

Landside Access Modernization Program (LAMP)

Mitigation Monitoring and Reporting Program

2022 Annual Progress Report

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

June 2023

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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, 2022 through December 31, 2022**.

**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 2022
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.”	No (Completed 2021)
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

*ITFW completed construction in 2021 and will no longer be reported on in this annual report.

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

MMRP Summary Table Overview

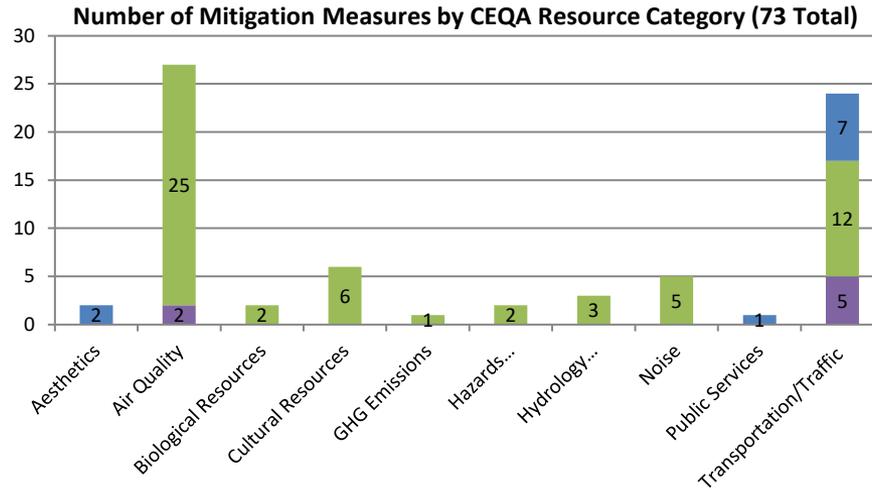
Landside Access Modernization Program (LAMP)

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:

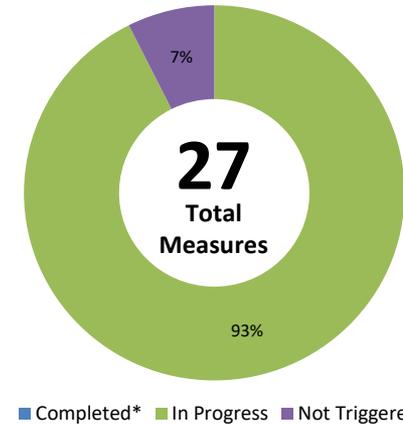
- **Resource Category** – lists the environmental factor/resource category
- **Measure ID** – lists the mitigation number as identified in the project’s MMRP
- **Status** – the following categories state the progress of the measure’s implementation at time of reporting:
 - **Completed:** Mitigation measure 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 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 additional instances of non-compliance at APM sites that were previously in compliance and requested that they be reinstalled. The APM developer complied with the request from the Monitors.	All Contractors
LAX-AQ-1b	Cover or treat all ground surfaces to minimize fugitive dust emissions	In Progress	APM: Fugitive dust mitigation was covered in the Environmental Awareness Training and active water trucks observed at all APM sites with exposed soil. A dust complaint was received from the Sheraton Hotel during Jetway Blvd excavation and grading in late July 2022. The APM developer corrected the issue by deploying a designated water truck to the site during earthwork and sweeping the driveway and paved areas more regularly. LAWA also increased monitoring frequency during this period, and no further dust complaints were received.	All Contractors

