

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

Mitigation Monitoring and Reporting Program

2024 Annual Progress Report

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Airport Development Group &  
LAMP Coordination Team

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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, 2024 through December 31, 2024**.

\*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>.

\*\*Note: Dashboard cover pages are not available for mitigation resource categories that were completed or not triggered. Measures that were completed or not triggered can be found in the appendices.

# 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 Los Angeles International Airport's (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 2024
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
Auxiliary Curbs	AuxCurbs	Responsible for the design/construction of additional curb and staging areas for use by private and commercial vehicles at both the Intermodal Transportation Facility (ITF) – West and ITF – East.	Yes
Consolidated Rent-a-Car Facility	ConRAC	Responsible for the design/construction of the ConRAC facility and associated roadways and other improvements.	Yes (Completed in 2024)
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. As of 2024, the last core-related work occurred as part of Terminal 4.	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

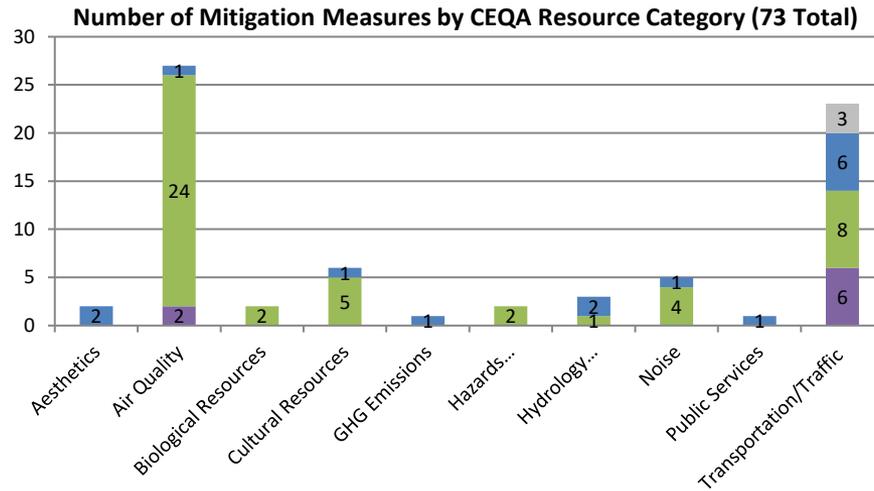
## Landside Access Modernization Program (LAMP)

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:

