

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

## Mitigation Monitoring and Reporting Program 2019 Annual Progress Report

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Planning & Development Group,  
& the LAMP Coordination Team

June 2020

# Table of Contents

## Landside Access Modernization Program (LAMP)

Introduction	3	Public Services	26
Project Background	4	Transportation/Traffic	27
Project Element Teams	5	Appendix A – Measures Not Triggered in 2019	31
MMRP Summary Table Overview	6		
Aesthetics	7		
Air Quality	8		
Biological Resources	15		
Cultural Resources	17		
Greenhouse Gas Emissions	19		
Hazards & Hazardous Materials	20		
Hydrology, Water Quality, & Groundwater	22		
Noise	24		

# 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. Monitoring and implementation of all of the measures are the responsibility of Los Angeles World Airports (LAWA), and/or the party implementing the project. LAWA, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other responsible party.

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, 2019 through December 31, 2019**.

\*\*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 2019
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.	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

\*Formerly “Utilities and LAMP Enabling Projects” or “LULEP.”

# MMRP Summary Table Overview

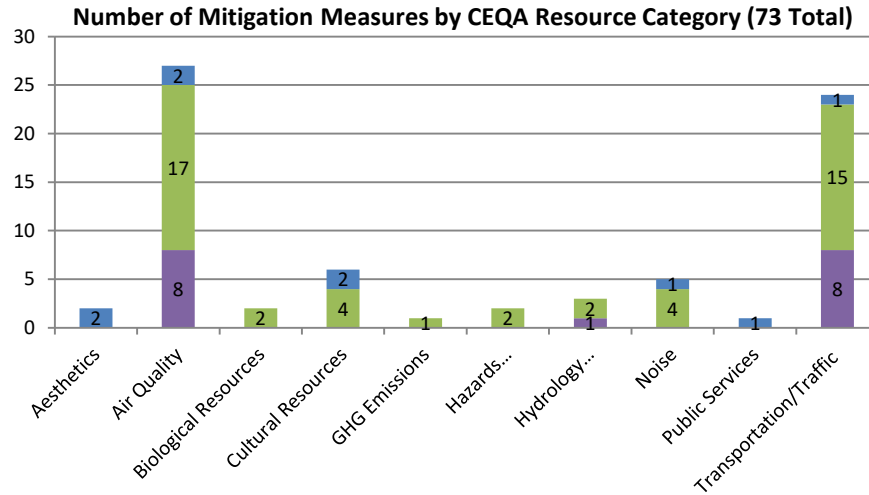
## Landside Access Modernization Program (LAMP)

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:

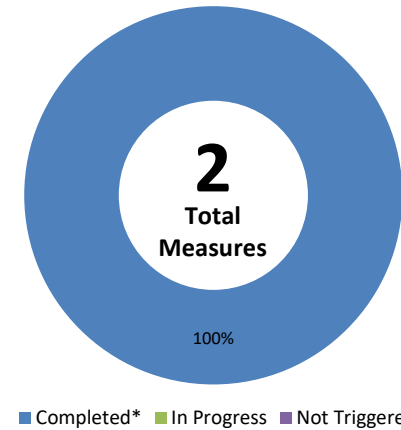
- **Resource Category** – lists the environmental factor/resource category
- **Measure ID** – lists the mitigation number as identified in the project’s MMRP
- **Status** – the following categories state the progress of the measure’s implementation at time of reporting:
  - **Completed:** Mitigation 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. Please note that LAMP contains multiple components that are expected to begin implementation at different timeframes.

# Aesthetics

## Landside Access Modernization Program (LAMP)



**Status of Aesthetics Mitigation Measures**

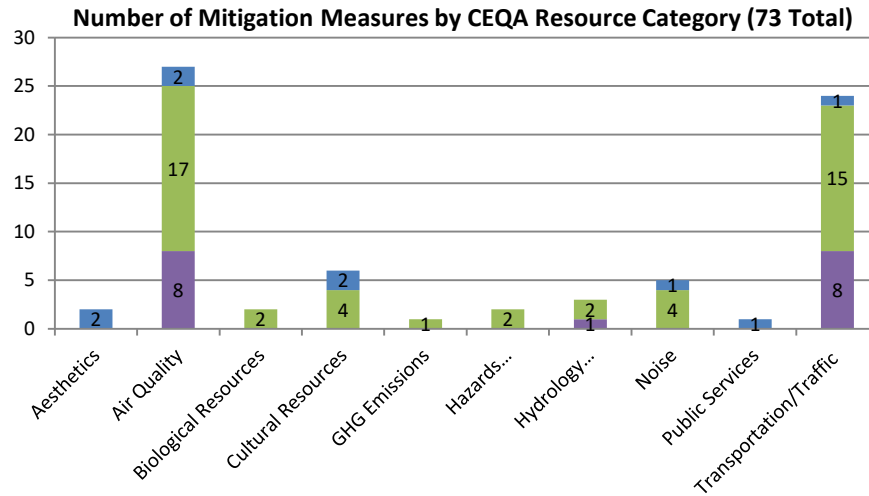


Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-A-1	Ensure that lighting will not interfere with airport or pilot operations	Completed	<b>APM:</b> The APM developer submitted a site layout lighting controls plan in 2019.	APM
MM-A (LAMP)-1	Application of Design Features to Protect the Theme Building's aesthetic context	Completed	<b>APM:</b> The APM developer submitted the design for the guideway section near the Theme Building to LAWA in January of 2019. The design maximizes the guideway span near Theme Building and the design of the pedestrian bridge minimizes its bulk.  <b>LAWA:</b> LAWA reviewed and approved APM guideway structure design/aesthetics.	APM, LAWA

