport in late 2019. In October 2020, LAWA selected the smart parking services provider. During 2021, smart parking plans were finalized and approved by LAWA. LAWA began rolling out smart parking features in the CTA parking structures including the launch of valet service at the P1 structure.</p>	APM, ConRAC, ITFW, LAWA
LAX-AQ-2c	Implement on-site circulation plans in parking lots to reduce time/associated air emissions from vehicles looking for parking	In Progress	<p><b>APM, ConRAC, ITFW, and LAWA:</b> On-site circulation plans in parking lots were included in the finalized smart parking plans.</p>	APM, ConRAC, ITFW, LAWA

# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-2d	Promote "best-engine" technology for rental cars using on-airport rent-a-car facilities	In Progress	<b>LAWA:</b> In 2018, LAWA signed leases with seven (7) rental car companies for space in the ConRAC. These leases include "least-polluting available vehicles" requirements and related annual reporting requirements.	LAWA
LAX-AQ-2f	Cover any parking structures that receive direct sunlight and install solar panels on these roofs to supply electricity or hot water where feasible	In Progress	<b>APM:</b> The APM Maintenance and Storage Facility includes covered parking stalls and solar panels. Solar panels are anticipated to be fully installed in 2022. <b>ConRAC:</b> The ConRAC facility will incorporate solar energy. Please see MM-GHG (LAMP)-1 for more information.	APM, ConRAC
LAX-AQ-2g	Incorporate quick entry and exit parking systems in the design of new parking structures and lots	In Progress	<b>APM, ConRAC, ITFW, and LAWA:</b> See LAX-AQ-2b.	APM, ConRAC, ITFW, LAWA
LAX-AQ-2h	Include advanced signage in new parking structures that states the available parking spaces within the structure	In Progress	<b>APM, ConRAC, ITFW, and LAWA:</b> See LAX-AQ-2b.	APM, ConRAC, ITFW, LAWA
LAX-AQ-3	Electric lawn mowers and leaf blowers shall be promoted for landscape maintenance associated with the project as they become commercially available	In Progress	<b>LAWA:</b> LAWA's Maintenance Service Division has acquired and currently uses two (2) battery operated leaf blowers in the Central Terminal Area (CTA).	LAWA

# Air Quality (cont.)

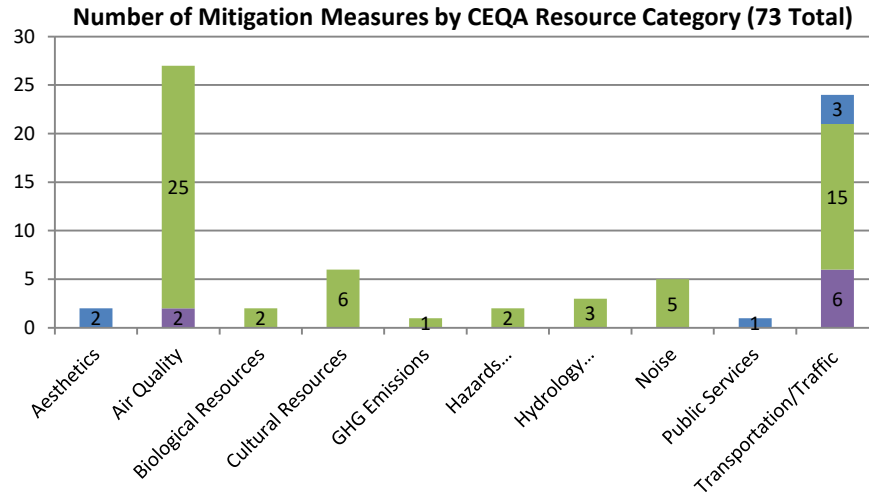
## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-AQ(LAMP)-1	Require the use of renewable diesel fuel for construction equipment for at least 90% of diesel fuel demand	In Progress	<p><b>APM:</b> Renewable diesel accounted for 90% of total diesel demand through December 2021 for the APM contractor. Renewable diesel fueling trucks and tank(s) were also observed on-site.</p> <p><b>ConRAC:</b> Total renewable diesel fuel demand was 89% in 2021.</p> <p><b>Cores:</b> Renewable diesel fuel demand for the various vertical core projects varied between approximately 69% and 100% during the reporting period.</p> <p><b>ITFW:</b> Total renewable diesel fuel demand was 71% through completion of the facility in July 2021.</p> <p><b>RUE:</b> Total renewable diesel fuel demand for the RUE Phase II developer was 78% in 2021.</p>	All Contractors