*All applicable project elements must complete the measure 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>ConRAC: Dust suppression was practiced continuously with water trucks and periodic soil stabilizer applications (calcium chloride) on the remaining unpaved ConRAC site areas. Most of the site is now paved or landscaped as of the end of 2022. No fugitive dust issues were observed, and no dust complaints were received during the reporting period.</p> <p>Cores: Dust suppression was practiced when applicable. No fugitive dust issues were observed, and no dust complaints were received during the reporting period.</p> <p>RUE: Fugitive dust mitigation plans and watering logs were maintained in monthly submittals. The neighboring ConRAC site complained of fugitive dust impacts from the RUE site in early September 2022. Following a resolution meeting with LAWA Environmental, the RUE developer implemented more targeted watering during earthwork, and began applying an approved soil stabilizer mixed with water on disturbed, unstabilized site areas. No further complaints were received in 2022.</p>	All Contractors
LAX-AQ-1c	Lay building pads/install roadways, sidewalks, etc. as soon as practical	In Progress	<p>APM: During the reporting period, the developer paved the Maintenance and Storage Facility (MSF) parking and access roads, East Intermodal Transportation Facility (EITF) parking lots, and the 96th Street expansion and sidewalk between MSF and Bellanca Ave. Stabilization of on-site construction roadways has been mostly sufficient to minimize dust and sediment track-out. Monitoring is ongoing.</p> <p>ConRAC: The developer has paved and landscaped a majority of the site to its completed state. The paving of Concourse Way along the west side of the site is planned for early 2023. Trade worker parking lots were stabilized with gravel throughout 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-1c (cont.)	Lay building pads/install roadways, sidewalks, etc. as soon as practical	In Progress	<p>Cores: Related sidewalk and apron work occurred in the Central Terminal Area occurred during the reporting period.</p> <p>RUE: Ground clearing and grading for new 98th Street was still in progress during the reporting period. Paved access roads were maintained during construction.</p>	All Contractors
LAX-AQ-1d	Prohibit idling/queuing of diesel-fueled vehicles in excess of 5 minutes	In Progress	<p>All: This provision was included in developer personnel trainings and environmental/construction management plans. 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>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.</p>	All Contractors
LAX-AQ-1f	Pave construction access roads at least 100 feet onto the site from the main road	In Progress	<p>All: Construction access roads to the various LAMP components were paved and were maintained 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-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 2022 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 were observed visiting areas available to construction workers on a regular basis during the 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	All: 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	APM: Grid electric power was utilized for all field offices and power tools at APM construction sites. Renewable diesel was prioritized and used preferentially for the majority of heavy diesel construction equipment. ConRAC: Grid-based power was used where feasible on-site. The project obtained temporary grid-based electric power from the Los Angeles Department of Water and Power (LADWP) for offices and for large cranes during construction. Renewable diesel continues to be preferentially used to fuel the majority of construction equipment on-site.	All Contractors

Air Quality (cont.)

Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-1j (cont.)	Provide electricity from the electric grid and portable generators using clean-burning diesel	In Progress	<p>Cores: The terminal core construction sites are connected to grid power in the Central Terminal Area. Renewable diesel was used for construction equipment.</p> <p>RUE: Grid power was used for all field offices and most power tools at construction sites. Renewable diesel was prioritized the fuel the vast majority of heavy diesel construction equipment.</p>	All Contractors
LAX-AQ-1l	Prohibit construction equipment engine tampering	In Progress	<p>All: LAWA's MMRP Monitors conducted periodic checks of construction equipment at all project areas. No violations were noted in 2022.</p>	All Contractors
LAX-AQ-1m	Designate a person(s) to ensure implementation of all construction-related measures	In Progress	<p>All: All contractors have designated individuals to ensure implementation of construction-related measures. These individuals interface with LAWA's MMRP Monitors and other staff to ensure compliance.</p>	All Contractors
LAX-AQ-1n	Locate rock-crushing operations and laydown/stockpile areas away from LAX-adjacent residents, to the extent possible	In Progress	<p>All: No rock crushing activities occurred for LAMP during the 2022 reporting period. Stockpile locations are located away from residents and businesses to extent feasible and are monitored by LAWA's MMRP Monitors.</p>	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	<p>All: Compliance is maintained through field monitoring/verifications. Approximately, fifty-four (54) pieces of compliant on-road equipment were observed/verified during the reporting period. No violations were noted.</p>	All Contractors

Air Quality (cont.)

Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
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>APM: Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. One hundred and nineteen (119) compliant pieces of off-road equipment were at the various APM sites throughout the reporting period. No exceptions were granted. Several non-compliant pieces of equipment were noted during the reporting period and removed by the developer.</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. Fifty-seven (57) compliant pieces of off-road equipment were on-site throughout the reporting period. No exceptions were granted. One (1) non-compliant piece of equipment was noted during the reporting period and removed by the developer.</p> <p>Cores: Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately one hundred and sixty-five (165) 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, several violations were noted, and Notices of Non-Compliance were issued. The contractor subsequently removed 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	RUE: Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Forty-nine (49) unique compliant pieces of off-road equipment were on-site throughout the reporting period. Two (2) 20-day exceptions were granted for hard-to-acquire equipment. Several non-compliant pieces of equipment were noted during the reporting period and removed by the developer.	
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: 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	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 (EV) charging. The ConRAC facility was under construction in 2022. LAWA: As previously reported, in 2021 new EV charger rates were approved by the Board of Airport Commissioners and went into effect in that year. In 2022, LAWA installed additional EV chargers at LAX. More information on these efforts can be found at LAWA's Annual Sustainability Report found at https://www.lawa.org/lawa-sustainability .	ConRAC, 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>APM: Smart Parking plans were finalized in 2021 and include guidance/wayfinding signage, automated parking infrastructure, enhanced user experience, electric vehicle parking, and valet services. These were under construction during the 2022 reporting period.</p> <p>ConRAC: Smart Parking infrastructure including wayfinding signage, automated infrastructure, and pay-on-foot stations, and on-site circulation plans were constructed and implemented in 2022.</p> <p>LAWA: 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. In 2021, smart parking plans were finalized and approved by LAWA. During the 2022 reporting period, LAWA continued to implement smart parking services.</p>	APM, ConRAC, 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>APM, ConRAC, and LAWA: On-site circulation plans in parking lots were included in the finalized smart parking plans. Please see LAX-AQ-2b for more information.</p>	APM, ConRAC, 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	LAWA: As previously report, 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	APM: The APM Maintenance and Storage Facility includes covered parking stalls and solar panels. Solar panels were completely installed in 2022. Please see MM-GHG (LAMP)-1 for more information. ConRAC: The ConRAC facility incorporates 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, and LAWA: See LAX-AQ-2b.	APM, ConRAC, LAWA
LAX-AQ-2h	Include advanced signage in new parking structures that states the available parking spaces within the structure	In Progress	APM, ConRAC, and LAWA: See LAX-AQ-2b.	APM, ConRAC, 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	LAWA: LAWA's Maintenance Service Division currently uses two (2) battery operated leaf blowers in the Central Terminal Area (CTA). No electric lawn mowers and leaf blowers were acquired during the reporting period.	LAWA

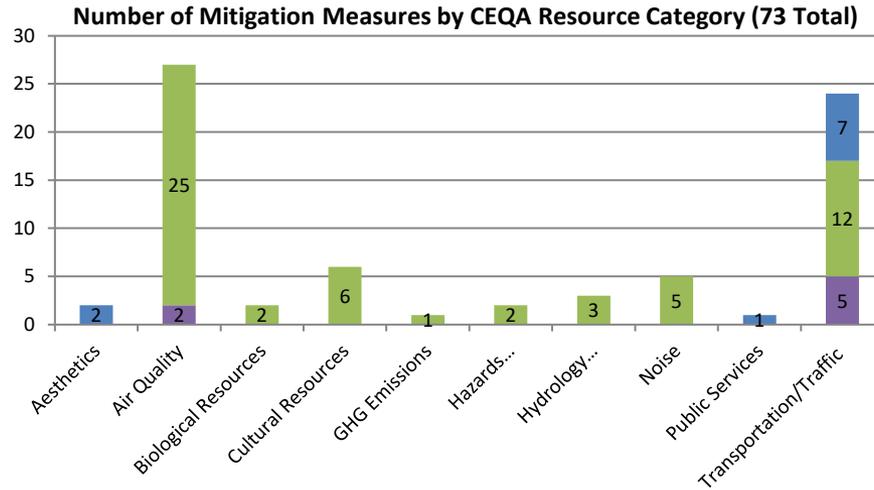
Air Quality (cont.)

Landside Access Modernization Program (LAMP)

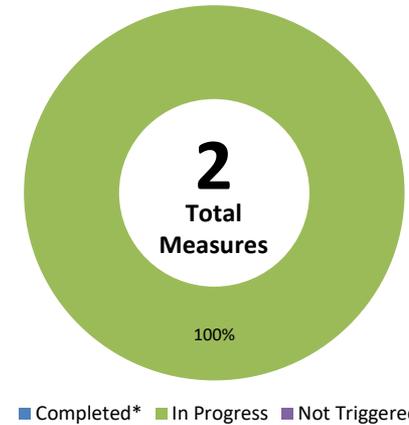
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MIM-AQ(LAMP)-1	Require the use of renewable diesel fuel for construction equipment for at least 90% of diesel fuel demand	In Progress	<p>APM: Renewable diesel accounted for 98% of total diesel demand through December 2022 for the APM developer. Renewable diesel fueling trucks and tank(s) were also observed on-site.</p> <p>ConRAC: Project-wide renewable diesel fuel demand was 89% in 2022.</p> <p>Cores: Renewable diesel fuel demand for the various vertical core projects was nearly 100% during the reporting period with the lowest using 99.6% renewable diesel fuel demand.</p> <p>RUE: Total renewable diesel fuel demand for the RUE developer was approximately 86% in 2022.</p>	All Contractors