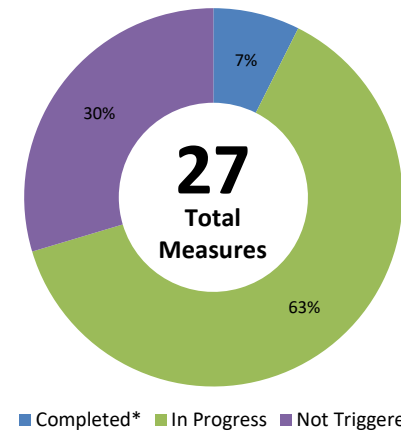
\*All applicable project elements must complete the measure in order for it to be considered "completed."

# 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	Completed	<b>All:</b> Dust complaint signs have been installed at most construction sites in compliance with this measure.	All Contractors
LAX-AQ-1b	Cover or treat all ground surfaces to minimize fugitive dust emissions	In Progress	<p><b>APM, Cores, ITFW, and RUE:</b> The contractors operated water trucks and street sweepers to minimize fugitive dust emissions. No violations were noted during the reporting period.</p> <p><b>ConRAC:</b> The ConRAC developer was issued a citation for insufficient dust suppression at the ConRAC site. The ConRAC developer addressed this by increasing the number of water trucks, adding "Rhino Spot" soil binder to on-site haul routes, increasing street sweepers on-site, and having a constant water mister for rock crushing operations. Dust continues to be a concern and is closely monitored.</p>	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-1c	Lay building pads/install roadways, sidewalks, etc. as soon as practical	In Progress	<p><b>APM:</b> The APM developer did not conduct this type of construction activity during the reporting period.</p> <p><b>ConRAC:</b> The ConRAC developer completed building pads and parking areas at their trailer/office site.</p> <p><b>Cores:</b> Related sidewalk work in the Central Terminal Area occurred during the reporting period.</p> <p><b>ITFW:</b> Jetway Boulevard was completed at the ITFW site during the reporting period.</p> <p><b>RUE:</b> The RUE contractor completed the installation of the Aviation Boulevard Shoofly and Jetway Boulevard.</p>	All Contractors
LAX-AQ-1d	Prohibit idling/queuing of diesel-fueled vehicles in excess of 5 minutes	In Progress	<p><b>All:</b> No violations were noted during the reporting period.</p>	All Contractors
LAX-AQ-1e	Outfit construction diesel-fueled equipment with the best available emission control devices	In Progress	<p><b>APM and Cores:</b> The APM developer and the various terminal core contractors submitted equipment lists to LAWA for review and approval. LAWA approved the lists with exceptions. No violations were noted during the reporting period.</p> <p><b>ConRAC:</b> The ConRAC contractor submitted equipment lists to LAWA for review and approval. LAWA approved the lists with exceptions. However, several subcontractors had non-compliant pieces of equipment that were noted during the reporting period. The ConRAC contractor worked with LAWA to remove the non-compliant equipment.</p>	All Contractors

# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-1e (cont.)	Outfit construction diesel-fueled equipment with the best available emission control devices	In Progress	<p><b>ITFW:</b> The ITFW contractor submitted equipment lists to LAWA for review and approval. LAWA approved the lists with exceptions. However, several pieces of equipment did not have their California Air Resources Board (CARB) engine identification numbers properly displayed and was subsequently corrected.</p> <p><b>RUE:</b> The RUE contractor submitted equipment lists to LAWA for review and approval. LAWA approved the lists with exceptions. However, the contractor was issued notices of non-compliance related to equipment CARB certification. The contractor corrected the non-compliances via communication with the subcontractors and equipment managers. There were no additional on-going CARB certification issues.</p>	All Contractors
LAX-AQ-1f	Pave construction access roads at least 100 feet onto the site from the main road	In Progress	<p><b>APM:</b> Areas along the APM's guideway are fully paved and the APM's Maintenance and Storage Facility construction site can be accessed from paved streets.</p> <p><b>ConRAC:</b> Two construction access gates at the site were paved.</p> <p><b>Cores:</b> The Central Terminal Area is fully paved.</p> <p><b>ITFW:</b> Access to the ITFW site was paved via Jetway Boulevard.</p> <p><b>RUE:</b> Construction access was paved for multiple RUE sites.</p>	All Contractors
LAX-AQ-1g	Have construction employees' work/commute during the off-peak hours to the extent feasible	In Progress	<p><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 2019 reporting period, most employees were observed commuting during the off-peak hours.</p>	All Contractors

# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
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 2019 reporting period.	All Contractors
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>APM, Cores, and ITFW:</b> No rock crushing activities occurred during the reporting period. <b>ConRAC and RUE:</b> On-site rock crushers were used by the respective developers.	All Contractors
LAX-AQ-1j	Provide electricity from the electric grid and portable generators using clean-burning diesel	In Progress	<b>APM:</b> The APM contractor is using grid power along the APM guideway, in the Maintenance and Storage Facility site, and in the Central Terminal Area. <b>Cores:</b> The terminal core construction sites are connected to grid power in the Central Terminal Area. <b>ConRAC:</b> Temporary power was obtained from LADWP for the contractor's offices. The contractor uses clean-burning diesel generators when grid power is not feasible. <b>ITFW:</b> The project management office trailers have grid power. The contractor uses clean-burning diesel generators when grid power is not feasible. <b>RUE:</b> There were limited opportunities for the contractor to use grid power during the reporting period. The contractor uses grid power when feasible and clean-burning diesel generators when not feasible.	All Contractors

# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-1l	Prohibit construction equipment engine tampering	In Progress	<b>All:</b> No violations were noted in 2019.	All Contractors
LAX-AQ-1m	Designate a person(s) to ensure implementation of all construction-related measures	Completed	<b>All:</b> All contractors designated a person to ensure implementation of construction-related measures.	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> Rock crushing operations and stockpile locations were located away from residents to extent possible except at one RUE construction site where this was not feasible. That location was in Manchester Square where the ConRAC is being built. The residents have been relocated as part of this program.	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> All developers submitted equipment lists to LAWA for review and approval. 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	<p><b>APM:</b> The APM developer submitted equipment lists to LAWA for review and approval. No violations were noted during the reporting period.</p> <p><b>Cores:</b> The various terminal core contractors submitted equipment lists to LAWA for review and approval. No violations were noted during the reporting period.</p> <p><b>ConRAC:</b> The ConRAC contractor submitted equipment lists to LAWA for review and approval. Several subcontractors had non-compliant pieces of equipment that were noted during the reporting period. The ConRAC contractor worked with LAWA to remove the non-compliant equipment.</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	<p><b>ITFW:</b> The ITFW contractor submitted equipment lists to LAWA for review and approval. Several pieces of equipment did not have their California Air Resources Board (CARB) engine identification numbers properly displayed and was subsequently corrected.</p> <p><b>RUE:</b> The RUE contractor submitted equipment lists to LAWA for review and approval. The contractor was issued notices of non-compliance related to equipment CARB certification. The contractor corrected the non-compliances via communication with the subcontractors and equipment managers. There were no additional on-going CARB certification issues.</p>	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	<p><b>All:</b> Multiple exceptions were granted during the reporting period. Non-compliant equipment was removed from the site.</p>	All Contractors
LAX-AQ-2a	Provide preferential parking locations and free charging for low/zero emissions vehicles	In Progress	<p><b>ConRAC:</b> 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.</p> <p><b>ITFW:</b> 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.</p>	ConRAC, ITFW

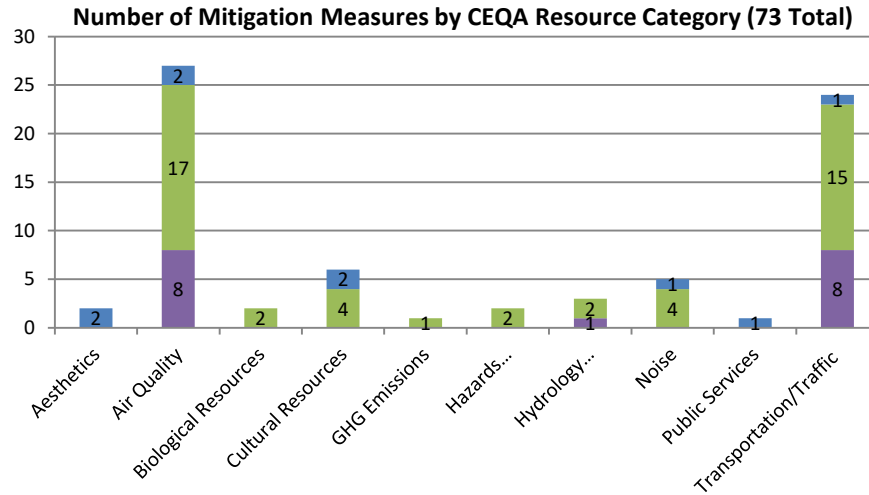
# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

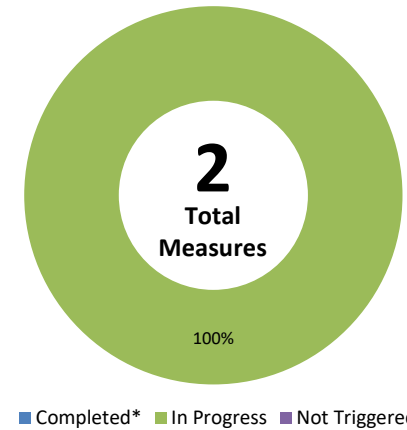
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-AQ(LAMP)-1	Require the use of renewable diesel fuel for construction equipment for at least 90% of diesel fuel demand	In Progress	<b>All:</b> Renewable diesel fuel is being used for construction equipment in compliance with this measure. During the 2019 reporting period, the APM developer had approximately 93% diesel fuel demand, the ConRAC developer had approximately 75% diesel fuel demand, and the ITFW developer had 89% diesel fuel demand. The RUE developer and various Core developers did not provide fuel logs or receipts.	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:</b> The contractor submitted a tree removal plan for the Maintenance and Storage Facility (MSF) and a nest survey for the entire APM guideway in January 2019. No nests were found at the MSF site and nests encountered along the guideway route were removed outside of the nesting season.</p> <p><b>ConRAC:</b> The developer submitted a bird nesting report in May 2019. No bird nests were found in the ConRAC site.</p> <p><b>ITFW:</b> The ITFW developer conducted an avian survey in August 2019. No active nests were found in the ITFW site.</p> <p><b>RUE:</b> The RUE contractor removed thirty-five (35) trees prior to nesting season. No avian survey was needed since removal occurred outside of nesting season.</p>	APM, ConRAC, ITFW, RUE