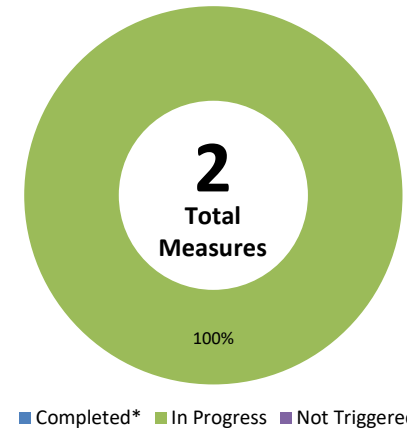


# Biological Resources

## Landside Access Modernization Program (LAMP)



**Status of Biological Resources Mitigation Measures**

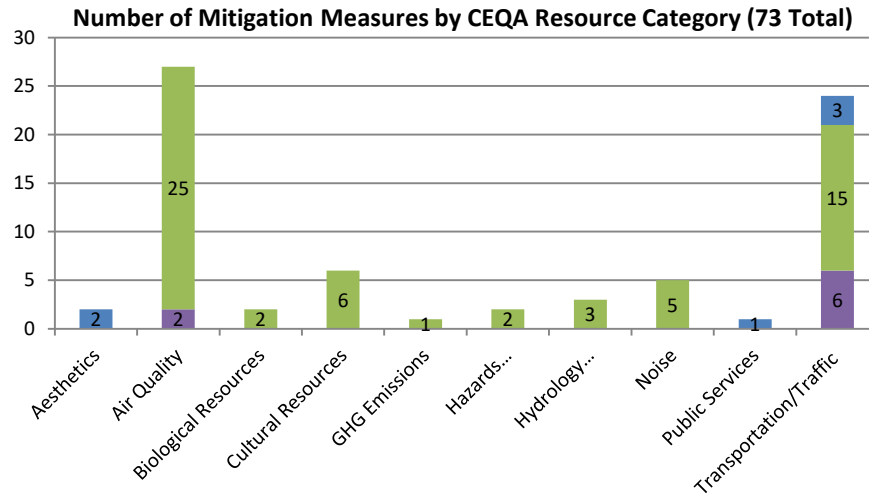


Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-BR-1	Conservation of Faunal Resources: Nesting Birds/Raptors	In Progress	<p><b>APM and RUE:</b> Avian surveys were performed prior to tree removals outside of the nesting period.</p> <p><b>ITFW and ConRAC:</b> No tree removals and no additional avian surveys were conducted during the 2021 reporting period.</p>	APM, ConRAC, ITFW, RUE
LAX-BR-2	Conservation of Floral Resources: Mature Tree Replacement – Nesting Raptors	In Progress	See LAX-BR-1.	APM, ConRAC, ITF, RUE

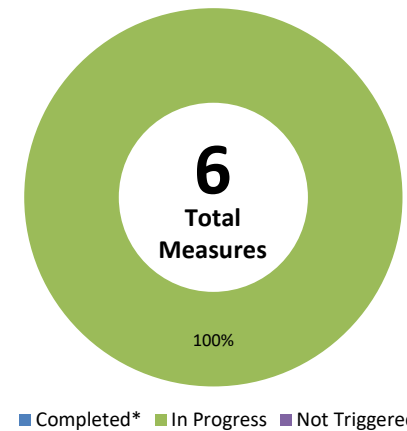
\*All applicable project elements must complete the measure in order for it to be considered “completed.”

# Cultural Resources

## Landside Access Modernization Program (LAMP)



**Status of Cultural Resources Mitigation Measures**



Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AR-1	LAWA Archaeological Treatment Plan (ATP) conformance	In Progress	<b>All:</b> Developers of projects that involved deep excavation (i.e. excavation into non-fill materials) retained cultural resources firms (archaeological, paleontological, and historical) to monitor the various project components when required. The cultural resources firms not only monitor but ensure compliance with the LAX ATP and PMTP. There were no discoveries of cultural resources during the reporting period.	All Contractors
LAX-PR-1	LAWA Paleontological Management Treatment Plan (PMTP) conformance	In Progress	<b>All:</b> See LAX-PR-1 above.	All Contractors

\*All applicable project elements must complete the measure in order for it to be considered "completed."

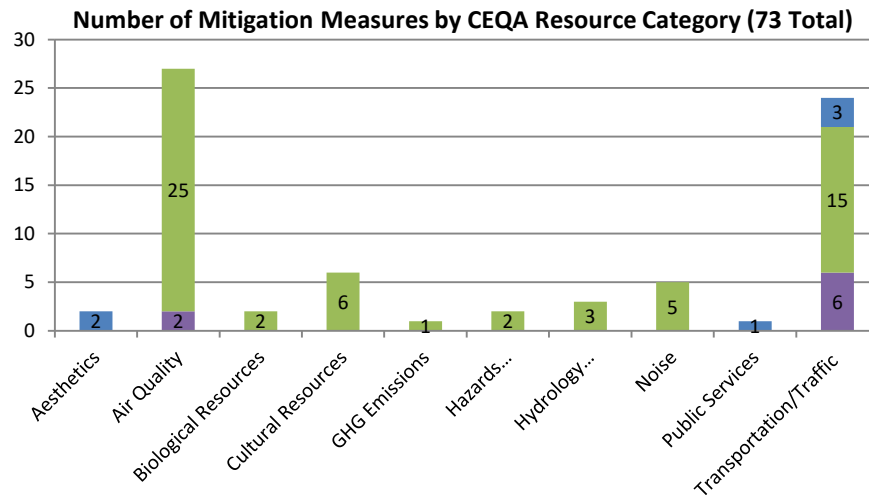
# Cultural Resources (cont.)