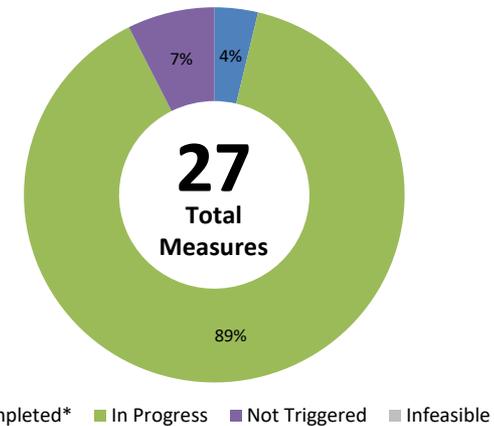
- **Resource Category** – lists the environmental factor/resource category
- **Measure ID** – lists the mitigation number as identified in the project’s MMRP
- **Status** – the following categories state the progress of the measure’s implementation at time of reporting:
  - **Completed:** Mitigation 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.
  - **Infeasible:** Mitigation measure cannot be implemented.
- **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	<b>All:</b> Dust complaint signs have been installed at all LAMP construction and laydown sites where applicable in compliance with this measure.	All Contractors
LAX-AQ-1b	Cover or treat all ground surfaces to minimize fugitive dust emissions	In Progress	<b>APM:</b> Water trucks visit APM sites frequently and the LAMP MMRP Monitors notify the developer of potential dust causing spots that need to be covered. There were no dust complaints during the reporting period.  <b>AuxCurbs:</b> Ground surfaces were sufficiently covered along with monthly and weekly SWPPP reports submitted by the contractor. There were no dust complaints during the reporting period.	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><b>ConRAC:</b> The ConRAC facility was completed in 2024 and most of the site was paved or landscaped prior to the end of 2023.</p> <p><b>Cores:</b> Dust suppression was practiced when applicable. No fugitive dust issues were observed, and no dust complaints were received during the reporting period.</p> <p><b>RUE:</b> Water trucks visit RUE sites frequently and the LAMP MMRP Monitors notify the developer of potential dust causing spots that need to be covered. There were no dust complaints during the reporting period.</p>	All Contractors
LAX-AQ-1c	Lay building pads/install roadways, sidewalks, etc. as soon as practical	In Progress	<p><b>APM:</b> During the reporting period, the developer paved the East Intermodal Transportation Facility (ITF) station area.</p> <p><b>AuxCurbs:</b> During the reporting period, the developer began paving the AuxCurbs sites as soon as feasible.</p> <p><b>ConRAC:</b> The ConRAC facility was completed in 2024 and most of the site was paved or landscaped prior to the end of 2023.</p> <p><b>Cores:</b> Related sidewalk and apron work occurred in the Central Terminal Area during the reporting period and are paved as soon as feasible.</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	<b>RUE:</b> During the reporting period, the developer completed pavement of 98 <sup>th</sup> Street and the Caltrans area off La Cienega Boulevard.	All Contractors
LAX-AQ-1d	Prohibit idling/queuing of diesel-fueled vehicles in excess of 5 minutes	In Progress	<b>All:</b> This provision was included in developer personnel trainings and environmental/construction management plans. No violations were noted during the reporting period.	All Contractors
LAX-AQ-1e	Outfit construction diesel-fueled equipment with the best available emission control devices	In Progress	<b>All:</b> The diesel engine control technology California Air Resources Board (CARB) certification is monitored and enforced through project equipment submittals and field monitoring. All LAMP developers submitted equipment lists to LAWA for review and approval. LAWA approved the lists with some exceptions for unique and hard-to-acquire equipment. Some violations were noted by the LAMP MMRP Monitors and addressed by the developers. More detailed information is provided in LAX-AQ-1p.	All Contractors
LAX-AQ-1f	Pave construction access roads at least 100 feet onto the site from the main road	In Progress	<b>All:</b> Construction access roads to the various LAMP components were paved and were maintained where feasible during the reporting period.	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	<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 2024 reporting period, employees were observed commuting during the off-peak hours when feasible.	All Contractors
LAX-AQ-1h	Make on-site lunch trucks available during construction	In Progress	<b>All:</b> 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	<b>APM, ConRAC, RUE:</b> There were no rock crushing activities during the reporting period. <b>AuxCurbs:</b> Rock crushing was performed on-site during the reporting period.	All Contractors
LAX-AQ-1j	Provide electricity from the electric grid and portable generators using clean-burning diesel	In Progress	<b>APM:</b> 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. <b>AuxCurb:</b> Grid electric power was utilized for all field offices and power tools at AuxCurbs construction sites. <b>ConRAC:</b> The ConRAC facility was completed in 2024 and is connected to grid power.	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><b>Cores:</b> The terminal core construction sites are connected to grid power in the Central Terminal Area. Renewable diesel was used for construction equipment.</p> <p><b>RUE:</b> Grid power was used for all field offices and most power tools at construction sites. Renewable diesel was used for construction equipment.</p>	All Contractors
LAX-AQ-1l	Prohibit construction equipment engine tampering	In Progress	<p><b>All:</b> LAWA's MMRP Monitors conducted periodic checks of construction equipment at all project areas. No violations were noted in 2024.</p>	All Contractors
LAX-AQ-1m	Designate a person(s) to ensure implementation of all construction-related measures	In Progress	<p><b>All:</b> 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><b>APM, ConRAC, RUE:</b> There were no rock crushing activities during the reporting period. Stockpile locations are located away from residents and businesses to the extent feasible and are monitored by LAWA's MMRP Monitors.</p> <p><b>AuxCurbs:</b> Rock crushing was performed on-site during the reporting period. Stockpile locations are located away from residents and businesses to the 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><b>All:</b> On-road trucks greater than 14,001 lbs comply with 2010 EPA emission standards unless exceptions granted. Compliance maintained through equipment submittals and field monitoring/verifications. 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><b>APM:</b> Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately one hundred and one (101) 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 and removed by the developer during the reporting period.</p> <p><b>AuxCurbs:</b> Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately thirty-one (31) unique compliant pieces of off-road equipment were on-site throughout the reporting period. No exceptions were granted. Several non-compliant pieces of equipment were noted and removed by the developer during the reporting period.</p> <p><b>ConRAC:</b> The ConRAC facility was completed in early 2024 and had no additional equipment onsite during the reporting period.</p> <p><b>Cores:</b> Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. As of 2024, the last core-related work occurred as part of Terminal 4 Modernization Project. During the reporting period only one (1) piece of off-road equipment was submitted and approved.</p>	All Contractors

# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-1p (cont.)	Off-road diesel-powered construction equipment greater than 50 horsepower shall meet minimum USEPA Tier 4 (final) off-road emission standards	In Progress	<b>RUE:</b> Compliance is monitored and enforced through submittal reviews, field verifications, and log maintenance with some exceptions granted. Approximately forty-four (44) unique compliant pieces of off-road equipment were on-site throughout the reporting period. No exceptions were granted. A few non-compliant pieces of equipment were noted and removed by the developer during the reporting period.	All Contractors
LAX-AQ-1q	Exceptions can be granted when documentation of good faith efforts showing the availability/unavailability of equipment are provided to LAWA. LAX-AQ-1o and LAX-AQ-1p above shall apply unless exceptions are granted per this measure.	In Progress	<b>All:</b> No exceptions were granted for a during the reporting period.	All Contractors
LAX-AQ-2a	Provide preferential parking locations and free charging for low/zero emissions vehicles	In Progress	<b>ConRAC:</b> The completed ConRAC parking infrastructure includes 234 EV chargers that account for approximately 16% of the total parking spaces.  <b>LAWA:</b> 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 2024, LAWA installed additional EV chargers at LAX. More information on these efforts can be found at LAWA's Annual Sustainability Report found at <a href="https://www.lawa.org/lawa-sustainability">https://www.lawa.org/lawa-sustainability</a> .	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><b>APM:</b> Smart Parking plans were finalized in 2021 and include guidance/wayfinding signage, automated parking infrastructure, enhanced user experience, electric vehicle parking, and valet services. During the 2024 reporting period, some infrastructure was still under construction. However, smart parking services mostly operational in the CTA parking structures not being used for construction purposes.</p> <p><b>ConRAC:</b> As previously reported in the 2022 Annual Progress Report, Smart Parking infrastructure including wayfinding signage, automated infrastructure, pay-on-foot stations, and on-site circulation plans were constructed and implemented. The ConRAC facility was completed in 2024.</p> <p><b>LAWA:</b> LAWA released a request for proposals (RFP) for smart parking services at existing parking facilities at LAX and Van Nuys Airport in late 2019. In October 2020, LAWA selected the smart parking services provider. In 2021, smart parking plans were finalized and approved by LAWA. During the 2024 reporting period, smart parking services were mostly operational in the CTA parking structures not being used for construction purposes.</p>	APM, ConRAC, 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	<b>APM, ConRAC, and LAWA:</b> On-site circulation plans in parking lots were included in the finalized smart parking plans. As of this reporting period, some of the infrastructure was still under construction. Please see LAX-AQ-2b for more information. The ConRAC facility was completed in 2024.	APM, ConRAC, LAWA
LAX-AQ-2d	Promote "best-engine" technology for rental cars using on-airport rent-a-car facilities	In Progress	<b>LAWA:</b> As previously reported, 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. In 2022, LAWA handed over the ConRAC's Ready Return/Idle Storage building to rental car tenants to build out their customer space. During the 2024 reporting period, some tenants began operating while others continued to make improvements to their assigned spaces.	LAWA
LAX-AQ-2g	Incorporate quick entry and exit parking systems in the design of new parking structures and lots	In Progress	<b>APM, ConRAC, and LAWA:</b> 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	<b>APM, ConRAC, and LAWA:</b> See LAX-AQ-2b.	APM, ConRAC, LAWA

