

Landside Access Modernization Program (LAMP)

Mitigation Monitoring and Reporting Program

2020 Annual Progress Report

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

June 2021

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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, 2020 through December 31, 2020**.

**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 2020
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.	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. Certain measures that were previously marked as “completed” have been noted and reset to “In Progress” due to the initiation of RUE Phase II.	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

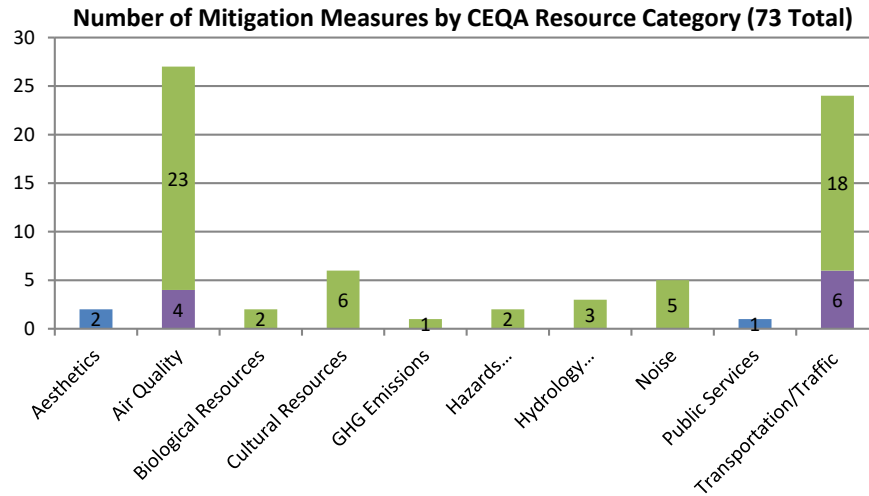
Landside Access Modernization Program (LAMP)

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:

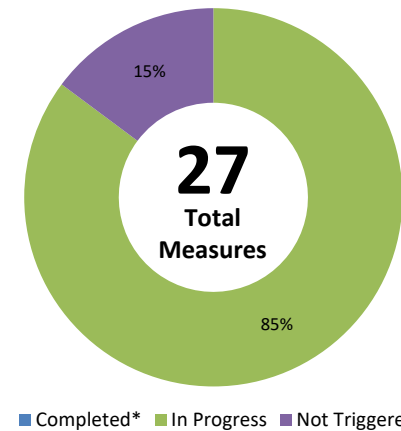
- **Resource Category** – lists the environmental factor/resource category
- **Measure ID** – lists the mitigation number as identified in the project’s MMRP
- **Status** – the following categories state the progress of the measure’s implementation at time of reporting:
 - **Completed:** Mitigation measure 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**	All: Dust complaint signs have been installed at most LAMP construction and laydown sites in compliance with this measure. The LAMP MMRP Monitors noted several instances of non-compliance at APM and RUE Phase I sites that were previously in compliance, and requested that they be reinstalled. The compliance issues were corrected by the developers. As previously stated on page 5, certain measures that were previously marked as “completed” have been noted and reset to “In Progress” due to the initiation of RUE Phase II.	All Contractors
LAX-AQ-1b	Cover or treat all ground surfaces to minimize fugitive dust emissions	In Progress	APM: Fugitive dust emissions were observed during spring and summer by the LAMP MMRP Monitors. The APM developer corrected the issue with increased stockpile watering and driveway stabilizing/sweeping. 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.”