## Landside Access Modernization Program (LAMP)

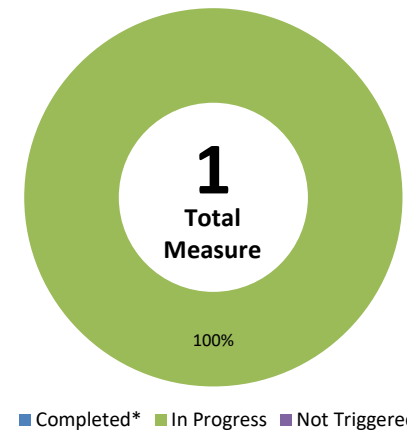
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AR-2	Archaeological resources briefing	In Progress	<b>All:</b> Developers of projects that involved deep excavation (i.e. excavation into non-fill materials) previously conducted archeo/paleo briefings for construction personnel, except for the RUE Phase II developer, which conducted its briefing in early 2021.	All
LAX-PR-2	Paleontological resources briefing	In Progress	<b>All:</b> See LAX-AR-2 above.	All
MM-HR (LAMP)-1	Preservation of the Theme Building and its setting	In Progress	<b>LAWA:</b> A Historical Resources Report (HSR) was prepared for the Theme Building in 2017, which will be used for the building's rehabilitation and preservation efforts. Rehabilitation of the building and installation of an interpretive program have not started.	LAWA
MM-HR (LAMP)-2	Protection of 1961 Airport Traffic Control Tower (ATCT)	In Progress	<b>APM:</b> As previously reported, the 1961 ATCT is outside of the limits of APM project. However, a post-construction survey will be performed once construction is completed and all vibration monitoring has been conducted during nearby demolition events.  <b>LAWA:</b> As previously reported, the Clifton A. Moore Administration Building adjacent to the 1961 ATCT will no longer be demolished as part of LAMP as originally proposed.	APM, LAWA

# Greenhouse Gas Emissions

## Landside Access Modernization Program (LAMP)



**Status of GHG Emissions Mitigation Measures**

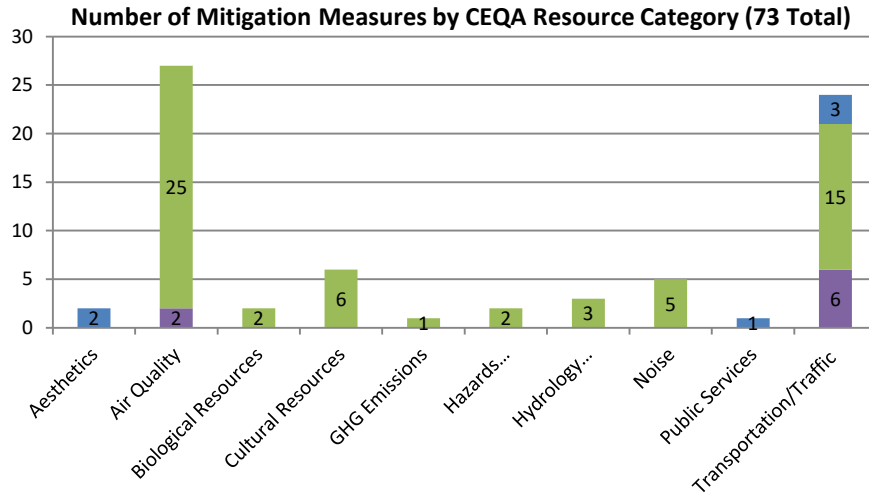


Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-GHG (LAMP)-1	Incorporate Solar Energy into LAMP Facilities Based on Feasibility Studies	In Progress	<p><b>APM:</b> The APM’s Maintenance and Storage Facility (MSF) will incorporate solar energy. The solar panel system’s 100% Design was accepted by LAWA in December 2020. It is anticipated to generate 1.0 MW of energy once completed. A safe work plan was submitted for installation in December 2021 with installation anticipated to begin early 2022</p> <p><b>ConRAC:</b> The ConRAC’s solar panel system is anticipated to generate 4.72 MW of energy once completed. In 2021, solar panels installed were installed on the Quick Turnaround Area’s roof and the south side of parking structure. Utilities and piles for solar parking canopies on south lot were also installed in 2021.</p> <p><b>LAWA:</b> As previously reported, LAWA prepared a solar feasibility study in 2017.</p>	APM, ConRAC, LAWA