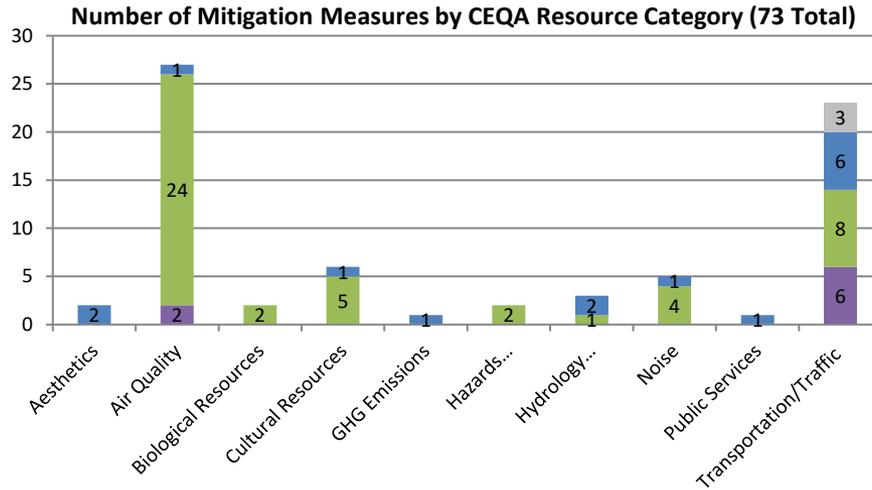
# Air Quality (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AQ-3	Electric lawn mowers and leaf blowers shall be promoted for landscape maintenance associated with the project as they become commercially available	In Progress	<b>LAWA:</b> LAWA’s Maintenance Service Division 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
MM-AQ (LAMP)-1	Require the use of renewable diesel fuel for construction equipment for at least 90% of diesel fuel demand	In Progress	<p><b>APM:</b> Renewable diesel accounted for 98% of total diesel demand through December 2024 for the APM developer. Renewable diesel fueling trucks and tank(s) were also observed on-site.</p> <p><b>AuxCurbs:</b> Renewable diesel fuel from September to December 2024 was 30%. The MMRP Monitors worked with the developer to find renewable diesel vendors to meet their 2025 goal.</p> <p><b>ConRAC:</b> The ConRAC facility was completed in early 2024 and no construction equipment was used during the reporting period.</p> <p><b>Cores:</b> Renewable diesel fuel demand for the remaining vertical core project reached 100% during the reporting period.</p> <p><b>RUE:</b> Renewable diesel accounted for 100% of total diesel demand through December 2024 for the RUE contractor.</p>	All Contractors

# Biological Resources

## Landside Access Modernization Program (LAMP)



**Status of Biological Resources Mitigation Measures**



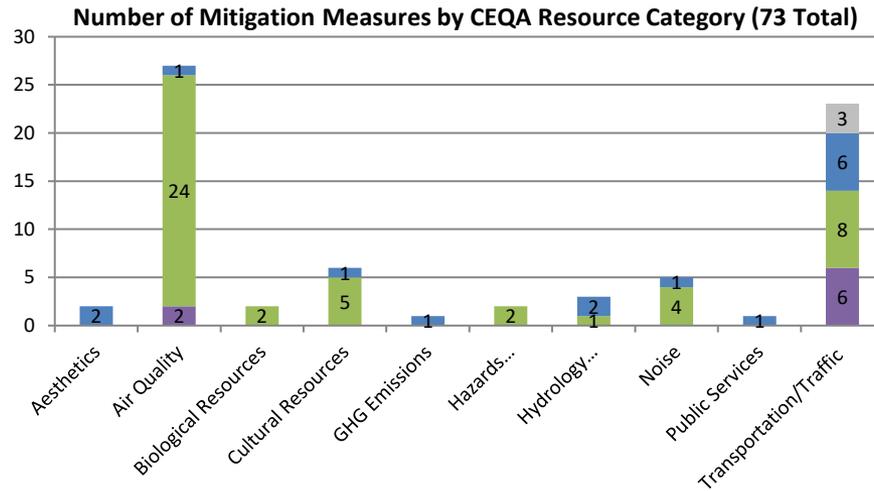
■ Completed\* ■ In Progress ■ Not Triggered ■ Infeasible