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

# Biological Resources (cont.)

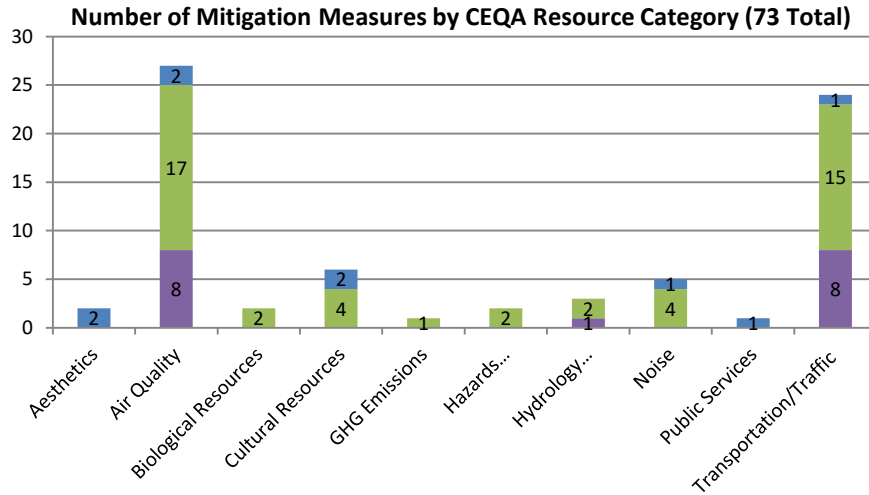
## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-BR-2	Conservation of Floral Resources: Mature Tree Replacement – Nesting Raptors	In Progress	See LAX-BR-2 on the previous page.	APM, ConRAC, ITF, RUE

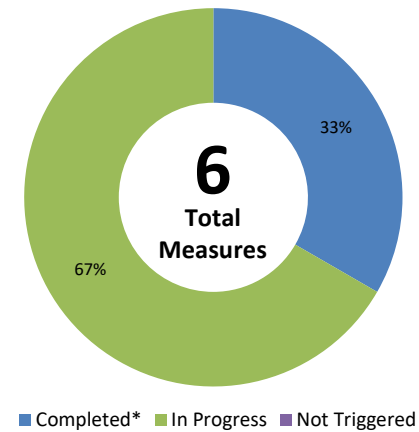


# Cultural Resources

## 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> All developers retained cultural resources firms (archaeological, paleontological, and historical) to monitor the various project components. The cultural resources firms not only monitor but ensure compliance with the ATP and PMTP.	All Contractors
LAX-AR-2	Archaeological resources briefing	Completed	<b>All:</b> Archeological and paleontological resource briefings were conducted for project components that required excavation/grading activities. Since all current developer teams have conducted this training, this measure is being marked as "completed".	All Contractors, LAWA
LAX-PR-1	LAWA Paleontological Management Treatment Plan (PMTP) conformance	In Progress	<b>All:</b> All developers retained cultural resources firms (archaeological, paleontological, and historical) to monitor the various project components. The cultural resources firms not only monitor but ensure compliance with the ATP and PMTP.	All Contractors

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

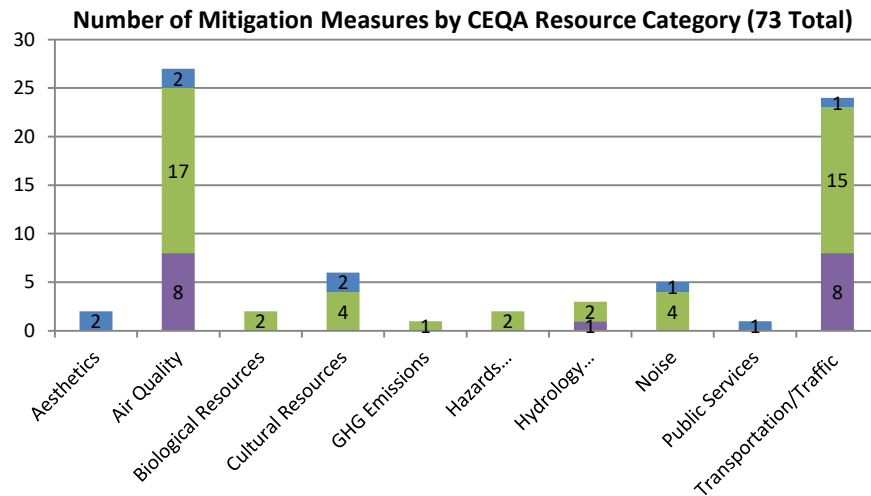
# Cultural Resources (cont.)