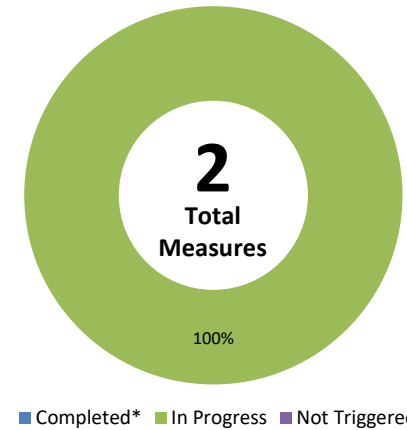
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# Hazards & Hazardous Materials

## Landside Access Modernization Program (LAMP)



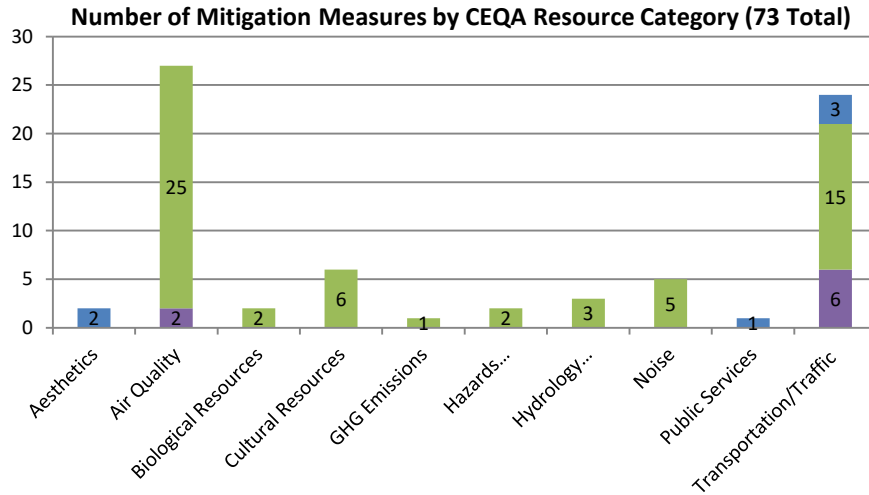
**Status of Hazards & Hazardous Materials Mitigation Measures**



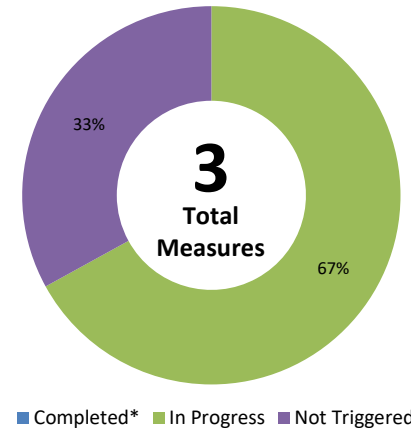
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-HM-1	Ensure Continued Implementation of Existing Remediation Efforts Affected by Onsite Construction	In Progress	<p><b>APM:</b> As previously reported, the contractor performed abatement and clearance sampling at the Flight Training Building prior to its demolition. There was no interference with any on-going remediation efforts in nearby sites.</p> <p><b>ConRAC, Cores, ITFW, and RUE:</b> Construction activities during the 2021 reporting period did not interfere with any on-going remediation efforts in nearby sites.</p>	All Contractors, LAWA
LAX-HM-2	Ensure Continued Implementation of Existing Remediation Efforts on Parcels Subject to Acquisition	In Progress	<b>All:</b> See LAX-HM-1 above.	All Contractors, LAWA

\*All applicable project elements must complete the measure in order for it to be considered "completed."

# Hydrology, Water Quality, & Groundwater Landside Access Modernization Program (LAMP)



**Status of Hydrology, Water Quality, & Groundwater Measures**



Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-HWA (LAMP)-1	Project-Specific Stormwater Management Facilities Plans	In Progress	<p><b>APM:</b> Stormwater designs for the ITF East (ITFE) APM Station site were approved by the City of Los Angeles' Bureau of Sanitation (LASAN) in 2021 and are currently under construction. In addition, storm drain facilities on 96<sup>th</sup> Street and Aviation Boulevard are being permitted by the Los Angeles County Flood Control District and the City's Bureau of Engineering with catch basin connections having been sized to only allow the storm water flow that can be accommodated by the pipe.</p> <p><b>ConRAC:</b> During the reporting period, the developer installed north and south infiltration basins as well as precast dry wells, storm gates, and continuous deflective separation structures. An additional detention system was also constructed on the south side of the ConRAC site. These systems are functioning with site storm drains leading to internal infiltration cisterns.</p>	APM, ConRAC, ITFW, RUE

\*All applicable project elements must complete the measure in order for it to be considered "completed."