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-BR-1	Conservation of Faunal Resources: Nesting Birds/Raptors	In Progress	<p><b>APM, ConRAC, and RUE:</b> No tree removals, additional surveys, or biologists were required during the reporting period.</p> <p><b>AuxCurbs:</b> Several trees were removed during the 2024 reporting period. The contractor worked with LAWA to document the removed trees with plans to replace them in the future.</p>	APM, AuxCurbs, ConRAC, RUE
LAX-BR-2	Conservation of Floral Resources: Mature Tree Replacement – Nesting Raptors	In Progress	<p><b>All:</b> See BR-1 above.</p>	APM, AuxCurbs, ConRAC, RUE

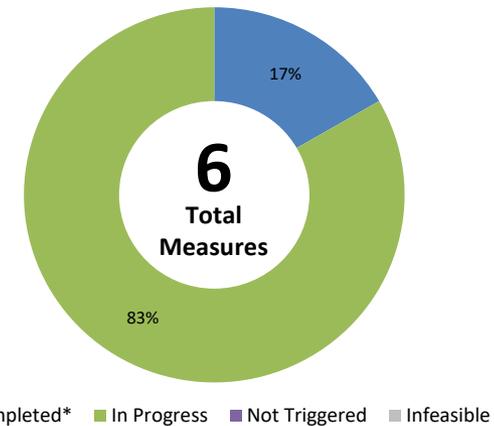
\*All applicable project elements must complete the measure for it to be considered “completed.”

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

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

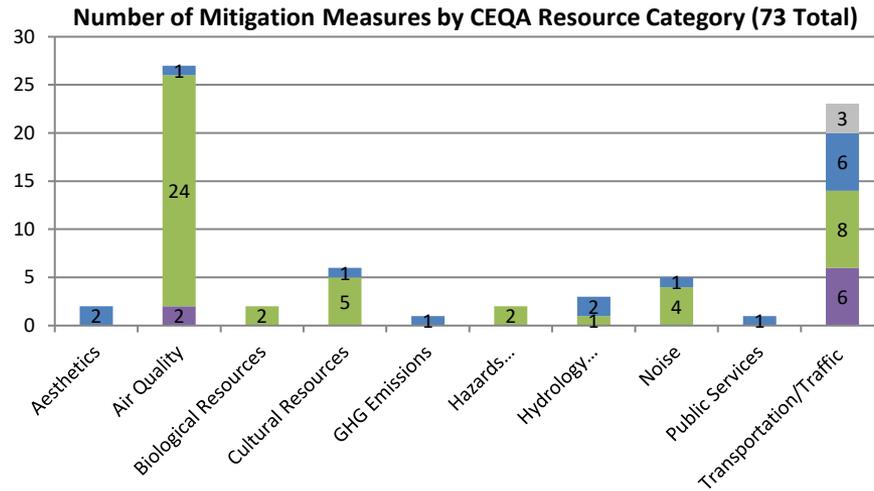
# Cultural Resources (cont.)

## Landside Access Modernization Program (LAMP)

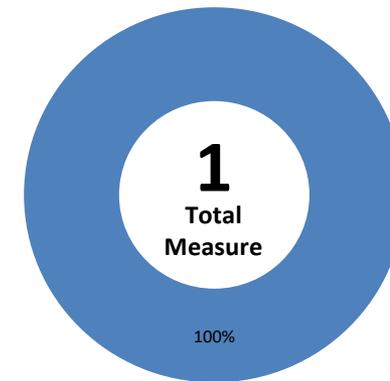
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-AR-2	Archaeological resources briefing	In Progress	<b>All:</b> Developers of projects that involved deep excavation (i.e. excavation into non-fill materials) previously conducted archeo/paleo briefings for construction personnel. The AuxCurbs conducted one in 2024.	All Contractors
LAX-PR-2	Paleontological resources briefing	In Progress	<b>All:</b> See LAX-AR-2 above.	All Contractors
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. In 2023, LAWA reduced the scope the previously reported LAX Landscaping Improvement Program and is currently looking at other ways to implement the interpretive program.	LAWA
MM-HR (LAMP)-2	Protection of 1961 Airport Traffic Control Tower (ATCT)	Completed	<b>APM:</b> As previously reported, the 1961 ATCT is outside of the limits of APM project. All vibration monitoring has been conducted during nearby demolition events per the approved APM Monitoring Plan. As no additional construction is set to occur around the old ATCT and testing for the APM has started, this measure is being marked as completed.  <b>LAWA:</b> As previously reported, the Clifton A. Moore Administration Building adjacent to the 1961 ATCT will no longer be demolished as part of LAMP as originally proposed.	APM, LAWA

