

**Los Angeles International Airport (LAX)  
United Airlines East Aircraft Maintenance and  
Ground Support Equipment Project**

**Mitigation Monitoring and Reporting Program**

**October 2018**



This document constitutes the Mitigation Monitoring and Reporting Program (MMRP) for the United Airlines (UAL) East Aircraft Maintenance and Ground Support Equipment (GSE) Project. This MMRP, prepared in compliance with State CEQA Guidelines Section 15097, specifies the monitoring and reporting requirements for the United Airlines East Aircraft Maintenance and Ground Support Equipment Project described in the Final Environmental Impact Report (EIR) prepared for the project.

Table 1 provides, by environmental resource topic, the number and title of each project-specific mitigation measure identified in the Final EIR; the full text of the subject measure; the impact being addressed; and the timing of implementation, monitoring frequency, and actions indicating compliance (i.e., reporting).

In accordance with State CEQA Guidelines Section 15097, subdivision (a), LAWA has delegated reporting and monitoring responsibilities to United Airlines, the party carrying out the project. However, LAWA remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with this MMRP. The requirement for monitoring and implementation of the measures identified herein shall be included in, or be a condition of approval of, the lease agreement between LAWA and United Airlines related to the proposed project. Some measures will be implemented by the construction contractor(s) in accordance with the contract specifications set forth by United Airlines, which include environmental compliance requirements. LAWA will prepare an MMRP progress report annually through project completion that will identify actions taken with respect to the measures applicable in the reporting year.

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Table 1  
Project-Specific Mitigation Measures

Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<b>Air Quality</b>					
<b>MM-AQ (UAL)-1</b>	<b>Construction-Related Air Quality Mitigation Measures.</b>				
<b>Monitoring Agency: LAWA</b>	This measure includes specific actions to reduce exhaust emissions from on-road and off-road mobile and stationary sources used in construction. Specific measures are outlined below:				
a	On-road medium-duty and larger diesel-powered trucks used on LAX construction projects with a gross vehicle weight rating of at least 14,001 pounds shall, at a minimum, comply with USEPA 2010 on-road emissions standards for PM <sub>10</sub> and NO <sub>x</sub> . Contractor requirements to utilize such on-road haul trucks or the next cleanest vehicle available will be subject to the provisions of LAWA Air Quality Measure MM-AQ (UAL)-1c identified in Exhibit 1.	Construction-related air pollutant emissions (on-road mobile sources)	Prior to use of such trucks associated with construction activity	Whenever such trucks are added to the project construction program	Inclusion of measure in construction contract(s); ongoing monitoring of contractor compliance during construction; status updates in annual MMRP progress reports through completion of construction
b	All off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, USEPA Tier 4 (final) off-road emissions standards. Contractor requirements to utilize Tier 4 (final) equipment or next cleanest equipment available will be subject to the provisions of LAWA Air Quality Measure MM-AQ (UAL)-1c identified in Exhibit 1.	Construction-related air pollutant emissions (off-road mobile sources)	Prior to use of such off-road diesel-powered equipment associated with construction activity	Whenever such equipment is added to the project construction program	Inclusion of measure in construction contract(s); ongoing monitoring of contractor compliance during construction; status updates in annual MMRP progress reports through completion of construction

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<b>Transportation/Traffic</b>					
<b>MM-ST (UAL)-1</b>  <b>Monitoring Agency: LAWA</b>	<b>Designated Truck Delivery Hours.</b>  Truck deliveries of bulk materials (such as aggregate, bulk cement, dirt, etc.) to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter traffic periods on designated haul routes. Peak commuter traffic periods are between 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday. Any deviations to these requirements shall be approved in writing by the Coordination and Logistics Management (CALM) Team prior to actual site deliveries.	Traffic congestion and delay related to construction activities	During construction; approval in writing by LAWA's CALM Team of any deviation from off-peak hauling/deliveries prior to actual site deliveries	On-going during construction	Inclusion in construction contract(s); approval of deviations by LAWA's CALM Team; ongoing monitoring of contractor compliance during construction; status updates in annual MMRP progress reports through completion of construction