**Previously marked as 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>ConRAC: The developer continued to minimize fugitive dust emissions with continuous watering and periodic soil stabilizer applications. A dust complaint was issued by an adjacent business in early June 2020 and the developer took corrective action by increasing watering and applying additional "Rhino Snot" soil binder to loose soil as well as calcium chloride (CaCl₂) to all on-site haul routes. The contractor also increased sweeper activity on roads for fine dust. Additional dust complaints were received from other businesses during summer and fall of the reporting period. The developer's response included more application of CaCl₂, watering of larger project area, and continuous street sweeping. Additional "Rhino Snot" was also applied to stockpiles in December. Fugitive dust potential continues to be a concern and is closely monitored.</p> <p>ITFW, RUE, and Cores: Active watering and dust suppression occurred during the reporting period for these developers. No violations were noted in 2020.</p>	All Contractors
LAX-AQ-1c	Lay building pads/install roadways, sidewalks, etc. as soon as practical	In Progress	<p>APM: The APM developer 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>ConRAC: The developer laid building pads and completed installation of roadways at the ConRAC construction site (Manchester Square). Worker parking lots were stabilized with gravel.</p> <p>Cores: Related sidewalk work occurred in the Central Terminal Area occurred during the reporting period.</p> <p>ITFW and RUE: The developers completed installation of roadways including access roads and turnarounds.</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	All: 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	All: 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	All: All construction access roads to the various LAMP components are 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	All: 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 2020 reporting period, most employees were observed commuting during the off-peak hours.	All Contractors
LAX-AQ-1h	Make on-site lunch trucks available during construction	In Progress	All: Lunch trucks visited areas available to construction workers on a regular basis during the 2020 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	All: No rock crushing activities were observed 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>APM: The APM contractor is using grid power for all project management offices and power tools.</p> <p>ConRAC: The developer’s project management offices and heavy cranes use grid power. Heavy diesel equipment are using renewable diesel fuel.</p> <p>Cores: The terminal core construction sites are connected to grid power in the Central Terminal Area.</p> <p>ITFW: The ITFW project management offices have grid power. The contractor uses ultra low sulfur diesel (ULSD) for heavy equipment.</p> <p>RUE: Grid power was used for project management offices and power tools. ULSD was used for heavy equipment.</p>	All Contractors
LAX-AQ-1l	Prohibit construction equipment engine tampering	In Progress	All: LAWA’s MMRP Monitors conducted periodic checks of construction equipment at all project areas. No violations were noted in 2020.	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**	All: All contractors designated a person to ensure implementation of construction-related measures except RUE Phase II which was initiated in late 2020.	All Contractors
LAX-AQ-1n	Locate rock-crushing operations and laydown/stockpile areas away from LAX-adjacent residents, to the extent possible	In Progress	All: No rock crushing activities were observed for LAMP during the 2020 reporting period and all rock crushing locations are located away from residents to the extent feasible. In addition, most contractor stockpile locations are located away from residents to extent feasible except for the northern most ConRAC stockpile area off of Arbor Vitae Street, which is near a housing complex. The ConRAC developer maintains water truck access to that site in order to limit fugitive dust emissions.	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	All: 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	APM: Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately two hundred and four (204) unique compliant pieces of off-road equipment were at the various APM sites throughout the reporting period. Several violations were noted by the LAMP MMRP Monitors during the reporting period and the developer immediately responded to the compliance issues. However, it was noted that some equipment was not removed in a timely manner.	All Contractors

**Previously marked as completed.

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>Cores: Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately thirty (30) pieces of off-road equipment were approved for the various contractors. One (1) exception was granted for a hard-to-acquire drill rig and no violations were noted.</p> <p>ConRAC: 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 one hundred and twenty-six (126) unique compliant pieces of off-road equipment were on-site throughout the reporting period. Some non-compliant pieces of equipment were also noted during the reporting period and immediately removed by the developer. The developer also sent out a memo in November 2020 to all its subcontractors reminding them of construction equipment requirements.</p> <p>ITFW: Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately one hundred and sixty-one (161) unique compliant pieces of off-road equipment were on-site throughout the reporting period. Some non-compliant pieces of equipment were also noted during the reporting period and immediately removed by the developer.</p> <p>RUE: Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately one hundred and sixty-three (163) unique compliant pieces of off-road equipment were observed at the various sites throughout the reporting period. Violations were noted during the reporting period and all equipment compliance issues were resolved with contractor.</p>	All Contractors

Air Quality (cont.)

Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
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	All: There were eleven (11) 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	ConRAC: 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 charging. The ConRAC facility was under construction in 2020. ITFW: 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 electric vehicle charging. The ITFW was under construction in 2020.	ConRAC, ITFW
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	APM, ConRAC, ITFW, and LAWA: LAWA released a request for proposals (RFP) for smart parking services at existing parking facilities at LAX and Van Nuys Airport as well as for the ITFW facility under constructing in late 2019. In October 2020, LAWA selected the smart parking services provider. During the 2020 reporting period, parking plans for the ConRAC, ITFW, and adjacent APM station parking structures within the Central Terminal Area were in the design phase and plans were submitted to LAWA. The smart parking services will include guidance/wayfinding signage, automated parking infrastructure, a significantly enhanced user experience, electric vehicle parking, and valet services.	APM, ConRAC, ITFW, LAWA

Air Quality (cont.)

Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-2c	Implement on-site circulation plans in parking lots to reduce time/associated air emissions from vehicles looking for parking	In Progress	APM, ConRAC, ITFW, and LAWA: On-site circulation plans in parking lots is included in the in-progress design submittals and is compliant with this measure.	APM, ConRAC, ITFW, 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	APM: The APM Maintenance and Storage Facility includes covered parking stalls and solar panels. ConRAC: 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	APM, ConRAC, ITFW, and LAWA: 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	APM, ConRAC, ITFW, and LAWA: See LAX-AQ-2b.	APM, ConRAC, ITFW, LAWA

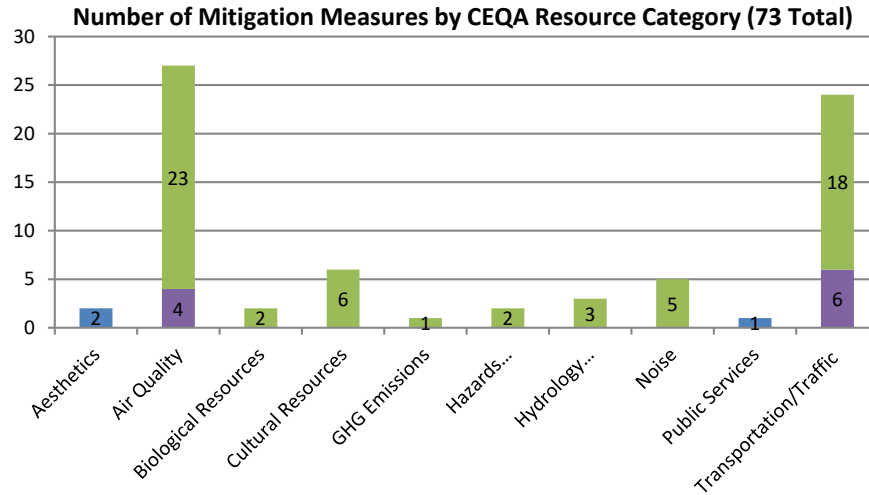
Air Quality (cont.)

Landside Access Modernization Program (LAMP)

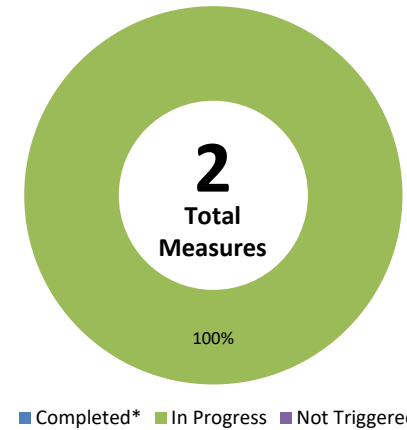
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MIM-AQ(LAMP)-1	Require the use of renewable diesel fuel for construction equipment for at least 90% of diesel fuel demand	In Progress	<p>APM: Renewable diesel accounted for 90% of total diesel demand through December 2020 for the APM contractor. Renewable diesel fueling trucks and tank(s) were also observed on-site.</p> <p>ConRAC: Renewable diesel fuel demand was 86% in 2020. Renewable diesel fueling trucks and tank(s) observed on-site, and the contractor also issued a memo in November 2020 to all subcontractors restating the renewable diesel requirement.</p> <p>Cores: Some contractors provided fueling logs and renewable diesel fueling tank(s) were observed at some laydown areas. They were reminded of their obligations to this measure and reaffirmed their commitment.</p> <p>ITFW: Total renewable diesel fuel demand was 69% in 2020. Renewable diesel fueling trucks and tank(s) were also observed on-site and the developer's equipment is currently using nearly 100% renewable diesel fuel.</p> <p>RUE: The RUE Phase I (LULEP) contractor did not provide logs or fuel receipts; however, they did contract with a renewable diesel mobile fueling source and renewable diesel fueling trucks were observed at various project sites. The RUE Phase I (LULEP) contractor ended in June 2020 and the RUE Phase II contractor was initiated later in the year. The Phase II contractor will comply with this requirement.</p>	All Contractors

Biological Resources

Landside Access Modernization Program (LAMP)



Status of Biological Resources Mitigation Measures

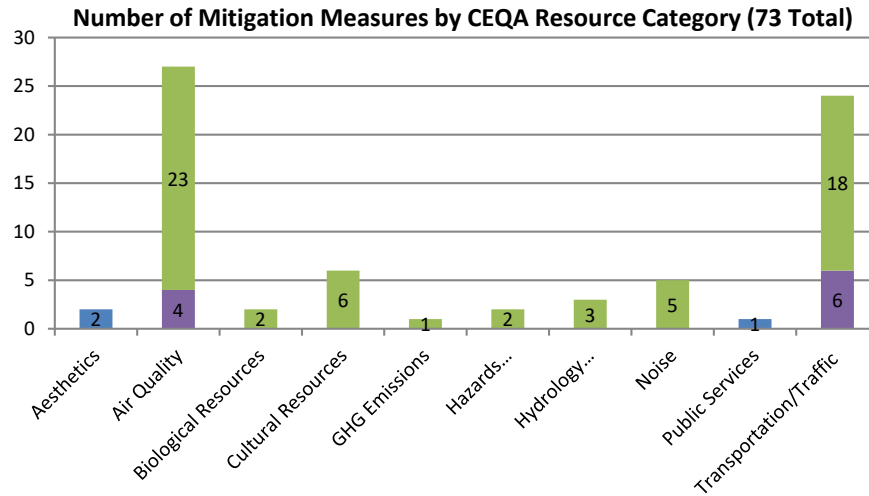


Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-BR-1	Conservation of Faunal Resources: Nesting Birds/Raptors	In Progress	All: Avian surveys were performed by the RUE Phase I and ConRAC developers during the reporting period. Trees were removed by the RUE Phase I, ConRAC, and APM developers outside of the nesting season. The ITFW did not conduct any related activities during the reporting period.	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