# Greenhouse Gas Emissions

## Landside Access Modernization Program (LAMP)



**Status of GHG Emissions Mitigation Measures**



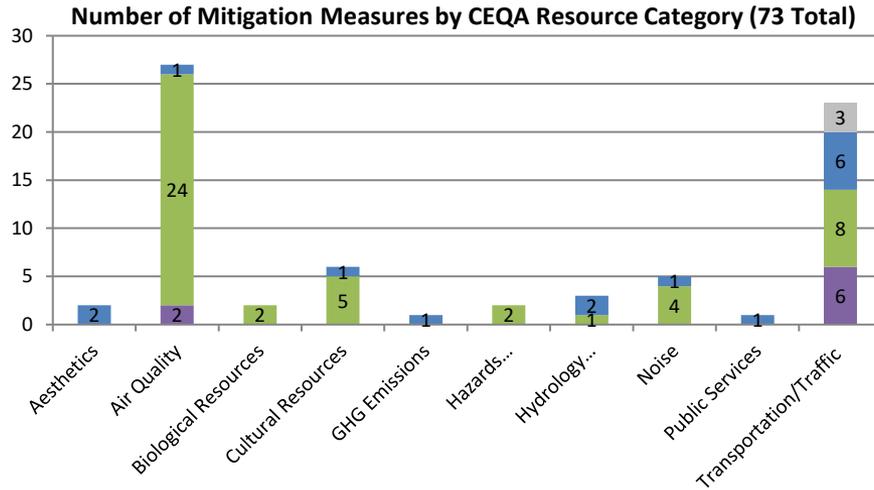
■ Completed\* ■ In Progress ■ Not Triggered ■ Infeasible

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-GHG (LAMP)-1	Incorporate Solar Energy into LAMP Facilities Based on Feasibility Studies	Completed	<p><b>APM:</b> The APM's Maintenance and Storage Facility (MSF) will incorporate solar energy. As previously reported, solar panel installation was completed and tested in late 2022 demonstrating that it meets the required total generation capacity of 1.0 MW. In 2024, the facility was partially operational for testing of the APM; therefore, this measure is being marked as completed.</p> <p><b>ConRAC:</b> 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. Testing was completed in 2023. As the ConRAC facility was completed in early 2024, this measure is being marked as completed.</p> <p><b>LAWA:</b> 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**

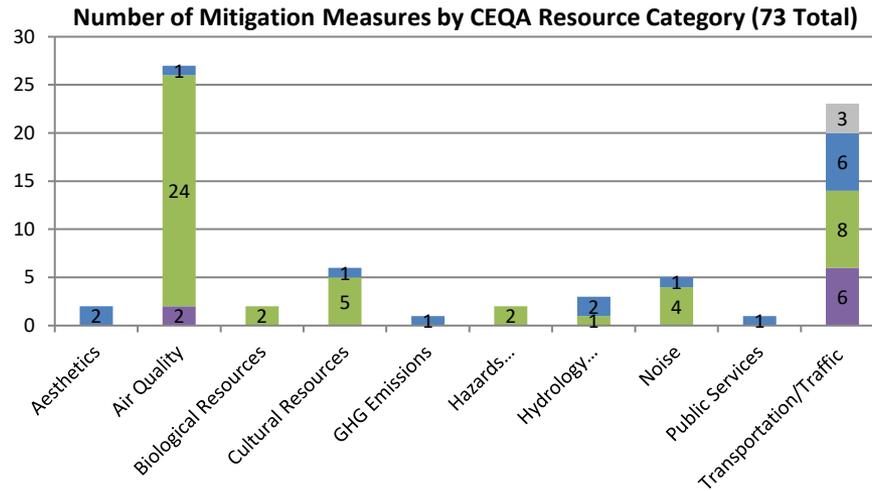


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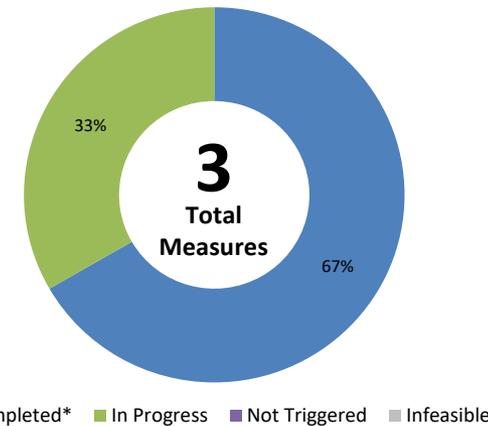
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-HM-1	Ensure Continued Implementation of Existing Remediation Efforts Affected by Onsite Construction	In Progress	<p><b>APM:</b> As previously reported, the contractor performed abatement and clearance sampling at the Flight Training Building prior to its demolition. There was no interference with any ongoing remediation efforts during the reporting period.</p> <p><b>AuxCurbs, Cores, and RUE:</b> Construction activities during the 2024 reporting period did not interfere with any ongoing remediation efforts in nearby sites.</p> <p><b>ConRAC:</b> The ConRAC facility was completed in early 2024 and there were no construction activities during the reporting period.</p>	All Contractors, LAWA
LAX-HM-2	Ensure Continued Implementation of Existing Remediation Efforts on Parcels Subject to Acquisition	In Progress	<b>All:</b> See LAX-HM-1 above.	All Contractors, LAWA

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

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



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



Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-HWA (LAMP)-1	Project-Specific Stormwater Management Facilities Plans	In Progress	<p><b>APM:</b> Additional storm drain installation occurred on Aviation Boulevard as of February 2024.</p> <p><b>ConRAC:</b> 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. The ConRAC was completed in March 2024 with several tenants moving into the facility.</p>	APM, ConRAC, RUE