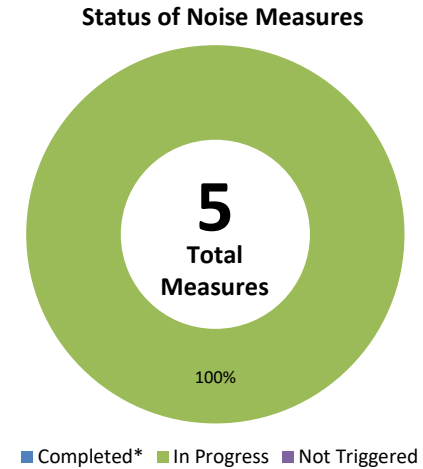
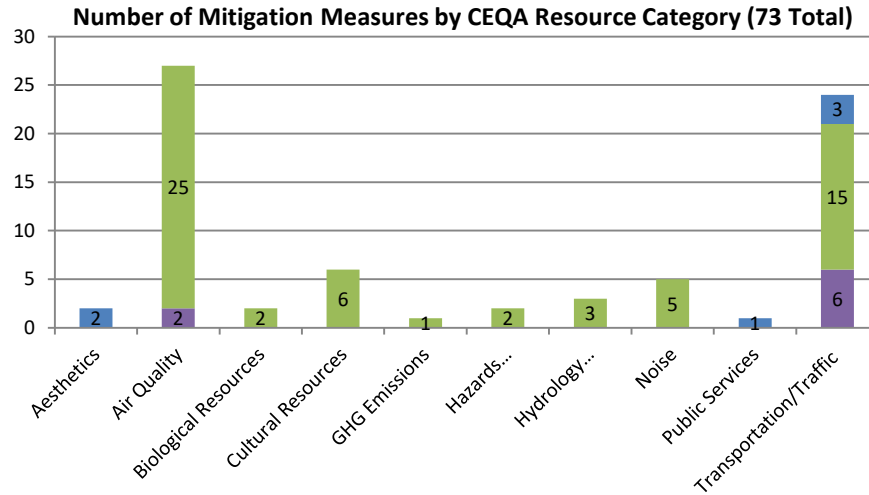
# Hydrology, Water Quality, & Groundwater (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-HWA (LAMP)-1 (cont.)	Project-Specific Stormwater Management Facilities Plans	In Progress	<p><b>ITFW:</b> All Low Impact Development (LID) and stormwater facilities, including the system for the on-site parking structure and the 94th Street system, are also complete. The ITFW is complete and open to the public.</p> <p><b>RUE:</b> The developer's design for a detention basin on the northwest corner of 98th Street and Concourse Way is in permit review. The basin will capture excess runoff from Concourse Way to 98th Street. Completion of the basin is now expected in 2023.</p>	APM, ConRAC, ITF, RUE
MM-HWA (LAMP)-2	LAWA will construct or support on a fair-share basis, improvements to the existing line to address drainage deficiencies within the storm drain along 96 <sup>th</sup> Street, Airport Blvd, and Century Blvd.	In Progress	<p><b>APM and LAWA:</b> Installation of the 96<sup>th</sup> Street drainage between Airport Boulevard and Bellanca Avenue was fully completed in mid-2021. The 96th Street drainage between Jetway Boulevard and Airport Boulevard was still in design and permitting with the City's Bureau of Engineering and the Los Angeles County Flood Control District. In addition, LAWA will build a future detention basin at the northwest corner of the 96th Street and Jetway Boulevard intersection to mitigate flows in the area. Lastly, as previously reported in 2018, the Los Angeles County Department of Public Works confirmed that the storm drain on Century Boulevard did not require upsizing.</p>	APM, LAWA
MM-HWA (LAMP)-3	Pre-development stormwater runoff rates and volumes shall be maintained for future related development project sites	In Progress	<p><b>LAWA:</b> LAWA is working with local agencies to evaluate capacity and will be building local detention basins in addition to upsizing some facilities to aid peak flow attenuation in the system to ensure the down stream system is not surcharged.</p>	LAWA

# Noise

## Landside Access Modernization Program (LAMP)



Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-N-1a	Develop Construction Noise Control Plan	In Progress	<p><b>APM and ConRAC:</b> These developers' Construction Noise Control Plan (CNCP) were approved in 2020.</p> <p><b>Cores:</b> No noise sensitive receptors are located in the Central Terminal Area. Therefore, CNCPs are not required for the Cores.</p> <p><b>ITFW:</b> No noise sensitive receptors are located within 600 ft of the site; however, the ITFW contractor submitted a CNCP. The ITFW was completed in 2021 and opened as "LAX Economy Parking."</p> <p><b>RUE:</b> LULEP's CNCP was approved in 2017. The RUE Phase II's CNCP was submitted and approved in 2021.</p>	All Contractors

\*All applicable project elements must complete the measure in order for it to be considered "completed."