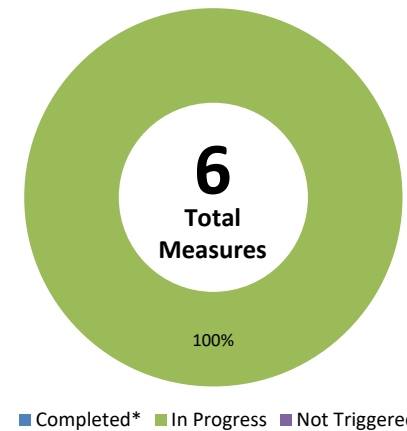
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Cultural Resources

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	All: Developers 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 ATP and PMTP. The cultural resource monitor for the ConRAC submitted a Final Supplemental Archaeo/Paleo Resource Assessment and Negative Findings Report in December 2020. In addition, RUE Phase II was initiated in late 2020 and will prepared archeo/paleo plans in 2021.	All Contractors
LAX-PR-1	LAWA Paleontological Management Treatment Plan (PMTTP) conformance	In Progress	All: 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.)

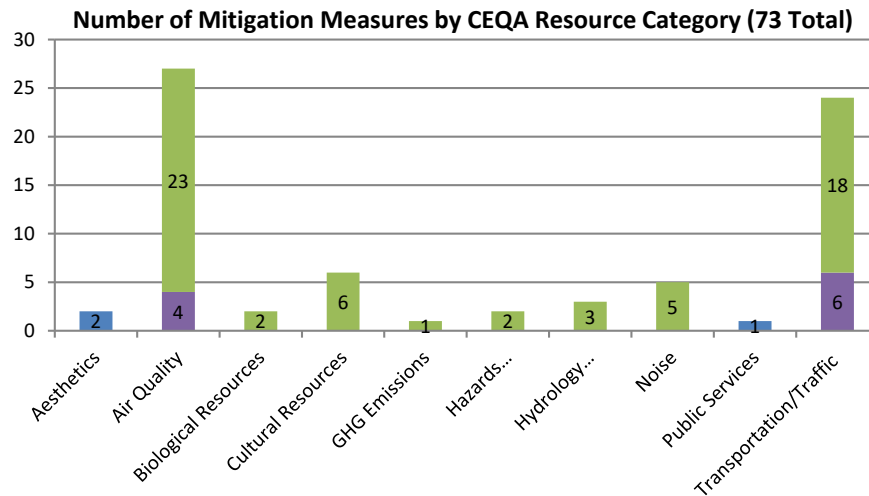
Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AR-2	Archaeological resources briefing	In Progress**	All: All developers have previously conducted archeo/paleo briefings for construction personnel, except for the RUE Phase II developer, which was initiated in late 2020.	All
LAX-PR-2	Paleontological resources briefing	In Progress**	All: See LAX-AR-2 above.	All
MM-HR (LAMP)-1	Preservation of the Theme Building and its setting	In Progress	LAWA: 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	APM: 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. LAWA: 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

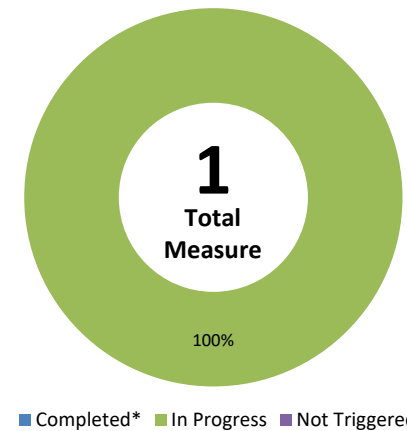
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Greenhouse Gas Emissions

Landside Access Modernization Program (LAMP)