Biological Resources

Landside Access Modernization Program (LAMP)



Status of Biological Resources Mitigation Measures

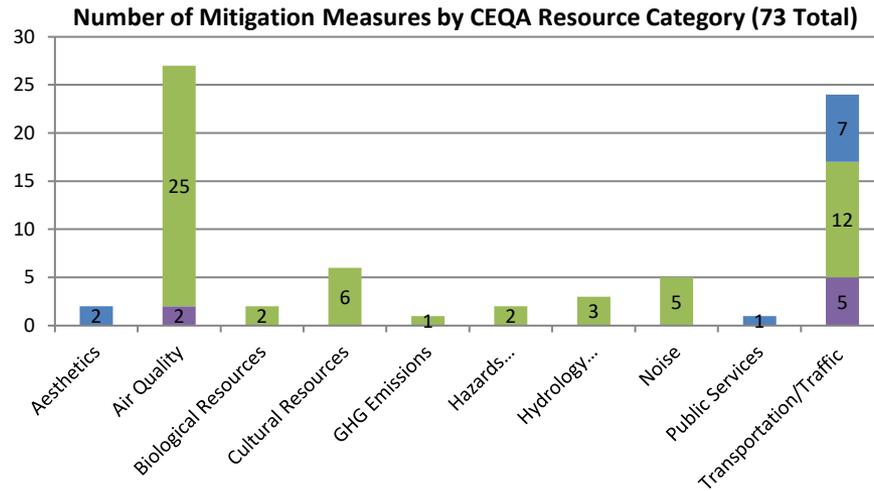


Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-BR-1	Conservation of Faunal Resources: Nesting Birds/Raptors	In Progress	All: No tree removals or additional surveys were required during the reporting period. In addition, landscaping was completed at the ConRAC site including mature tree replacement.	APM, ConRAC, RUE
LAX-BR-2	Conservation of Floral Resources: Mature Tree Replacement – Nesting Raptors	In Progress	See LAX-BR-1.	APM, ConRAC, RUE

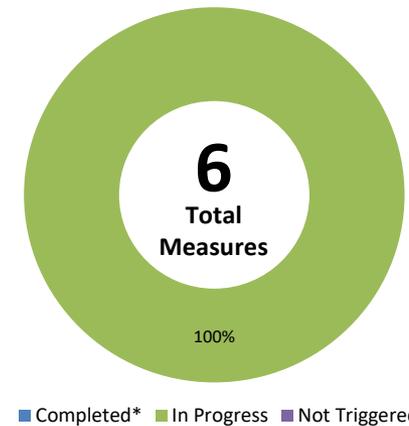
*All applicable project elements must complete the measure for it to be considered "completed."

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	All: 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	All: See LAX-PR-1 above.	All Contractors

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

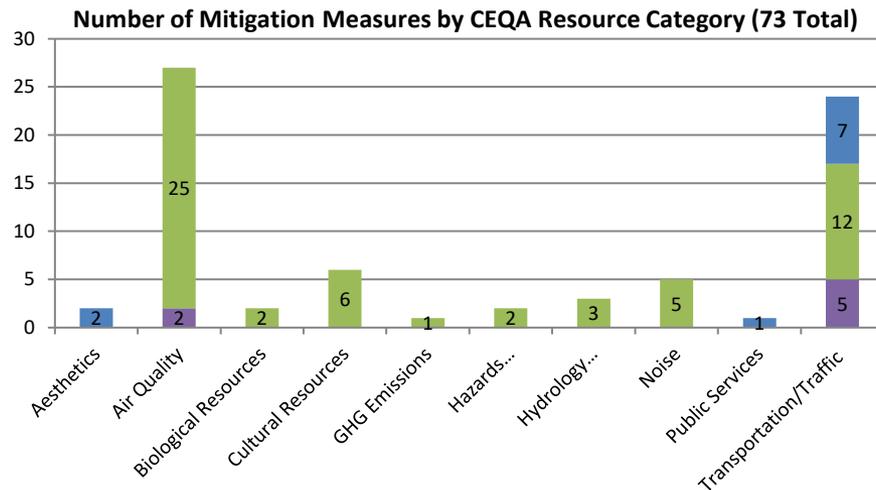
Cultural Resources (cont.)