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

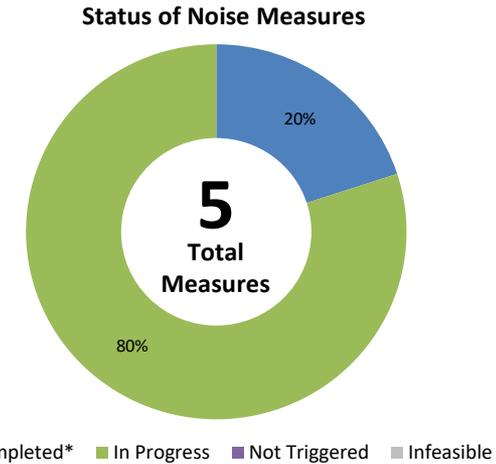
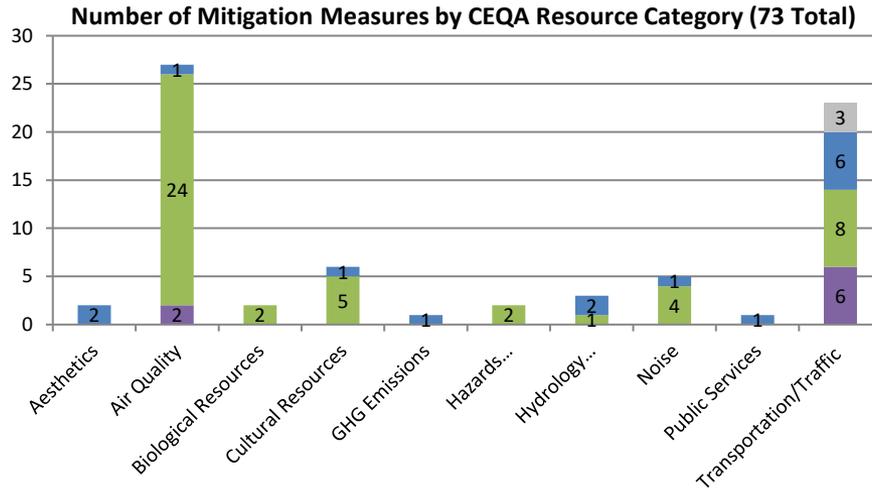
# Hydrology, Water Quality, & Groundwater (cont.)

## 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	<b>RUE:</b> New storm drains were built in 2024 along the new road parallel to W Century Boulevard running between Aviation Boulevard and W 99th Place. Additionally, several MaxWell Plus dry well post-construction best management practices (BMP) basins were installed along 98th Street between Bellanca Avenue and La Cienega Boulevard and were completed in 2024 .	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 <sup>th</sup> Street, Airport Blvd, and Century Blvd.	Completed	<b>APM and LAWA:</b> As previously reported, installation of the 96 <sup>th</sup> Street drainage between Airport Boulevard and Bellanca Avenue was fully completed in mid-2021. The 96th Street drainage between Jetway Boulevard and Airport Boulevard was completed in 2023. The 96 <sup>th</sup> Street storm drains were fully completed in 2024.	APM, LAWA
MM-HWA (LAMP)-3	Pre-development stormwater runoff rates and volumes shall be maintained for future related development project sites	Completed	<b>LAWA:</b> The detention basin at the corner of Concourse Way and 98th Street was completed by the RUE developer in February 2024. It will aid peak flow attenuation in the storm drain system to ensure the down stream system is not surcharged. This measure is being marked as “completed,” but may be reopened in the future with the future related collateral development.	LAWA

# 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> As previously reported, the APM developer’s Construction Noise Control Plans (CNCNP) was approved in 2020. Since LAWA does not anticipate additional CNCNPs, this is considered completed.</p> <p><b>AuxCurbs:</b> The AuxCurbs developer submitted a CNCNP in 2024. As this is the last anticipated project of this program’s phase, this measure is being marked as completed.</p> <p><b>ConRAC:</b> As previously reported, the CoNRAC developer’s CNCNP was approved in 2020. This is considered completed.</p> <p><b>Cores:</b> No noise sensitive receptors are located in the Central Terminal Area. Therefore, CNCNPs are not required for the Cores. Since LAWA does not anticipate additional CNCNPs, this is considered completed.</p>	All Contractors

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

# Noise (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
LAX-N-1a (cont.)	Develop Construction Noise Control Plan	Completed	<p><b>RUE:</b> As previously reported, RUE’s CNCP was submitted and approved in 2021. This is considered completed.</p> <p>While all current contractors have completed this measure and it is being marked as “completed,” it may be reopened in the future if additional developers are brought onboard.</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> Construction staging areas were located away from noise sensitive uses to the extent feasible. No noise complaints were received during the reporting period.</p>	All Contractors
LAX-N-1c	Use “quiet-design” air compressors and stationary noises sources when such technology is commercially available	In Progress	<p><b>All:</b> This is a construction contract requirement. All developers complied with this measure during the 2024 reporting period. No violations were noted by LAWA’s MMRP Monitors.</p>	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	<p><b>All:</b> This is a construction contract requirement. The developers complied with this measure during the 2024 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 <a href="https://www.lawa.org/transforminglax/resources/advisories">https://www.lawa.org/transforminglax/resources/advisories</a>. No noise complaints were received during reporting period.</p>	All Contractors

