

RUNWAY 7L/25R RUNWAY SAFETY AREA (RSA) AND ASSOCIATED IMPROVEMENTS PROJECT

Mitigation Monitoring and Reporting Program

2018 Annual Progress Report

Prepared by Los Angeles World Airports
Environmental Programs Group and
Planning & Development Group

April 2019

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Introduction

Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project

The California Environmental Quality Act (CEQA) requires the adoption of a Mitigation Monitoring and Reporting Program (MMRP) to report on environmental impacts associated with a development project. The adopted MMRP describes the procedures for the implementation of a project's mitigation measures. Monitoring and implementation of all of the measures are the responsibility of Los Angeles World Airports (LAWA), and/or the party implementing the project. LAWA, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other responsible party.

The primary purpose of this report is to document and report on the status of the current ongoing and recently completed mitigation measures set forth in the adopted MMRP for the period from **January 1, 2018 through December 31, 2018**.

Please note that construction of the Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project ended in 2018. Therefore, all construction mitigation measures are marked as "completed."

**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

Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project

The purpose of the Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project (also known as “RSA South”) included runway and taxiway modifications; construction of a blast pad west of the Runway 7L extension; relocation of a Localizer Antenna and shelter to the west; replacement of the existing Approach Lighting System towers with in-pavement lights; and modification of runway and taxiway lighting and markings in the newly constructed pavements. The Board of Airport Commissioners (BOAC) certified the project’s Final Environmental Impact Report (FEIR) on February 19, 2014. Construction of the project was completed in 2018.



MMRP Summary Table Overview

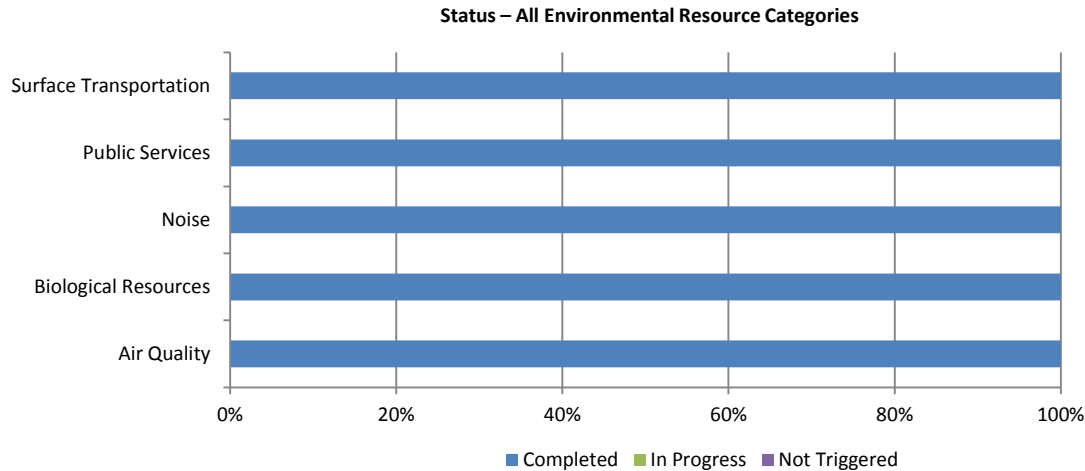
Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project

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 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.

Air Quality

Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project



| Measure ID | Overview | Status | Summary of how goal was/is being met |
|------------|---|-----------|--|
| LAX-AQ-1a | Watering per SCAQMD Rule 403 (twice daily) | Completed | Construction of the project ended in 2018. Watering (by water trucks) for dust control occurred at least three times daily during grading activities in accordance with Rule 403. |
| LAX-AQ-1b | Ultra-low sulfur diesel in construction equipment | Completed | ULSD is the only fuel commercially available and was used in all construction equipment during the project's construction. |
| LAX-AQ-1d | Cover or treat all ground surfaces | Completed | Construction of the project ended in 2018. Graded/disturbed areas were either paved or re-vegetated (i.e., hydroseeded and monitored for sufficient establishment). |
| LAX-AQ-1f | Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes | Completed | This requirement is included in the project construction specifications. Signs pertaining to this requirement were posted. LAWA monitors and inspectors monitored for compliance with this requirement. No excessive vehicle or equipment idling was observed and there were no written violations in the 2018 reporting period. |

Air Quality (cont.)

Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project

| Measure ID | Overview | Status | Summary of how goal was/is being met |
|------------|--|-----------|--|
| LAX-AQ-1g | Maintain on-site construction equipment | Completed | This requirement is included in the project construction specifications. LAWA inspectors and monitors oversee compliance with this requirement. No construction equipment was observed emitting excessive smoke that would indicate an engine maintenance issue and there were no written violations in the 2018 reporting period. |
| LAX-AQ-2a | Outfit construction diesel-fueled equipment with the best available emission control devices | Completed | LAWA reviewed and monitored the Contractor's equipment list for ongoing work on the LAX Runway 7L/25R RSA project. See also the responses to 2n through 2p, below. |
| LAX-AQ-2b | Watering per SCAQMD Rule 403 (three time daily) | Completed | See LAX-AQ-1a. |
| LAX-AQ-2d | Have construction employees' work/commute during the off-peak hours to the extent feasible | Completed | Employee shift hours did not coincide with the heaviest commuter traffic periods during the 2018 reporting period. |
| LAX-AQ-2e | Make on-site lunch trucks available during construction | Completed | Lunch trucks visited areas available to construction workers on a regular basis during the project's construction. |
| LAX-AQ-2f | Utilize on-site rock crushing facility, when feasible. | Completed | An on-airport rock crushing facility was used during construction of the project in 2018. |
| LAX-AQ-2g | Provide electricity from power poles and portable generators using clean-burning diesel. | Completed | Electrical power was used at the construction trailers/offices, batch plant, and crusher was provided via grid power during construction in 2018. Small portable generators were also used at night to power portable lights. |
| LAX-AQ-2h | Suspend use of construction equipment during second stage smog alert | Completed | This measure is being marked as "completed" because the project finished construction during the 2018 reporting period. No second stage smog alerts occurred during the reporting period. |

Air Quality (cont.)

Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project

| Measure ID | Overview | Status | Summary of how goal was/is being met |
|------------|---|-----------|---|
| LAX-AQ-2i | Use construction equipment having the minimum practical engine size. | Completed | This requirement was included in the project construction specifications. No violations noted during the reporting period. |
| LAX-AQ-2j | Prohibit construction equipment engine tampering | Completed | This requirement was included in the project construction specifications. No vehicle or equipment was observed to have been tampered with or to have defeated emission control devices. There were no written violations in the 2018 reporting period. |
| LAX-AQ-2k | Designate a person(s) to ensure implementation of construction-related measures. | Completed | During construction, LAWA and the construction contractor had designated personnel to implement construction-related mitigation measures |
| LAX-AQ-2l | Locate rock-crushing operations away from LAX-adjacent residents, to the extent possible. | Completed | During construction of the project, rock crushing operations and project-related stockpiles were located in Continental City, which is not located near any residential uses. |
| LAX-AQ-2m | Ensure infrastructure for alternative-fueled vehicles to meet requests from contractors. | Completed | Sufficient infrastructure was available in the local area to provide fuel to alternatively-fueled vehicles operated by the contractor. |
| LAX-AQ-2n | On-road trucks 19,500 lbs or more must comply with USEPA 2010 on-road standards for PM10 and NOx. | Completed | One hundred eighteen (118) on-road trucks were granted approved status by LAWA for the 2018 reporting period. No violations were noted. |
| LAX-AQ-2o | Off-road diesel-powered construction equipment greater than 50 horsepower shall meet minimum USEPA Tier 3 off-road emission standards | Completed | Fifty-eight (58) pieces of off-road construction equipment were granted approval status by LAWA. Five (5) pieces of equipment were granted exceptions and two (2) were rejected based on failure to meet the contract requirements (i.e., unacceptable tier level or lack of required diesel emissions control systems – DECS). No violations were noted during the reporting period. |