# Noise (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-N-1b	Construction Staging [Shall be Staged as far away from Noise Sensitive uses as Feasible]	In Progress	<b>All:</b> Construction staging areas are located away from noise sensitive uses to the extent feasible. No noise complaints were received during the reporting period.	All Contractors
LAX-N-1c	Use “quiet-design” air compressors and stationary noises sources when such technology is commercially available	In Progress	<b>All:</b> This is a construction contract requirement. All developers complied with this measure during the 2021 reporting period. No violations were noted.	All Contractors
LAX-N-1d	The timing and/or sequence of the noisiest on-site construction activities shall avoid sensitive times of the day as feasible (9 p.m. – 7a.m. Mon-Fri; 6 p.m. – 8 a.m. Sat; and anytime on Sun. or Holidays)	In Progress	<b>All:</b> This is a construction contract requirement. The developers complied with this measure during the 2021 reporting period and the noisiest on-site construction activities avoided sensitive times when feasible. However, there were construction activities during the reporting period that were required to be performed during nighttime hours in order to minimize traffic impacts during the day. Night work was performed under approvals granted by the appropriate government agencies including LAPD, LADOT, etc. Current and archived construction advisories can be found at <a href="https://www.lawa.org/en/connectinglax/construction-traffic-advisories">https://www.lawa.org/en/connectinglax/construction-traffic-advisories</a> .	All Contractors

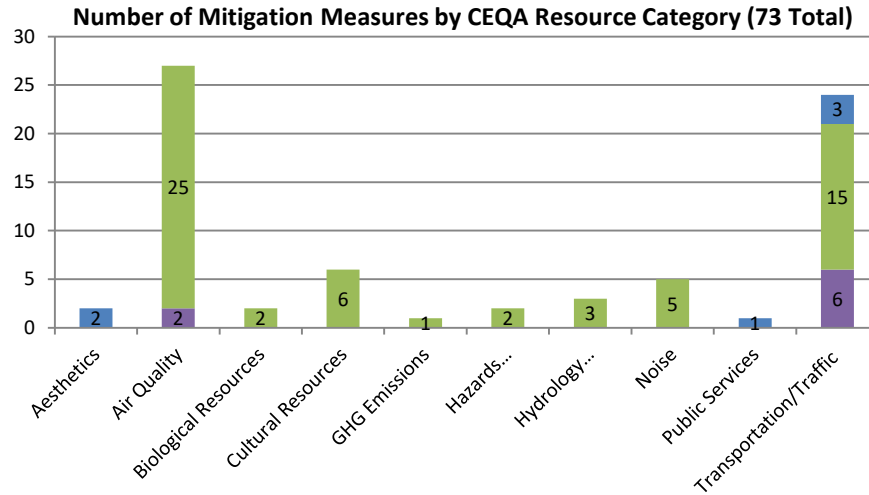
# Noise (cont.)

## Landside Access Modernization Program (LAMP)

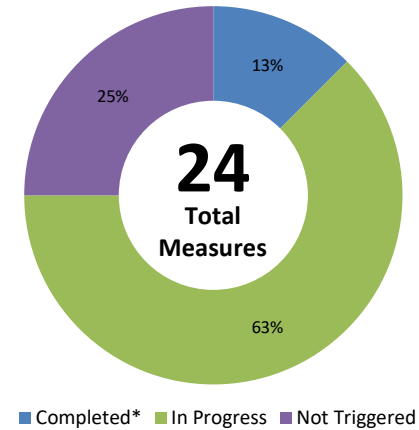
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-N (LAMP)-1	Use Noise Curtains and Other Noise Barriers when Applicable	In Progress	<p><b>APM:</b> Noise reduction measures (i.e. curtains) were installed near the Sheraton Hotel and the Renaissance Hotel for the APM's guideway and Maintenance and Storage Facility (MSF). Noise monitoring was also conducted at those sites.</p> <p><b>ConRAC:</b> Major stockpiles that were located near residential uses were removed in 2021.</p> <p><b>Cores and ITFW:</b> These contractors did not perform construction activity near noise sensitive uses that required noise monitoring and/or the installation of noise barriers during the reporting period.</p> <p><b>RUE:</b> RUE's Noise Control Plan was submitted and approved in 2021. The Plan demonstrates that there are no impact to sensitive receptors over 5 dBA. This will be verified via spot checking by the LAMP MMRP Monitors during road construction activities in 2022.</p>	All Contractors

# Transportation/Traffic

## Landside Access Modernization Program (LAMP)



**Status of Transportation/Traffic Mitigation Measures**



Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-ST (LAMP)-1	Maintenance of at least one lane of traffic or provide detours if not feasible	In Progress	<b>All:</b> LAWA established a Construction Traffic Project Task Force for LAMP in 2017. The Task Force reviews and approves Area Shutdown Requests (ASRs) and LAMP Impact Requests (LIRs), both of which delineate traffic control measures on- and off-airport property, respectively. The Task Force has weekly meetings to review construction traffic requests and contractors will continue to coordinate with it throughout the life of the project. The Task Force also coordinates with applicable agencies such as the Los Angeles County Metropolitan Transportation Authority (Metro), City of Inglewood, Los Angeles Department of Public Works (LADPW), Los Angeles Department of Transportation (LADOT), and Caltrans for construction activities that are off-airport property. In 2021, one (1) peak-hour hauling exemption was granted for RUE for paving activities and eleven (11) were associated with various vertical core sites.	All Contractors

\*All applicable project elements must complete the measure in order for it to be considered "completed."