## Landside Access Modernization Program (LAMP)

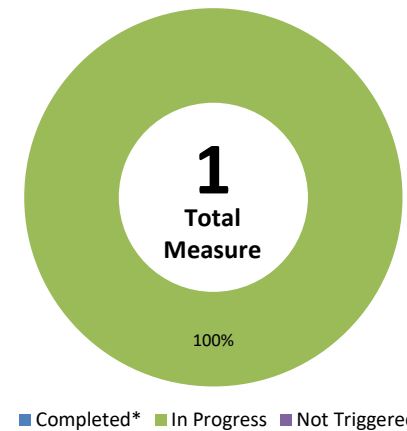
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-PR-2	Paleontological resources briefing	Completed	<b>All:</b> See LAX-AR-2 on the previous page.	All Contractors, LAWA
MM-HR (LAMP)-1	Preservation of the Theme Building and its setting	In Progress	<b>LAWA:</b> A Historical Resources 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> While the 1961 ATCT is outside of the limits of APM project, pre- and post-construction surveys will be performed and vibration monitoring was approved in April 2019 that will be applied during any nearby demolition events.  <b>LAWA:</b> 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**

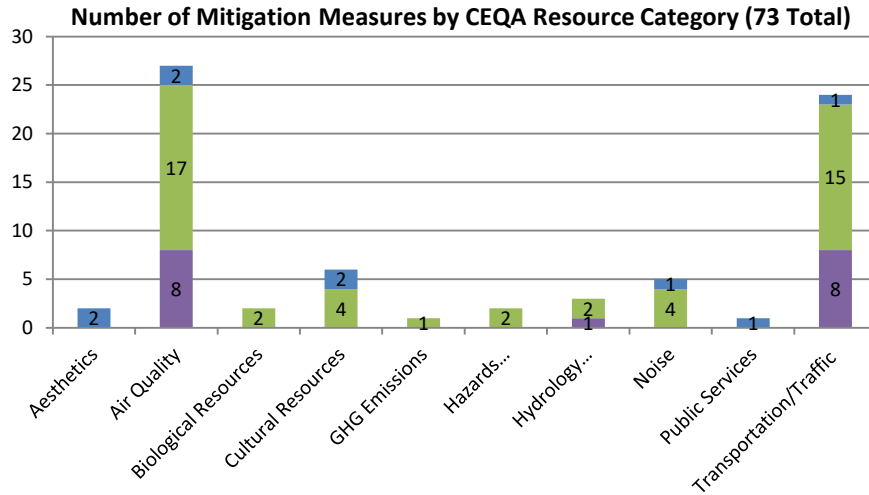


Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-GHG (LAMP)-1	Incorporate Solar Energy into LAMP Facilities Based on Feasibility Studies	In Progress	<p><b>APM:</b> The APM and APM’s Maintenance and Storage Facility (MSF) incorporate solar energy. Once constructed, the APM’s solar panel system is anticipated to generate 1 MW of energy and the APM’s MSF’s system is anticipated to generate 0.98 MW (preliminary estimate) of energy.</p> <p><b>ConRAC:</b> The ConRAC facility will incorporate solar energy. Once completed, it’s solar panel system is anticipated to generate 5.7 MW of energy.</p> <p><b>LAWA:</b> LAWA prepared a solar feasibility study in 2017.</p>	APM, ConRAC, LAWA

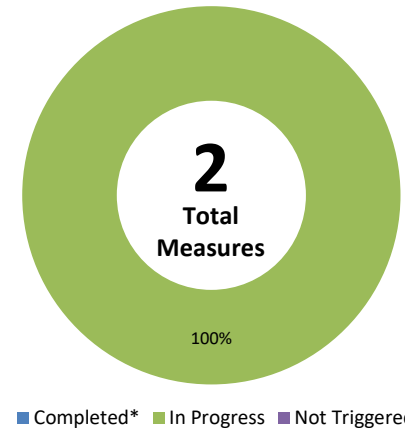
\*All applicable project elements must complete the measure in order for it to be considered “completed.”

# 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><b>APM:</b> The RUE contractor performed abatement and clearance sampling at the SECOR Building and the Delta Hangar prior to their demolition. There was no interference with any ongoing remediation efforts.</p> <p><b>ConRAC:</b> The RUE contractor performed abatement and clearance sampling at the Brightstar Academy prior to its demolition. There was no interference with any ongoing remediation efforts.</p> <p><b>Cores and ITFW:</b> No construction activity occurred during the reporting period that involved abatement and sampling.</p> <p><b>RUE:</b> The RUE contractor performed abatement and clearance sampling at the VIP Cleaners and Reliant Healthcare buildings prior to their demolition. There was no interference with any ongoing remediation efforts.</p>	All Contractors, LAWA

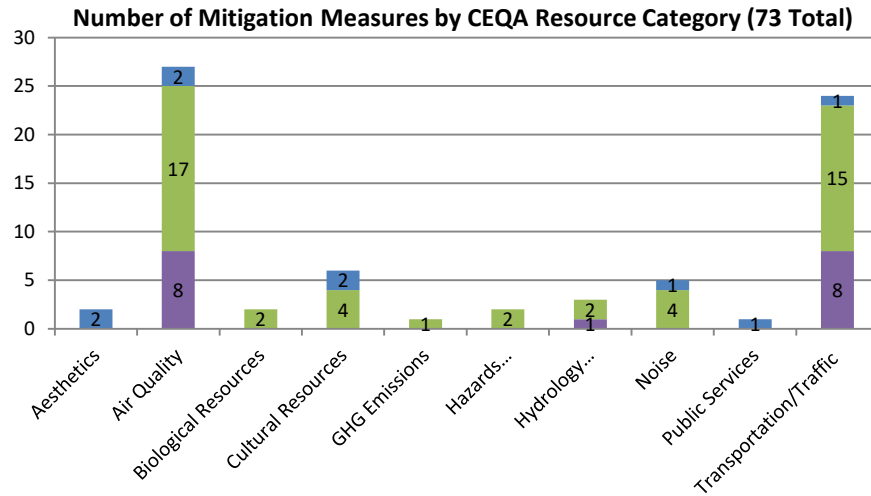
\*All applicable project elements must complete the measure in order for it to be considered "completed."