Status of GHG Emissions Mitigation Measures

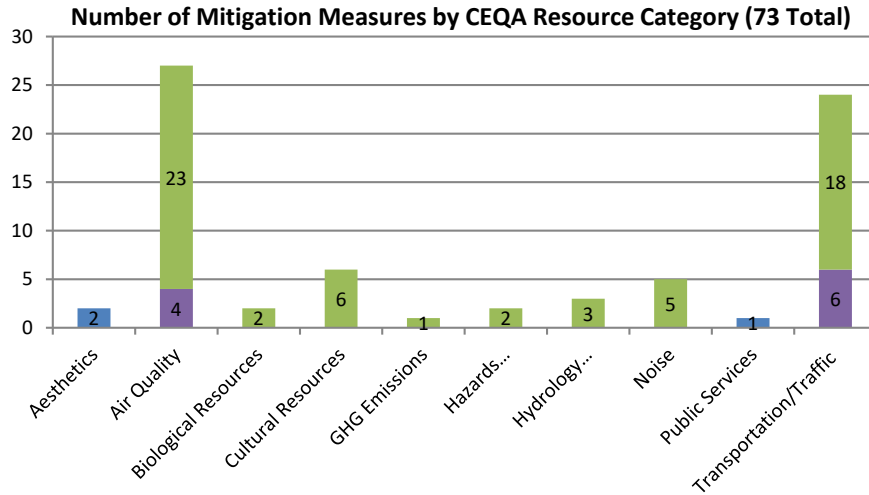


Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-GHG (LAMP)-1	Incorporate Solar Energy into LAMP Facilities Based on Feasibility Studies	In Progress	<p>APM: The APM’s Maintenance and Storage Facility (MSF) will incorporate solar energy. The solar panel system’s 100% Design was accepted by LAWA in December 2020. It is anticipated to generate 1.0 MW of energy once completed.</p> <p>ConRAC: The ConRAC facility will incorporate solar energy and the solar panel system design was still ongoing during the reporting period. The solar panel system is now anticipated to generate 4.72 MW of energy once completed.</p> <p>LAWA: As previously reported, LAWA prepared a solar feasibility study in 2017.</p>	APM, ConRAC, LAWA

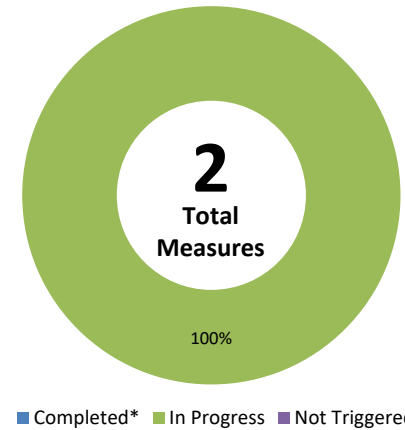
*All applicable project elements must complete the measure in order for it to be considered “completed.”

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>APM: As previously reported, the contractor performed abatement and clearance sampling at the Delta Hangar as well as the Flight Training Building prior to their demolition. There was no interference with any on-going remediation efforts in nearby sites.</p> <p>ConRAC, Cores, and ITFW: Construction activities during the 2020 reporting period did not interfere with any on-going remediation efforts in nearby sites.</p> <p>RUE: As previously reported, the contractor performed abatement and clearance sampling at the Reliant Healthcare buildings prior to their demolition. There was no interference with any on-going remediation efforts in nearby sites.</p>	All Contractors, LAWA

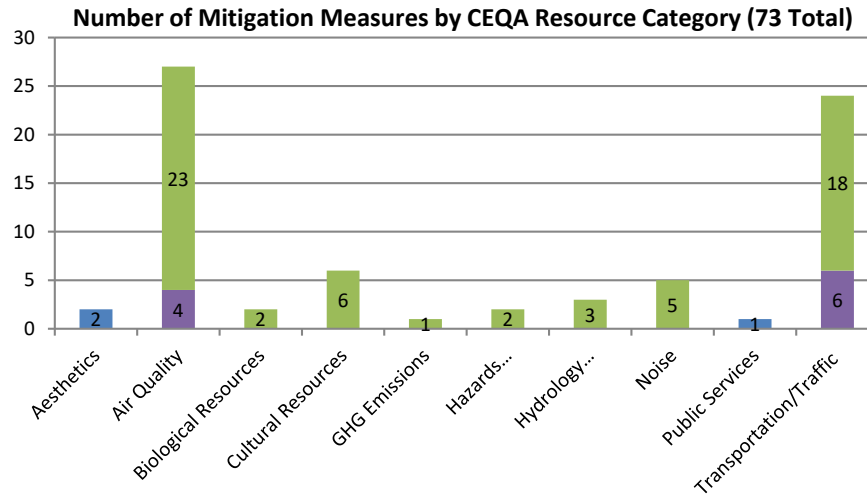
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Hazards & Hazardous Materials (cont.)