# Transportation/Traffic (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-ST (LAMP)-2	Maintenance of at least one lane of traffic or provide detours if not feasible	In Progress	<b>All:</b> All project element teams prepare traffic control plans which incorporate traffic control requirements and LAMP Task Force coordination procedures. The traffic control plans are reviewed and approved by LAWA, LADOT, and other applicable agencies. Access to community facilities and traffic lanes in both directions were observed to be maintained. Current and archived construction traffic advisories can be found at <a href="https://www.lawa.org/en/connectinglax/construction-traffic-advisories">https://www.lawa.org/en/connectinglax/construction-traffic-advisories</a> .	All Contractors
MM-ST (LAMP)-3	Prepare Worksite Traffic Control Plans	In Progress	<b>All:</b> All project element teams prepared worksite traffic control plans which incorporate traffic MMRP traffic control requirements and LAMP Task Force coordination procedures. The traffic control plans are reviewed and approved by LAWA, LADOT, and other applicable agencies. No impacts on school routes were observed during the reporting period.	All Contractors
MM-ST (LAMP)-4	No designated major or secondary highway will be closed except at night or on weekends, unless approval is granted	In Progress	<b>All:</b> All project element teams prepare traffic control plans which incorporate traffic control requirements and LAMP Task Force coordination procedures. The traffic control plans are reviewed and approved by LAWA, LADOT, and other applicable agencies such as Caltrans. Traffic was maintained during the reporting period on streets with project-related construction. No designated major/secondary highways were closed outside of nights and weekends.	All Contractors
MM-ST (LAMP)-5	Adhere to Traffic Maintenance Requirements During Construction	In Progress	<b>All:</b> All project element teams prepare traffic control plans which incorporate traffic control requirements and LAMP Task Force coordination procedures. The traffic control plans are reviewed and approved by LAWA, LADOT, and other applicable agencies such as Caltrans. Traffic was maintained during the reporting period on streets with project-related construction.	All Contractors

# Transportation/Traffic (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-ST (LAMP)-6	Develop a Transportation Demand Management (TDM) Program	In Progress	<p><b>LAWA and Inglewood:</b> In 2021, LAWA established a Transit Management Organization (TMO), named commuteLAX, that provides commute services for LAX employers and employees. LAWA rolled out commuteLAX through a marketing and education campaign, providing assistance to LAX employers, and introducing employees to programs via their employers and the recently launched <a href="https://www.lawa.org/commutelax">https://www.lawa.org/commutelax</a> webpage. Additionally, LAWA and the City of Inglewood launched the Iride ride-to-work transportation service for residents of Inglewood and Lennox who work at LAX. Iride allows residents to book their commute via an app. More information is available at <a href="https://irideinglewood.com/en/">https://irideinglewood.com/en/</a>. Through commuteLAX, LAWA conducted an Annual Workforce Survey that gathered information from employers on the number of employees who regularly commute to LAX, and the times their employees regularly report to work. Through this survey LAWA was able to determine how many employees are reporting onsite at given times of the day. LAWA is currently conducting an Employee Transportation Survey that will give more detailed information on employee commutes, including where employees are commuting from, the time, and what parts of the LAX campus they commute to.</p>	LAWA, City of Inglewood
MM-ST (LAMP)-7	Implement a City of Inglewood Intelligent Transportation System (ITS)	In Progress	<p><b>Inglewood:</b> This measure was included in the 2017 Memorandum of Understanding (MOU) between the City of Inglewood and LAWA. The City of Inglewood initiated design in 2019. LAWA is continuing to coordinate with the City of Inglewood on the implementation of this improvement.</p>	City of Inglewood