Landside Access Modernization Program (LAMP)

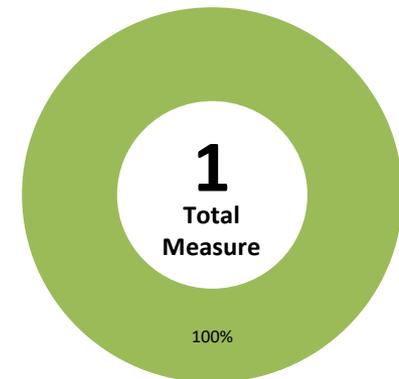
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AR-2	Archaeological resources briefing	In Progress	All: Developers of projects that involved deep excavation (i.e. excavation into non-fill materials) previously conducted archeo/paleo briefings for construction personnel. A refresher briefing was performed in late 2022 for ConRAC construction personnel.	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. During the reporting period, LAWA issued a Request for Proposal (RFP) for design-build services for the LAX Landscaping Improvement Program, which includes development of the interpretative program. Completion of the LAX Landscaping Improvement Program is anticipated in 2025.	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

Greenhouse Gas Emissions

Landside Access Modernization Program (LAMP)



Status of GHG Emissions Mitigation Measures



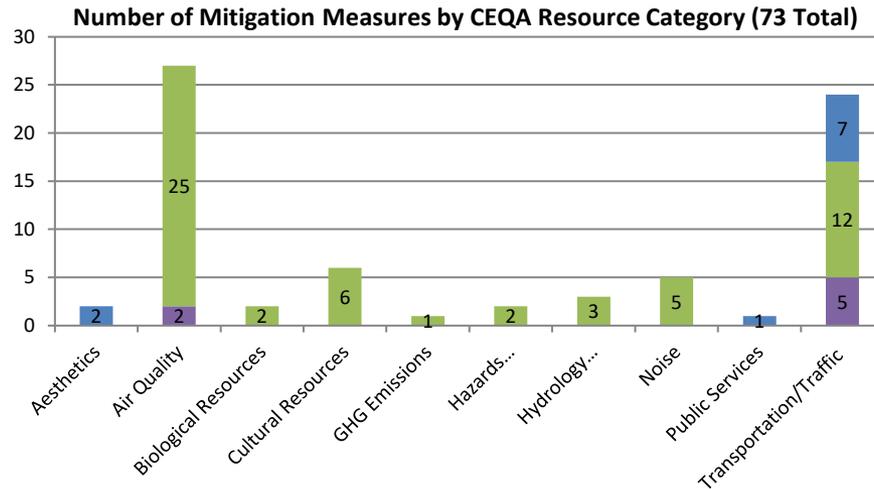
■ Completed* ■ In Progress ■ Not Triggered

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. Solar panel installation was completed during the 2022 reporting period. The system was tested in late 2022 demonstrating that it meets the required total generation capacity of 1.0 MW.</p> <p>ConRAC: The ConRAC's solar panel system is anticipated to generate 4.72 MW of energy once completed. In 2022, solar panels were installed on South Parking Lot Canopies. LAWA is currently waiting for the final system test results.</p> <p>LAWA: As previously reported, LAWA prepared a solar feasibility study in 2017.</p>	APM, ConRAC, LAWA

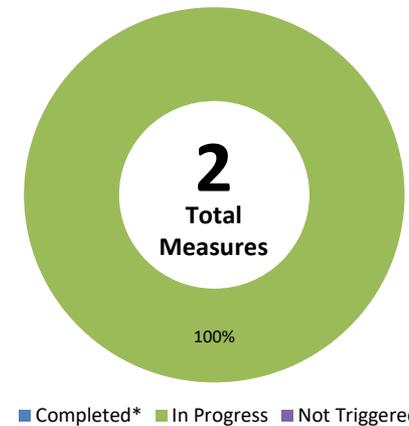
*All applicable project elements must complete the measure for it to be considered "completed."

Hazards & Hazardous Materials

Landside Access Modernization Program (LAMP)



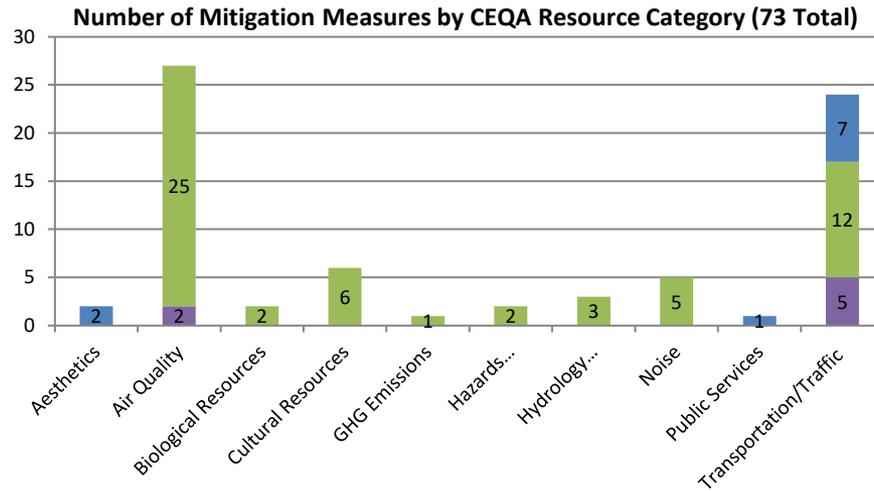
Status of Hazards & Hazardous Materials Mitigation Measures