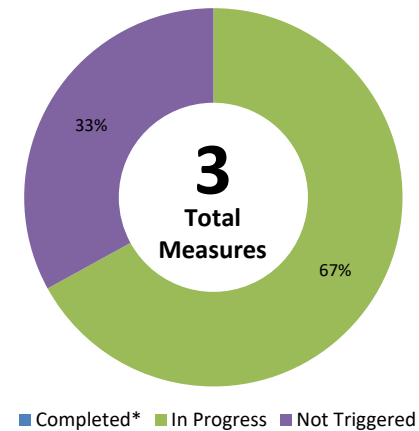
Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-HM-2	Ensure Continued Implementation of Existing Remediation Efforts on Parcels Subject to Acquisition	In Progress	See LAX-HM-1 on the previous page.	All Contractors, LAWA

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>APM: Stormwater designs for the ITF East (ITFE) site was ongoing during the reporting period and anticipated to be submitted to the City of Los Angeles' Bureau of Sanitation (LASAN) in early 2021. The developer is also waiting for confirmation from the City's Bureau of Engineering (BOE) for confirmation on Aviation Boulevard catch basin connections into the private storm drain at ITFE site.</p> <p>ConRAC: The developer submitted plans for infiltration basins in 2020 to install north and south infiltration basins as well as precast dry wells, storm gates, and continuous deflective separation structures. Detention basins were installed in 2020, and an additional detention system is under construction on the south side of the ConRAC site.</p>	APM, ConRAC, ITFW, RUE

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

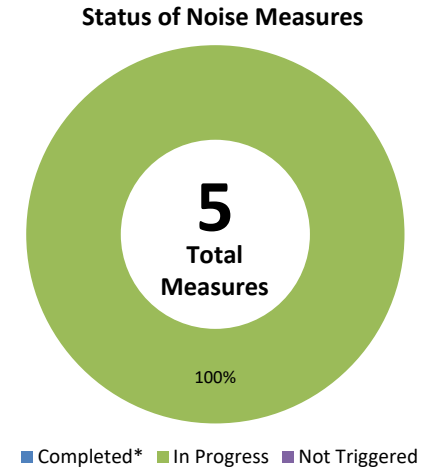
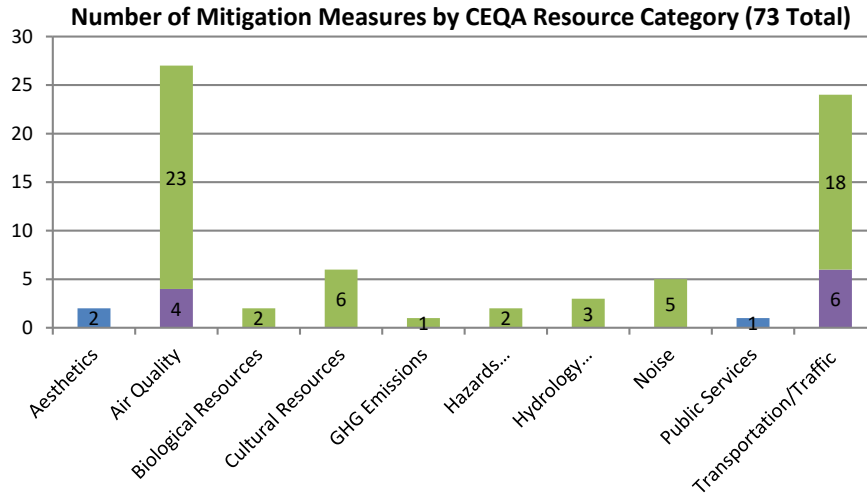
Hydrology, Water Quality, & Groundwater (cont.)

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>ITFW: Construction of Low Impact Development (LID) stormwater detention facilities under the ITFW was ongoing in 2020. LID stormwater facilities were also constructed along Jetway Boulevard and a permanent LID facility for 94th Street was also permitted and under construction in 2020. Replacement drainage on W. 96th Street between Jetway Boulevard and Airport Boulevard was still in design during the reporting period.</p> <p>RUE: The RUE Phase II developer will design and build a detention basin to capture excess runoff from Concourse Way to 98th Street as part of their scope. Completion of the detention basin is anticipated in 2022.</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 th Street, Airport Blvd, and Century Blvd.	In Progress	<p>APM and LAWA: Installation of the 96th Street drainage between Airport Boulevard and Bellanca Avenue was in progress during the 2020 reporting period. LAWA also encountered deficiencies of local drainage facilities on several streets including 94th Street, 96th Street, and Aviation Boulevard, and is improving drainage capacity as much as existing downstream system limitations will allow. 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>LAWA: LAMP is upsizing existing drainage facilities within the project's footprint and implementing Low Impact Development (LID) Best Management Practices on all impacted parcels and detaining stormwater as necessary to meet limitations.</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>APM and ConRAC: These developers' Construction Noise Control Plan (CNCP) were approved in 2020.</p> <p>Cores: No noise sensitive receptors are located in the Central Terminal Area. Therefore, CNCPs are not required for the Cores.</p> <p>ITFW: No noise sensitive receptors are located within 600 ft of the site; however, the ITFW contractor submitted a CNCP.</p> <p>RUE: LULEP's CNCP was approved in 2017. The 2nd phase of RUE was initiated in late 2020 and will prepare a CNCP.</p>	All Contractors