# Hazards & Hazardous Materials

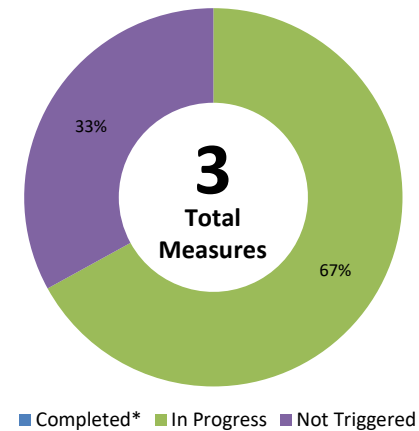
## Landside Access Modernization Program (LAMP)

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><b>APM:</b> Stormwater facilities were constructed for the APM's Maintenance and Storage Facility (MSF) with a retention basin capacity designed to treat 56,000 feet<sup>3</sup> of runoff. For the APM's guideways and associated private streets, a 79,052 feet<sup>3</sup> capture/storage capacity has been proposed.</p> <p><b>ConRAC:</b> Stormwater facilities for the ConRAC were in the design phase during the reporting period.</p> <p><b>ITFW:</b> Stormwater facilities were constructed for Jetway Boulevard. Stormwater facilities for the ITFW were in the design phase.</p> <p><b>RUE:</b> Construction activity during the 2019 reporting period did not include stormwater facilities during the reporting period.</p>	APM, ConRAC, ITF, RUE

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

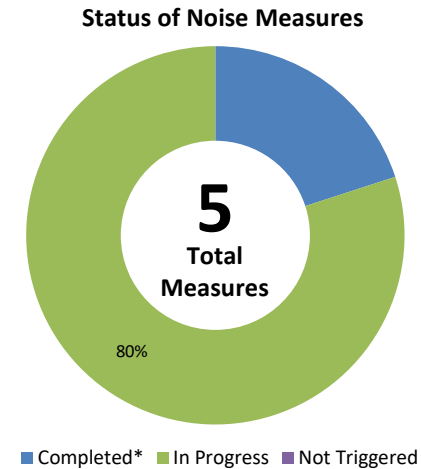
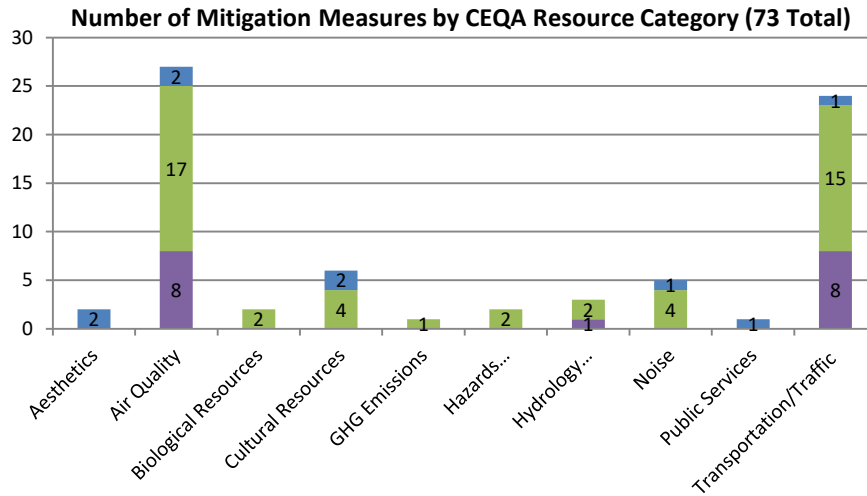
# Hydrology, Water Quality, & Groundwater

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
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	<b>APM:</b> The design for the replacement drainage along East 96 <sup>th</sup> Street between Airport Boulevard and Bellanca Avenue was submitted in July 2019. The replacement drainage along West 96 <sup>th</sup> Street between Jetway Boulevard and Airport Boulevard was also in the design phase during the reporting period.	APM

# Noise

## Landside Access Modernization Program (LAMP)



Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-N-1a	Develop Construction Noise Control Plan	Completed	<p><b>APM:</b> The developer submitted a revised Construction Noise Control Plan (CNCP) in December 2019.</p> <p><b>ConRAC:</b> A CNCP was prepared and submitted in December 2019.</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.</p> <p><b>RUE:</b> RUE’s CNCP was approved in 2017.</p>	All Contractors
LAX-N-1b	Construction Staging [Shall be Staged as far away from Noise Sensitive uses as Feasible]	In Progress	<p><b>All:</b> All developer construction staging areas were located away from noise sensitive uses to the extent feasible.</p>	All Contractors