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 Flight Training Building prior to its demolition. There was no interference with any on-going remediation efforts during the reporting period.</p> <p>ConRAC, Cores, ITFW, and RUE: Construction activities during the 2022 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	All: See LAX-HM-1 above.	All Contractors, LAWA

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

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



Status of Hydrology, Water Quality, & Groundwater Measures



■ Completed* ■ In Progress ■ Not Triggered

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-HWA (LAMP)-1	Project-Specific Stormwater Management Facilities Plans	In Progress	<p>APM: In 2022, Stormwater designs for the ITF East (ITFE) site were approved and were under construction. In addition, construction of the new storm drain on 96th Street was completed in 2022. The Los Angeles County Flood Control District recently also issued the permit for the new storm drain system on Aviation Blvd. and construction is anticipated to begin in 2023. Lastly, the Maintenance and Service Facility retention/detention basins were mostly complete and in the final phase of construction.</p> <p>ConRAC: As previously reported in 2021, the developer installed north and south infiltration basins as well as precast dry wells, storm gates, and continuous deflective separation structures. These systems are functioning with site storm drains leading to internal infiltration cisterns.</p>	APM, ConRAC, RUE

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

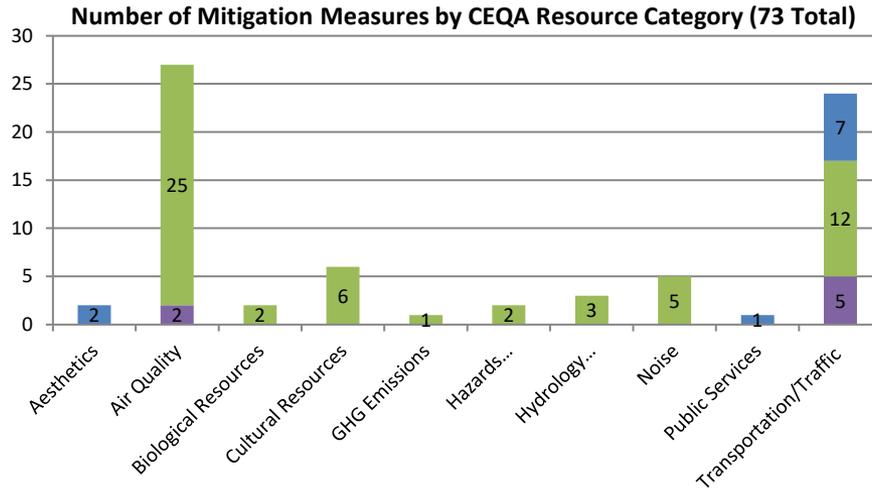
Hydrology, Water Quality, & Groundwater (cont.)

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	RUE: The developer's design for a detention basin is in permitting review. The basin will capture excess runoff from Concourse Way to 98th Street. Completion of the basin is now expected in 2023.	APM, ConRAC, 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	APM and LAWA: As previously reported, installation of the 96 th Street drainage between Airport Boulevard and Bellanca Avenue was fully completed in mid-2021. The 96th Street drainage between Jetway Boulevard and Airport Boulevard is anticipated to be permitted by City's Bureau of Engineering and the Los Angeles County Flood Control District in early 2023, at which point construction is anticipated to commence. In addition, LAWA is still planning to build a future detention basin at the northwest corner of the 96th Street and Jetway Boulevard intersection to mitigate flows in the area.	APM, LAWA
MM-HWA (LAMP)-3	Pre-development stormwater runoff rates and volumes shall be maintained for future related development project sites	In Progress	LAWA: LAWA is currently designing a detention basin at the corner of Concourse Way and 98th Street to aid peak flow attenuation in the storm drain system to ensure the down stream system is not surcharged. The basin is expected to be permitted in 2023.	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: As previously reported, the APM developer’s Construction Noise Control Plans (CNCP) was approved in 2020.</p> <p>ConRAC: As previously reported, the ConRAC developer’s CNCP was 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>RUE: As previously reported, RUE’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	All: Construction staging areas were 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	All: This is a construction contract requirement. All developers complied with this measure during the 2022 reporting period. No violations were noted by LAWA’s MMRP Monitors.	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 2022 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 the Los Angeles Police Department, the Los Angeles Department of Transportation, etc. Current and archived construction advisories can be found at https://www.lawa.org/transforminglax/advisories .	All Contractors