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

**Previously marked as 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	All: Construction staging areas are located away from noise sensitive uses to the extent feasible except for the one ConRAC laydown area noted in LAX-AQ-1n. A noise complaint was received in May 2020 and attributed to APM ITFE work. To address the noise complaint, site specific noise mitigation measures (noise blankets) were implemented and construction start times were adjusted. No further complaints were received during the year. Noise monitoring is conducted for staging areas located near sensitive uses.	All Contractors
LAX-N-1c	Use “quiet-design” air compressors and stationary noises sources when such technology is commercially available	In Progress	All: This is a construction contract requirement. All developers complied with this measure during the 2020 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	All: This is a construction contract requirement. The developers complied with this measure during the 2020 reporting period 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 https://www.lawa.org/en/connectinglax/construction-traffic-advisories .	All Contractors

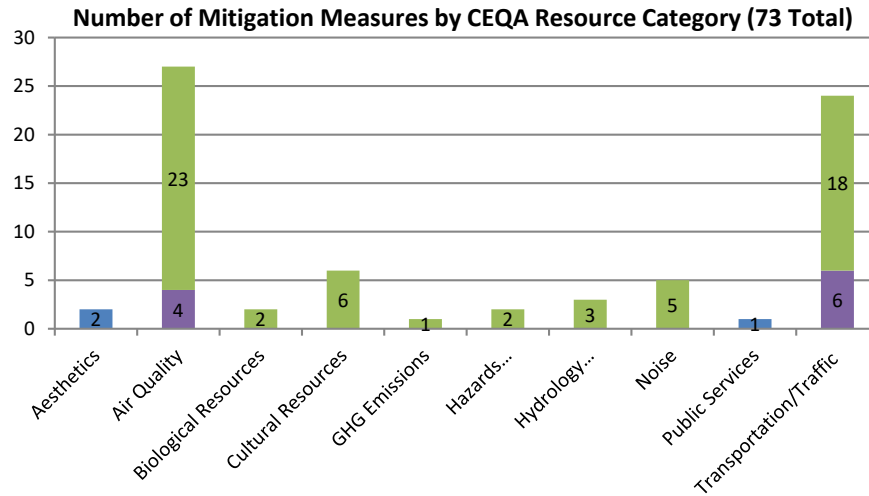
Noise (cont.)

Landside Access Modernization Program (LAMP)

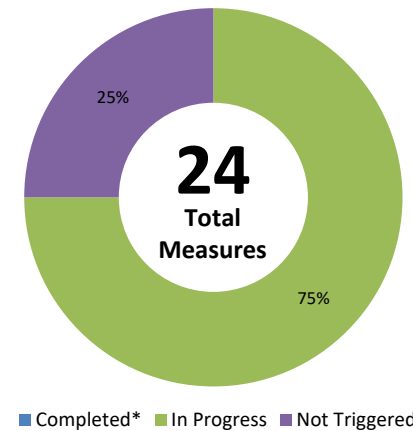
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-N (LAMP)-1	Use Noise Curtains and Other Noise Barriers when Applicable	In Progress	<p>APM: Noise reduction measures (i.e. curtains) were installed near the Sheraton Hotel and the Renaissance Hotel for the APM's guideway and Maintenance and Storage Facility (MSF). Noise monitoring was also conducted at those sites.</p> <p>ITFW: Noise curtains were applied at the ITFW laydown yard for the nearby Renaissance Hotel.</p> <p>ConRAC, Cores, and RUE: 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. Noise monitoring is conducted and noise reduction measures are implemented for the northernmost ConRAC staging area located near residential uses.</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**	All: 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 2020, the ConRAC developer submitted a revised traffic control plan and LAWA approved one (1) peak-hour hauling exemption for the Reliant Healthcare Building demolition.	All Contractors