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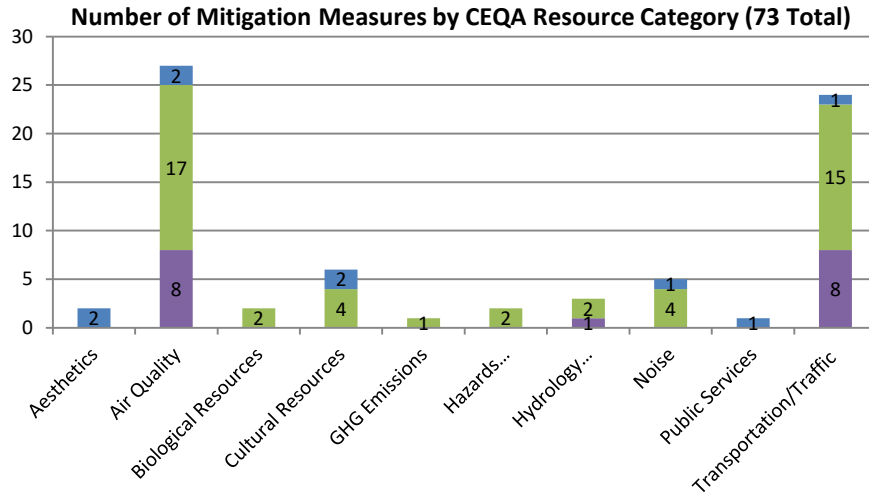
# Noise (cont.)

## Landside Access Modernization Program (LAMP)

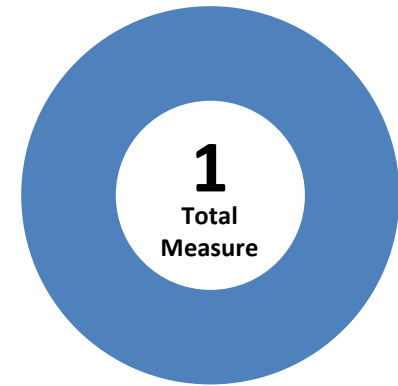
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-N-1c	Use “quiet-design” air compressors and stationary noises sources when such technology is commercially available	In Progress	<b>All:</b> This is a construction contract requirement. All developers complied with this measure during the 2019 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 2019 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 variances granted by the Los Angeles Police Department (LAPD).	All Contractors
MM-N (LAMP)-1	Use Noise Curtains and Other Noise Barriers when Applicable	In Progress	<b>APM:</b> Noise reduction blankets were installed along the Sheraton Hotel boundary during the cast-in-drilled-hole installation of the guideway columns. In addition, noise monitoring was conducted near the Sheraton Hotel, the APM’s Maintenance and Storage Facility site near the Neutrogena Facility, and at the Central Terminal Area near the Theme Building.  <b>ConRAC, Cores, ITFW, and RUE:</b> These contractors did not perform construction activity that required noise monitoring and/or the installation of noise barriers for noise sensitive uses during the reporting period.	All Contractors

# Public Services

## Landside Access Modernization Program (LAMP)



**Status of Public Services Mitigation Measures**

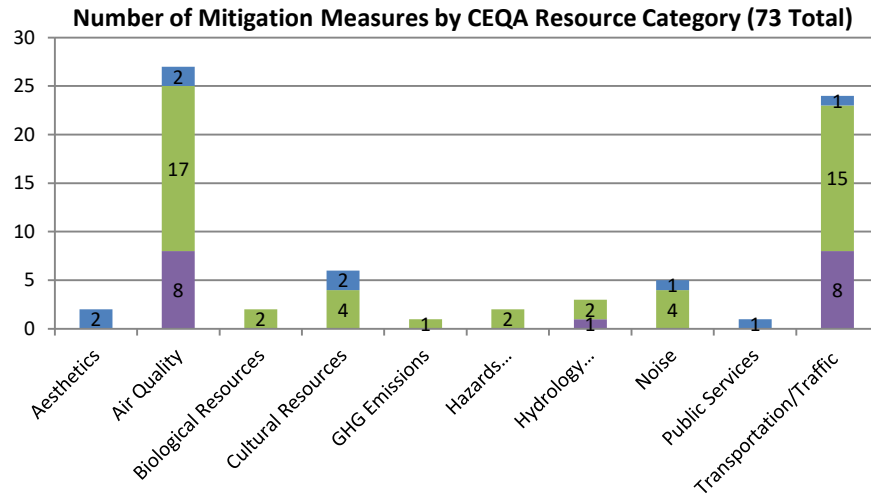


■ Completed\* ■ In Progress ■ Not Triggerged

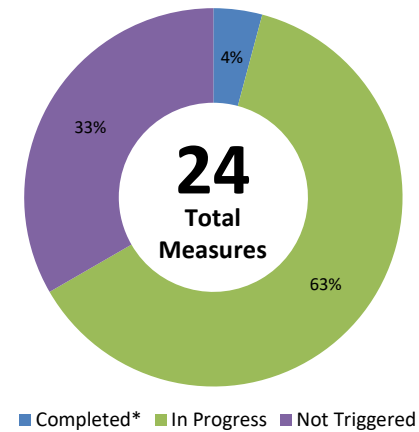
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-PS (LAMP)-1	School Relocations	Completed	<b>LAWA:</b> Relocation of the Brightstar Secondary Charter Academy and the Stella Charter Middle School in Manchester Square was completed during the 2019 reporting period.	LAWA