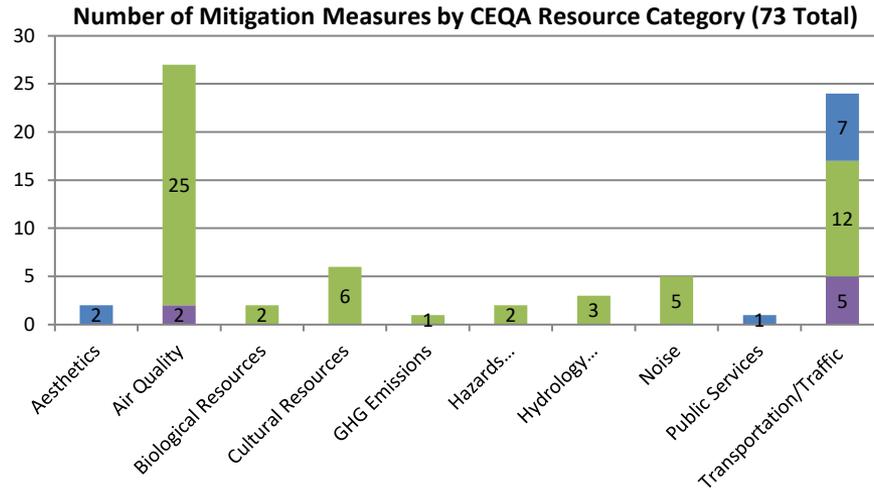
Noise (cont.)

Landside Access Modernization Program (LAMP)

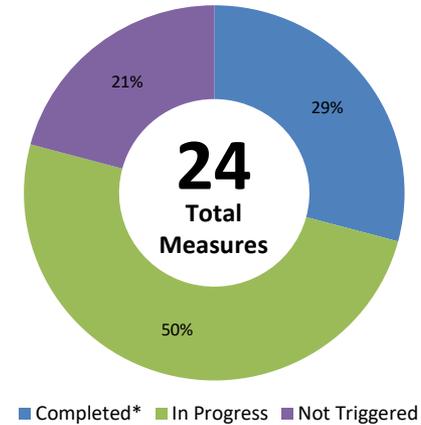
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-N (LAMP)-1	Use Noise Curtains and Other Noise Barriers when Applicable	In Progress	<p>APM: No noise barriers were observed during the reporting period. However, noise monitoring continued to be conducted near the West CTA station, the Sheraton Hotel, and the Neutrogena campus until the latter's demolition in mid-2022.</p> <p>ConRAC: Construction activities were located away from noise sensitive receptors during the reporting period.</p> <p>Cores: These contractors did not perform construction activities near noise sensitive receptors that required noise monitoring and/or the installation of noise barriers during the reporting period.</p> <p>RUE: There were no impacts to sensitive receptors over 5 dBA during the reporting period. This was verified via spot checking by the LAMP MMRP Monitors during road construction activities in 2022 and will continue in 2023.</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 2022, several peak-hour hauling exemptions were granted for RUE for soil exporting activities and one (1) was granted for a vertical core for concrete pouring activities.	All Contractors