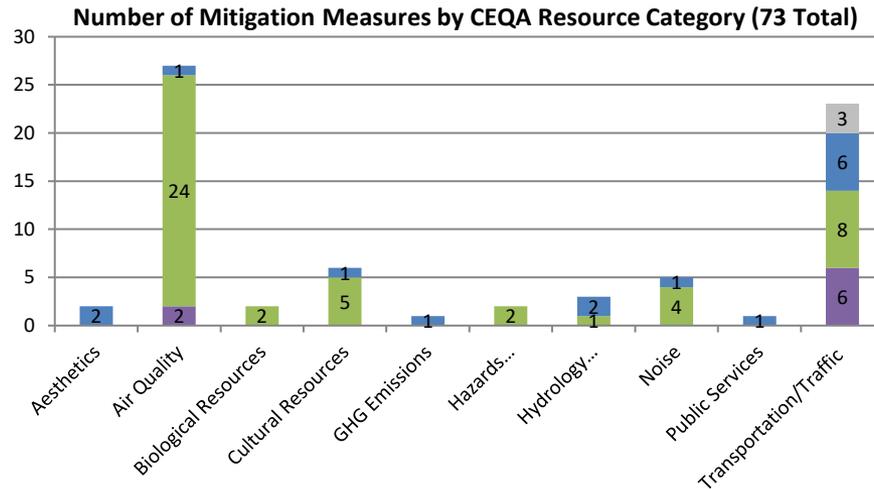
# Noise (cont.)

## Landside Access Modernization Program (LAMP)

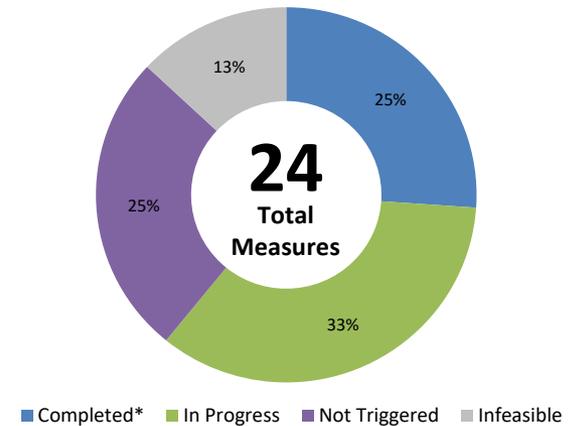
Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-N (LAMP)-1	Use Noise Curtains and Other Noise Barriers when Applicable	In Progress	<p><b>APM:</b> No noise monitoring was conducted during 2024 as the noisiest part of construction had already been completed in years prior.</p> <p><b>AuxCurbs:</b> There were no sensitive receptors near AuxCurbs construction sites during the 2024 reporting period.</p> <p><b>ConRAC:</b> All major construction activities were completed in early 2024 with tenants starting to move in.</p> <p><b>Cores:</b> 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><b>RUE:</b> There were no sensitive receptors near RUE construction work during the 2024 reporting period.</p>	All Contractors

# Transportation/Traffic

## Landside Access Modernization Program (LAMP)



**Status of Transportation/Traffic Mitigation Measures**



Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-ST (LAMP)-1	Maintenance of at least one lane of traffic or provide detours if not feasible	In Progress	<b>All:</b> LAWA established a Construction Traffic Project Task Force for LAMP in 2017. The Task Force reviews and approves Area Shutdown Requests (ASRs) and LAMP Impact Requests (LIRs), both of which delineate traffic control measures on- and off-airport property, respectively. The Task Force has weekly meetings to review construction traffic requests and contractors will continue to coordinate with it throughout the life of the project. The Task Force also coordinates with applicable agencies such as the Los Angeles County Metropolitan Transportation Authority (Metro), City of Inglewood, Los Angeles Department of Public Works (LADPW), Los Angeles Department of Transportation (LADOT), and Caltrans for construction activities that are off-airport property. In 2024, no haul route hour exemptions were requested by the developers.	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	<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, the Los Angeles Department of Transportation (LADOT), and other applicable agencies. With opening of Concourse Way to the public in 2024, RUE had traffic control for trucks to pass between the RUE Main Yard and RUE East Yard. Traffic Control was also present in front of Caltrans Area. 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 <a href="https://www.lawa.org/transforminglax/resources/advisories">https://www.lawa.org/transforminglax/resources/advisories</a> .	All Contractors
MM-ST (LAMP)-3	Prepare Worksite Traffic Control Plans	In Progress	<b>All:</b> All project element teams prepared worksite traffic control plans which incorporate traffic MMRP traffic control requirements and LAMP Task Force coordination procedures. The traffic control plans are reviewed and approved by LAWA, LADOT, and other applicable agencies. No impacts on school routes were observed during the reporting period.	All Contractors
MM-ST (LAMP)-4	No designated major or secondary highway will be closed except at night or on weekends, unless approval is granted	In Progress	<b>All:</b> All project element teams prepare traffic control plans which incorporate traffic control requirements and LAMP Task Force coordination procedures. The traffic control plans are reviewed and approved by LAWA, LADOT, and other applicable agencies such as Caltrans. Traffic was maintained during the reporting period on streets with project-related construction. No designated major/secondary highways were closed outside of nights and weekends. The Caltrans off-ramp off La Cienega Boulevard leaves one lane open to traffic in each direction and was completed during the reporting period.	All Contractors