Exhibit 1<sup>1</sup>  
Project Specific Mitigation Measures

Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p><b>MM-AQ (UAL)-1c</b></p> <p><b>Monitoring Agency:</b> <b>LAWA</b></p>	<p>The requirements in a and b shall apply unless the Contractor provides a written finding that:</p> <ul style="list-style-type: none"> <li>▪ The Contractor does not have the required types of trucks or equipment detailed in Measures a and b within its current available inventory and has made a good faith effort to lease or rent such trucks or equipment but they are not available.</li> <li>▪ The Contractor has been awarded funding that would provide some or all of the cost to retrofit, repower, or purchase trucks or equipment that comply with Measures a and b but the funding has not yet been provided and the Contractor has attempted in good faith to lease or rent such trucks or equipment but they are not available.</li> <li>▪ Contractor has ordered equipment or trucks in compliance with Measures a and b at least 60 days before that equipment or vehicle is needed at the project site, but that equipment or vehicle has not yet arrived, and the Contractor has attempted in good faith to lease or rent such trucks or equipment but they are not available.</li> <li>▪ Construction-related diesel equipment or trucks will be used on the project site for fewer than 20 calendar days per calendar year.</li> </ul> <p>In any of the situations described above, the Contractor/Subcontractor shall provide the next cleanest piece of equipment or truck as provided by the step down schedules in Table A for Off-Road Equipment and Table B for On-Road Equipment.</p> <p>Nothing in the above shall require an emissions control device (i.e., VDECS) that does not meet Occupational Safety and Health Administration (OSHA) standards.</p>	<p>Construction-related air pollutant emissions (on- and off-road mobile sources)</p>	<p>Prior to use of such on-road trucks or off-road construction equipment associated with construction activity</p>	<p>Whenever such trucks or equipment are added to the project construction program</p>	<p>Inclusion of measure in construction contract(s); status updates in annual MMRP progress reports through completion of construction. Documentation of good faith efforts and due diligence regarding the exceptions related to unavailability of equipment/vehicles shall include written record(s) of inquiries (i.e., phone log[s]) to at least three (3) leasing/rental companies that provide construction-related on-road trucks of the type specified in Measure a above (i.e., medium-duty and larger diesel-powered trucks with a gross vehicle weight rating of at least 14,001 pounds) or diesel-powered off-road construction equipment such as the types to be used by the Contractor, documenting the availability/unavailability of the required types of trucks/equipment. LAWA will, from time-to-time, conduct independent research and verification of the availability of such vehicles and equipment for lease/rent within a 120-mile radius of LAX, which may be used in reviewing the acceptability of the Contractor's</p>

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<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">Table A Off-Road Equipment Step Down Schedule</th> </tr> <tr> <th style="width: 15%;">Compliance Alternative</th> <th style="width: 20%;">Engine Standard</th> <th style="width: 65%;">CARB-verified DECS (VDECS)</th> </tr> </thead> <tbody> <tr><td>1</td><td>Tier 4 interim</td><td>N/A*</td></tr> <tr><td>2</td><td>Tier 3</td><td>Level 3</td></tr> <tr><td>3</td><td>Tier 2</td><td>Level 3</td></tr> <tr><td>4</td><td>Tier 1</td><td>Level 3</td></tr> <tr><td>5</td><td>Tier 2</td><td>Level 2</td></tr> <tr><td>6</td><td>Tier 2</td><td>Level 1</td></tr> <tr><td>7</td><td>Tier 3</td><td>Uncontrolled</td></tr> <tr><td>8</td><td>Tier 2</td><td>Uncontrolled</td></tr> <tr><td>9</td><td>Tier 1</td><td>Level 2</td></tr> </tbody> </table> <p>* Tier 4 (interim or final) or 2007 model year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.</p> <p>Equipment less than Tier 1, Level 2 shall not be permitted.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center;">Table B On-Road Equipment Compliance Step Down Schedule</th> </tr> <tr> <th style="width: 15%;">Compliance Alternative</th> <th style="width: 20%;">Engine Model Year</th> <th style="width: 65%;">CARB-verified DECS (VDECS)</th> </tr> </thead> <tbody> <tr><td>1</td><td>2007</td><td>N/A*</td></tr> <tr><td>2</td><td>2004</td><td>Level 3</td></tr> <tr><td>3</td><td>1998</td><td>Level 3</td></tr> <tr><td>4</td><td>2004</td><td>Uncontrolled</td></tr> <tr><td>5</td><td>1998</td><td>Uncontrolled</td></tr> </tbody> </table> <p>* 2007 Model Year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.</p> <p>Equipment with a model year earlier than Model Year 1998 shall not be permitted.</p> <p>Nothing in the above shall require an emissions control device (i.e., VDECS) that does not meet OSHA standards.</p>	Table A Off-Road Equipment Step Down Schedule			Compliance Alternative	Engine Standard	CARB-verified DECS (VDECS)	1	Tier 4 interim	N/A*	2	Tier 3	Level 3	3	Tier 2	Level 3	4	Tier 1	Level 3	5	Tier 2	Level 2	6	Tier 2	Level 1	7	Tier 3	Uncontrolled	8	Tier 2	Uncontrolled	9	Tier 1	Level 2	Table B On-Road Equipment Compliance Step Down Schedule			Compliance Alternative	Engine Model Year	CARB-verified DECS (VDECS)	1	2007	N/A*	2	2004	Level 3	3	1998	Level 3	4	2004	Uncontrolled	5	1998	Uncontrolled				<p>good faith efforts and due diligence.</p> <p>Regarding the exception for equipment/vehicles to be used for fewer than 20 calendar days, the Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception (Measure c) to circumvent the intent of Measures a and b.</p>
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<sup>1</sup> MM-AQ (UAL)-1c has been extracted and placed into a separate exhibit (Exhibit 1) for reporting purposes only and does not alter the requirements of the mitigation measures in the Mitigation Monitoring and Reporting Program (MMRP).