# 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	Establish a Construction Traffic Project Task Force and Coordinate During the Project's Construction	Completed	<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 Department of Transportation (LADOT) and Caltrans for construction activities that are off-airport property. One (1) trucking peak hour exemption waiver was granted to the RUE contractor in November 2019.	All Contractors, LAWA

\*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 such as Caltrans. During the reporting period, access to community facilities and traffic lanes in both directions were observed to be maintained.	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 (WTCPs) 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 such as Caltrans. No impacts on school routes were observed during the reporting period.	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. One (1) trucking peak hour exemption waiver was granted to the RUE contractor in November 2019.	All Contractors
MM-ST (LAMP)-6	Develop a Transportation Demand Management (TDM) Program	In Progress	<b>LAWA:</b> LAWA is working with the City of Inglewood to partner on a TDM program for LAX employees who live in Inglewood. LAWA conducted a survey of LAX employers in February 2019 and initiated a study in April to evaluate existing TDM programs.	LAWA, City of Inglewood
MM-ST (LAMP)-7	Implement a City of Inglewood Intelligent Transportation System (ITS)	In Progress	<b>Inglewood:</b> This measure was included in the 2017 Memorandum of Understanding (MOU) between the City of Inglewood and LAWA. LAWA is currently coordinating 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)-8	Sepulveda Boulevard Closed Circuit TV (CCTV) Cameras and Changeable Message Signs (CMS) along key access corridors	In Progress	<b>RUE:</b> Preliminary designs for CCTV cameras were submitted in December 2019.	RUE
MM-ST (LAMP)-10	Arbor Vitae Street/Concourse Way-Isis Avenue Intersection Modification(s)	In Progress	<b>ConRAC:</b> This measure is now being implemented by the ConRAC developer. This improvement was in the design phase during the 2019 reporting period.	ConRAC
MM-ST (LAMP)-11	La Cienega Boulevard/Arbor Vitae Street Intersection Modification(s)	In Progress	<b>ConRAC:</b> This measure is now being implemented by the ConRAC developer. This improvement was in the design phase during the 2019 reporting period.	ConRAC
MM-ST (LAMP)-13	La Cienega Boulevard/Florence Avenue Intersection Modification(s)	In Progress	<b>Inglewood:</b> This measure was included in the 2017 Memorandum of Understanding (MOU) between the City of Inglewood and LAWA. LAWA is currently coordinating 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	<b>Inglewood:</b> This measure was included in the 2017 Memorandum of Understanding (MOU) between the City of Inglewood and LAWA. LAWA is currently coordinating 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	<b>Inglewood:</b> This measure was included in the 2017 Memorandum of Understanding (MOU) between the City of Inglewood and LAWA. LAWA is currently coordinating with the City of Inglewood on the implementation of this improvement.	City of Inglewood
MM-ST (LAMP)-18	La Brea Avenue/Hawthorne Boulevard and Century Boulevard Intersection Modification(s)	In Progress	<b>Inglewood:</b> This measure was included in the 2017 Memorandum of Understanding (MOU) between the City of Inglewood and LAWA. LAWA is currently coordinating 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)-22	I-405 Corridor and Network Connectivity Enhancements	In Progress	<b>LAWA:</b> LAWA is in negotiations with Caltrans and the 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 in negotiations with Caltrans and the 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 in negotiations with Caltrans and the FAA for implementation of the fair-share improvements.	LAWA

# **Appendix A**

## Measures Not Triggered in 2019

# Appendix A

## Measures Not Triggered in 2019

Appendix A provides a list of mitigation measures that were not triggered during the 2018 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-2b	Air Quality	Develop measures to reduce air emissions of vehicles in line to exit parking lots (i.e. pay-on-foot before getting into car)
LAX-AQ-2c	Air Quality	Implement on-site circulation plans in parking lots to reduce time/associated air emissions from vehicles looking for parking
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-2f	Air Quality	Cover any parking structures that receive direct sunlight and install solar panels on these roofs to supply electricity or hot water where feasible
LAX-AQ-2g	Air Quality	Incorporate quick entry and exit parking systems in the design of new parking structures and lots
LAX-AQ-2h	Air Quality	Include advanced signage in new parking structures that states the available parking spaces within the structure
LAX-AQ-3	Air Quality	Electric lawn mowers and leaf blowers shall be used for landscape maintenance associated with the project
MM-HWA (LAMP)-3	Hydrology, Water Quality, & Groundwater	Pre-development stormwater runoff rates and volumes shall be maintained for future related development project sites
MM-ST (LAMP)-4	Transportation/Traffic	No designated major or secondary highway will be closed except at night or on weekends, unless approval is granted



# Appendix A

## Measures Not Triggered in 2019

Measure ID	Resource Category	Overview
MM-ST (LAMP)-9	Transportation/Traffic	Airport Boulevard/Century Boulevard Intersection Modification(s)
MM-ST (LAMP)-12	Transportation/Traffic	La Cienega 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

\*Erroneously reported as “in progress” in the 2018 report.

\*\* No longer implementable due to the proposed Airfield & Terminal Modernization Project’s designs for the intersection.

\*\*\*Previously reported as “in progress” in 2018. This improvement is being removed from the project’s scope.