# Transportation/Traffic (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MM-ST (LAMP)-5	Adhere to Traffic Maintenance Requirements During Construction	In Progress	<b>All:</b> All project element teams prepare traffic control plans which incorporate traffic control requirements and LAMP Task Force coordination procedures. The traffic control plans are reviewed and approved by LAWA, LADOT, and other applicable agencies such as Caltrans. Traffic was maintained during the reporting period on streets with project-related construction.	All Contractors
MM-ST (LAMP)-6	Develop a Transportation Demand Management (TDM) Program	In Progress	<b>LAWA and Inglewood:</b> In 2021 LAWA established a Transportation Management Organization (TMO), called commuteLAX ( <a href="https://www.lawa.org/commutelax">https://www.lawa.org/commutelax</a> ), 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 (SB 535 designated disadvantaged communities) 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 completing over 580 trips per week and at times has surpassed 600 trips per week. More information is available at <a href="https://irideinglewood.com/en/">https://irideinglewood.com/en/</a> .	LAWA, City of Inglewood

# Transportation/Traffic (cont.)

## Landside Access Modernization Program (LAMP)

Measure ID	Overview	Status	Summary of Compliance	Responsible Party
MIM-ST (LAMP)-6 (cont.)	Develop a Transportation Demand Management (TDM) Program	In Progress	<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 LAWLA was able to determine how many employees are reporting onsite at given times of the day. During the 2022 reporting period, LAWLA 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 <a href="https://www.lawa.org/commutelax/annual-reports">https://www.lawa.org/commutelax/annual-reports</a>. LAWLA will continue to publish these annual TMO reports in compliance with this mitigation measure.</p> <p>In 2023, the transit subsidy program achieved an annual VMT savings of over 145,000 miles and the Iride microtransit program completed over 32,000 passenger rides with a 95% on-time performance rate. The commuteLAX team also conducted its second Employee Transportation Survey and received 2,479 responses. The results of this survey can be found in the FY23 annual report at the link above.</p> <p>In 2024, the transit subsidy program nearly tripled its annual VMT savings over the previous year with over 415,000 miles saved. The Iride microtransit program had an average daily ridership of 99 passengers and completed over 36,000 rides with a 92% on-time performance rate. Plans are in the works to expand Iride to a new service area with a high concentration of employees. A third Employee Transportation Survey was conducted in 2024 and received 2,418 responses. The results of this survey can be found in the FY24 annual report at the link above.</p>	LAWLA, 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	<b>Inglewood:</b> 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	<b>LAWA and RUE:</b> 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)-11	La Cienega Boulevard/Arbor Vitae Street Intersection Modification(s)	Completed	<b>ConRAC:</b> The developer implemented an eastbound approach with one left-turn lane, a shared left-through lane, a one through lane, and a separate right turn lane. This was completed in March 2024.	ConRAC

# Appendix A

## Measures Not Triggered in 2024

# Appendix A – Measures Not Triggered in 2024

## Landside Access Modernization Program (LAMP)

Appendix A provides a list of mitigation measures that were not triggered/started during the 2024 reporting period. However, these mitigation measures will be reported on in future progress reports.

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

\*No longer being implemented due to the Airfield & Terminal Modernization Project's (ATMP) designs for the intersection. This will continue to be tracked during implementation of ATMP.

# Appendix B

Measures Completed Prior to 2024

# Appendix B – Measures Completed Prior to 2024

## Landside Access Modernization Program (LAMP)

Appendix B provides a list of mitigation measures that were completed prior to the 2024 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
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
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)-12	Transportation/Traffic	La Cienega Boulevard/Century Boulevard Intersection Modification(s)
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)-16	Transportation/Traffic	La Cienega Boulevard/Manchester Boulevard Intersection Modification(s)
MM-ST (LAMP)-18	Transportation/Traffic	La Brea Avenue/Hawthorne Boulevard and Century Boulevard Intersection Modification(s)

# Appendix C

## Measures Determined to be Infeasible

# Appendix C – Measures Determined to be Infeasible

## Landside Access Modernization Program (LAMP)

Appendix C provides a list of mitigation measures that were determined to be infeasible and the summary of compliance.

Measure ID	Resource Category	Overview	Summary of Compliance
MM-ST (LAMP)-22	Transportation /Traffic	I-405 Corridor and Network Connectivity Enhancements	As reported in the 2023 Annual Progress Report, the Federal Aviation Administration (FAA) 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 would be considered an impermissible diversion of airport revenue. Thus, LAWA is prohibited from expending any airport revenue to make fair-share contributions towards these mitigation measures or to implement these alternative intelligent transportation system (ITS) improvements. LAWA reviewed its options for compliance and determined that no other funding source is available to contribute to these mitigation measures. The certified Final EIR already contemplated the potential that these fair-share contribution mitigation measures may not be able to be implemented. Therefore, LAWA’s determination that the fair-share contribution mitigation measures cannot be implemented does not result in a new significant environmental effect or a substantial increase in the severity of a previously identified significant effect, and none of the conditions described in State CEQA Statute and Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.
MM-ST (LAMP)-23	Transportation /Traffic	I-105 Freeway Intelligent Transportation System (ITS) Improvements	See MM-ST (LAMP)-22 above.
MM-ST (LAMP)-24	Transportation /Traffic	I-405 Freeway Intelligent Transportation System (ITS) Improvements	See MM-ST (LAMP)-22 above.