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

**Previously marked as 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	All: 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 https://www.lawa.org/en/connectinglax/construction-traffic-advisories .	All Contractors
MM-ST (LAMP)-3	Prepare Worksite Traffic Control Plans	In Progress	All: 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	All: 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
MM-ST (LAMP)-5	Adhere to Traffic Maintenance Requirements During Construction	In Progress	All: 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	LAWA: LAWA is working with the City of Inglewood on the development a TDM program. LAWA conducted a survey of LAX employers in February 2019 and initiated a study in April 2020 to evaluate existing TDM programs and establish a Transportation Management Organization (TMO). LAWA also conducted four stakeholder meetings with LAX area employers, airlines, and employees as part of this effort. The results of survey and study as well as recommendations and next steps were presented to the Board of Airport Commissioners in September 2020.	LAWA, City of Inglewood
MM-ST (LAMP)-7	Implement a City of Inglewood Intelligent Transportation System (ITS)	In Progress	Inglewood: 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.	City of Inglewood
MM-ST (LAMP)-8	Sepulveda Boulevard Closed Circuit TV (CCTV) Cameras and Changeable Message Signs (CMS) along key access corridors	In Progress	LAWA and RUE: CCTV design was ongoing during the reporting period and design implementation was included in the RUE (Phase 2) contract issued in late 2020. CMS is currently on hold due to budget constraints. A grant was issued to the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) in 2020 by LAWA for CCTVs.	LAWA, RUE
MM-ST (LAMP)-10	Arbor Vitae Street/Concourse Way-Isis Avenue Intersection Modification(s)	In Progress	ConRAC: The design status of these modifications are currently between 60% and 90%. The Concourse Way design is currently at a 60% design and the Arbor Vitae design is at 85% level. Both are anticipated to be submitted to permitting agencies for review in 2021.	ConRAC

Transportation/Traffic (cont.)

Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-ST (LAMP)-11	La Cienega Boulevard/Arbor Vitae Street Intersection Modification(s)	In Progress	ConRAC: This measure's design status is currently between 60%-85% and its B-permit design status is at 85%.	ConRAC
MM-ST (LAMP)-12	La Cienega Boulevard/Century Boulevard Intersection Modification(s)	In Progress	RUE: This measure was included in the RUE Phase II request for proposal (RFP) and its design is anticipated to commence in early 2021.	RUE
MM-ST (LAMP)-13	La Cienega Boulevard/Florence Avenue Intersection Modification(s)	In Progress	Inglewood: This measure was included in the 2017 Memorandum of Understanding (MOU) between the City of Inglewood and LAWA. LAWA is continuing to coordinate with the City of Inglewood on the implementation of this improvement.	City of Inglewood
MM-ST (LAMP)-14	Inglewood Avenue/Century Boulevard Intersection Modification(s)	In Progress	Inglewood: This measure was included in the 2017 Memorandum of Understanding (MOU) between the City of Inglewood and LAWA. LAWA is continuing to coordinate with the City of Inglewood on the implementation of this improvement.	City of Inglewood
MM-ST (LAMP)-16	La Cienega Boulevard/Manchester Boulevard Intersection Modification(s)	In Progress	Inglewood: This measure was included in the 2017 Memorandum of Understanding (MOU) between the City of Inglewood and LAWA. LAWA is continuing to coordinate with the City of Inglewood on the implementation of this improvement.	City of Inglewood

Transportation/Traffic (cont.)

Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-ST(LAMP)-18	La Brea Avenue/Hawthorne Boulevard and Century Boulevard Intersection Modification(s)	In Progress	Inglewood: This measure was included in the 2017 Memorandum of Understanding (MOU) between the City of Inglewood and LAWA. LAWA is continuing to coordinate with the City of Inglewood on the implementation of this improvement.	City of Inglewood
MM-ST(LAMP)-22	I-405 Corridor and Network Connectivity Enhancements	In Progress	LAWA: LAWA is in still 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	LAWA: LAWA is in still 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	LAWA: LAWA is in still negotiations with Caltrans and the Federal Aviation Administration (FAA) for implementation of the fair-share improvements.	LAWA

Appendix A

Measures Completed Prior to 2020

Appendix A – Measures Completed Prior to 2020

Landside Access Modernization Program (LAMP)

Appendix A provides a list of mitigation measures that were completed prior to the 2020 reporting period. For more information on these measures, please see previous annual progress reports. As previously stated on page 5 (Project Element Teams) of this report, certain measures that were previously marked as “completed” have been noted and reset to “In Progress” due to initiation of RUE Phase II in late 2020.

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 2020

Appendix B – Measures Not Triggered in 2020

Landside Access Modernization Program (LAMP)

Appendix B provides a list of mitigation measures that were not triggered during the 2020 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-2d	Air Quality	Promote "best-engine" technology for rental cars using on-airport rent-a-car facilities
LAX-AQ-2e	Air Quality	Consolidate non-rental car shuttles using super ultra low/zero emissions engines
LAX-AQ-3	Air Quality	Electric lawn mowers and leaf blowers shall be used for landscape maintenance associated with the project
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. However, it may be implemented later if ATMP is not approved.

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