# Transportation/Traffic (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-ST (LAMP)-8	Sepulveda Boulevard Closed Circuit TV (CCTV) Cameras and Changeable Message Signs (CMS) along key access corridors	In Progress	<b>LAWA and RUE:</b> A grant was issued to the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) in 2020 by LAWA for CCTVs. In 2021, RUE completed design and installation of a CCTV camera at Sepulveda/Westchester as an interim measure to mitigate traffic congestion along the Sepulveda corridor while the permanent CCTV design was at 60% design and was transferred over to RUE Phase II developer from the LULEP project. The RUE developer is tracking to have the CCTV designs released for construction documents in early 2022. CMS is still on hold due to budget constraints.	LAWA, RUE
MM-ST (LAMP)-10	Arbor Vitae Street/Concourse Way-Isis Avenue Intersection Modification(s)	In Progress	<b>ConRAC:</b> During the 2021 reporting period, the design package progressed to an 85% submittal package.	ConRAC
MM-ST (LAMP)-11	La Cienega Boulevard/Arbor Vitae Street Intersection Modification(s)	In Progress	<b>ConRAC:</b> During the 2021 reporting period, the design package progressed to an 85% submittal package.	ConRAC
MM-ST (LAMP)-12	La Cienega Boulevard/Century Boulevard Intersection Modification(s)	In Progress	<b>RUE:</b> In 2021 the design submittal package was brought to a 65% level. The design team is currently waiting for feedback from the cities of Inglewood and Los Angeles.	RUE
MM-ST (LAMP)-13	La Cienega Boulevard/Florence Avenue Intersection Modification(s)	Completed	<b>Inglewood:</b> Metro modified the intersection for the future K Line (formerly Crenshaw/LAX Line). The City of Inglewood decided not to make any further modifications.	City of Inglewood

# Transportation/Traffic (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-ST (LAMP)-14	Inglewood Avenue/Century Boulevard Intersection Modification(s)	Completed	<b>Inglewood:</b> This intersection improvement was completed in 2021 by the City of Inglewood.	City of Inglewood
MM-ST (LAMP)-16	La Cienega Boulevard/Manchester Boulevard Intersection Modification(s)	In Progress	<b>Inglewood:</b> Design was completed by the City of Inglewood in 2021 and construction is anticipated to start in 2022.	City of Inglewood
MM-ST (LAMP)-18	La Brea Avenue/Hawthorne Boulevard and Century Boulevard Intersection Modification(s)	Completed	<b>Inglewood:</b> This intersection improvement was completed in 2021 by the City of Inglewood.	City of Inglewood
MM-ST (LAMP)-22	I-405 Corridor and Network Connectivity Enhancements	In Progress	<b>LAWA:</b> LAWA is still in negotiations with Caltrans and the Federal Aviation Administration (FAA) for implementation of the fair-share improvements.	LAWA
MM-ST (LAMP)-23	I-105 Freeway Intelligent Transportation System (ITS) Improvements	In Progress	<b>LAWA:</b> LAWA is still in negotiations with Caltrans and the Federal Aviation Administration (FAA) for implementation of the fair-share improvements.	LAWA
MM-ST (LAMP)-24	I-405 Freeway Intelligent Transportation System (ITS) Improvements	In Progress	<b>LAWA:</b> LAWA is still in negotiations with Caltrans and the Federal Aviation Administration (FAA) for implementation of the fair-share improvements.	LAWA

# **Appendix A**

## Measures Completed Prior to 2021



# Appendix A – Measures Completed Prior to 2021

## Landside Access Modernization Program (LAMP)

Appendix A provides a list of mitigation measures that were completed prior to the 2021 reporting period. For more information on these measures, please see previous annual progress reports.

Measure ID	Resource Category	Overview
LAX-A-1	Aesthetics	Ensure that lighting will not interfere with airport or pilot operations
MM-A (LAMP)-1	Aesthetics	Application of Design Features to Protect the Theme Building's Aesthetic Context
MM-PS(LAMP)-1	Public Services	School Relocations

# **Appendix B**

## Measures Not Triggered in 2021

# Appendix B – Measures Not Triggered in 2021

## Landside Access Modernization Program (LAMP)

Appendix B provides a list of mitigation measures that were not triggered during the 2021 reporting period. However, these mitigation measures will be reported on in future progress reports.

Measure ID	Resource Category	Overview
LAX-AQ-1k	Air Quality	Suspend construction equipment during second stage smog alerts
LAX-AQ-2e	Air Quality	Consolidate non-rental car shuttles using super ultra low/zero emissions engines
MM-ST (LAMP)-9	Transportation/Traffic	Airport Boulevard/Century Boulevard Intersection Modification(s)
MM-ST (LAMP)-15	Transportation/Traffic	I-105 Freeway Ramps (east of Aviation Boulevard)/Imperial Highway Intersection Modification(s)
MM-ST (LAMP)-17*	Transportation/Traffic	Sepulveda Boulevard/Century Boulevard Intersection Modification(s)
MM-ST (LAMP)-19	Transportation/Traffic	I-405 Northbound Auxiliary Lane
MM-ST (LAMP)-20	Transportation/Traffic	Imperial Highway Off-ramp
MM-ST (LAMP)-21**	Transportation/Traffic	La Cienega Boulevard Additional Lane

\*No longer being implemented due to the proposed Airfield & Terminal Modernization Project's (ATMP) designs for the intersection.

\*\*This improvement is being removed from the project's scope.