*All applicable project elements must complete the measure 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	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, the Los Angeles Department of Transportation (LADOT), and other applicable agencies. Access to community facilities and traffic lanes in both directions were observed to be maintained during the reporting period. Current and archived construction traffic advisories can be found at https://www.lawa.org/transforminglax/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. 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	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
MIM-ST (LAMP)-6	Develop a Transportation Demand Management (TDM) Program	In Progress	<p>LAWA and Inglewood: As previously reported, in 2021 LAWA established a Transportation Management Organization (TMO), called commuteLAX (https://www.lawa.org/commutelax), that provides alternative commute services for LAX employers and employees. In the first year, LAWA conducted a marketing and education campaign, bringing awareness to LAX employers and employees to alternative commute programs available to them, and gathering data on the number of employees who regularly commute to LAX. Additionally, LAWA and the City of Inglewood launched Iride, an on-demand micro-transit service for residents of Inglewood and Lennox who work at LAX. Iride allows residents to book a shuttle to work via a mobile app. Iride has access to the inner lanes of the CTA, and drops employees off directly in front of their terminal. The service is currently running over 580 trips per week and at times has surpassed 600 trips per week. More information is available at https://irideinglewood.com/en/.</p> <p>LAWA conducted two surveys in the TMO's first year, 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. During the 2022 reporting period, LAWA conducted an Employee Transportation Survey that received 577 responses and launched a transit pass program. The results of the Employee Transportation Survey established a baseline understanding of employee commutes and can be found in the TMO's first annual report at https://www.lawa.org/-/media/lawa-web/direct-link-only/2022-lawa-commute-lax-annual-report. LAWA will continue to publish these annual TMO reports in compliance with this mitigation measure.</p>	LAWA, City of Inglewood

Transportation/Traffic (cont.)

Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-ST (LAMP)-7	Implement a City of Inglewood Intelligent Transportation System (ITS)	In Progress	Inglewood: 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: As previously reported, 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 developer from the LULEP project. In 2022, the design progressed to 100% for the CCTV designs, but was not closed out due to additional requirements from LADOT and Caltrans. CMS is still on hold due to budget constraints. Additional design changes and design reviews have exceeded the agreed upon review cycle.	LAWA, RUE
MM-ST (LAMP)-9	Airport Boulevard/Century Boulevard Intersection Modification(s)	In Progress	RUE: Design of the modifications was completed, and permits are being acquired for construction.	Rue
MM-ST (LAMP)-10	Arbor Vitae Street/Concourse Way-Isis Avenue Intersection Modification(s)	In Progress	ConRAC: Design of the modifications was completed, and permits are being acquired for construction.	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: Design of the modifications was completed, and permits are being acquired for construction.	ConRAC
MM-ST (LAMP)-12	La Cienega Boulevard/Century Boulevard Intersection Modification(s)	In Progress	RUE: This measure is still in the design phase. Designs submittal progressed to 100% during the 2022 reporting period.	RUE
MM-ST (LAMP)-16	La Cienega Boulevard/Manchester Boulevard Intersection Modification(s)	Completed	Inglewood: Modifications to this intersection were completed during the 2022 reporting period.	City of Inglewood
MM-ST (LAMP)-22	I-405 Corridor and Network Connectivity Enhancements	In Progress	LAWA: The Federal Aviation Administration (FAA) has informed LAWA that funding of the project study report and environmental documents for MM-ST (LAMP)-22 as well as the “fair share contributions” for MM-ST (LAMP)-23 and MM-ST (LAMP)-24 are considered diversion of airport revenue. LAWA is continuing to review its options for compliance.	LAWA
MM-ST (LAMP)-23	I-105 Freeway Intelligent Transportation System (ITS) Improvements	In Progress	LAWA: See MM-ST (LAMP)-22 above.	LAWA

Transportation/Traffic (cont.)

Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-ST (LAMP)-24	I-405 Freeway Intelligent Transportation System (ITS) Improvements	In Progress	LAWA: The Federal Aviation Administration (FAA) has informed LAWA that funding of the project study report and environmental documents for MM-ST (LAMP)-22 as well as the “fair share contributions” for MM-ST (LAMP)-23 and MM-ST (LAMP)-24 are considered diversion of airport revenue. LAWA is continuing to review its options for compliance.	LAWA

Appendix A

Measures Completed Prior to 2022

Appendix A – Measures Completed Prior to 2022

Landside Access Modernization Program (LAMP)

Appendix A provides a list of mitigation measures that were completed prior to the 2022 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
MM-ST (LAMP)-13	Transportation/Traffic	La Cienega Boulevard/Florence Avenue Intersection Modification(s)
MM-ST (LAMP)-14	Transportation/Traffic	Inglewood Avenue/Century Boulevard Intersection Modification(s)
MM-ST (LAMP)-18	Transportation/Traffic	La Brea Avenue/Hawthorne Boulevard and Century Boulevard Intersection Modification(s)

Appendix B

Measures Not Triggered in 2022

Appendix B – Measures Not Triggered in 2022

Landside Access Modernization Program (LAMP)

Appendix B provides a list of mitigation measures that were not triggered/started during the 2022 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)-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 Airfield & Terminal Modernization Project's (ATMP) designs for the intersection. This will continue to be tracked during implementation of ATMP.

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