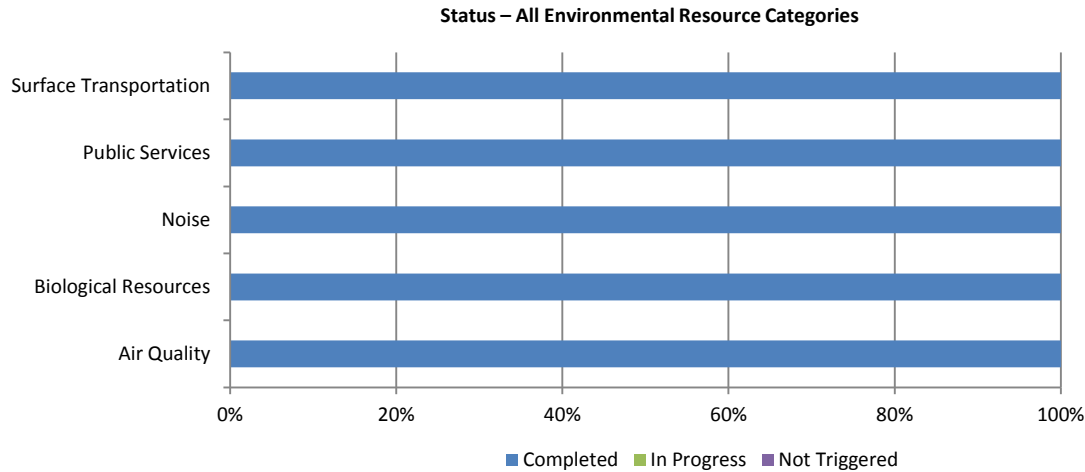
Air Quality (cont.)

Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project

| Measure ID | Overview | Status | Summary of how goal was/is being met |
|------------|---|-----------|---|
| LAX-AQ-2p | MM-AQ-2n and MM-AQ-2o above shall apply unless exemptions are granted | Completed | Five (5) pieces of construction equipment were granted exceptions during the 2018 reporting period. |
| MM-AQ-2 | Construction-Related Air Quality Measures | Completed | LAWA completed a Construction-Related Mitigation Plan that set forth specific implementation requirements for the measures referenced in the LAX Master Plan Final EIR. For the LAX Runway 7L/25R RSA project, compliance with this measure is accomplished through implementation of LAX-AQ-2. |

Biological Resources

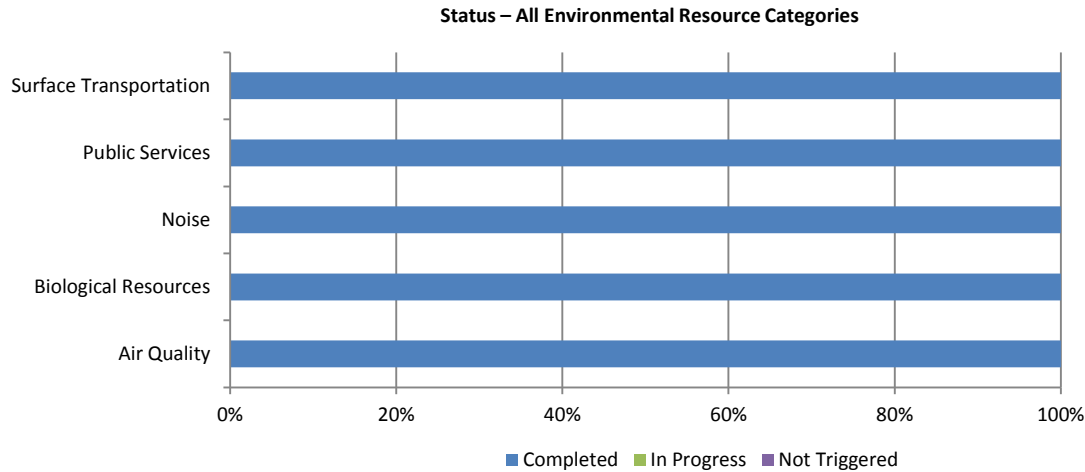
Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project



| Measure ID | Overview | Status | Summary of how goal was/is being met |
|------------|---|-----------|---|
| MM-N-10 | Construction Scheduling | Completed | Construction activities conducted in the 2018 reporting period were not located within 600 feet of any noise sensitive uses. |
| N-1 | Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program | Completed | LAWA continually maintains the existing Aircraft Noise Abatement Program at LAX. Reports are submitted to the County of Los Angeles, per the Variance requirement and can be found at https://www.lawa.org/en/lawa-environment/noise-management/lawa-noise-management-lax/quarterly-noise-reports-and-contour-maps . |

Noise

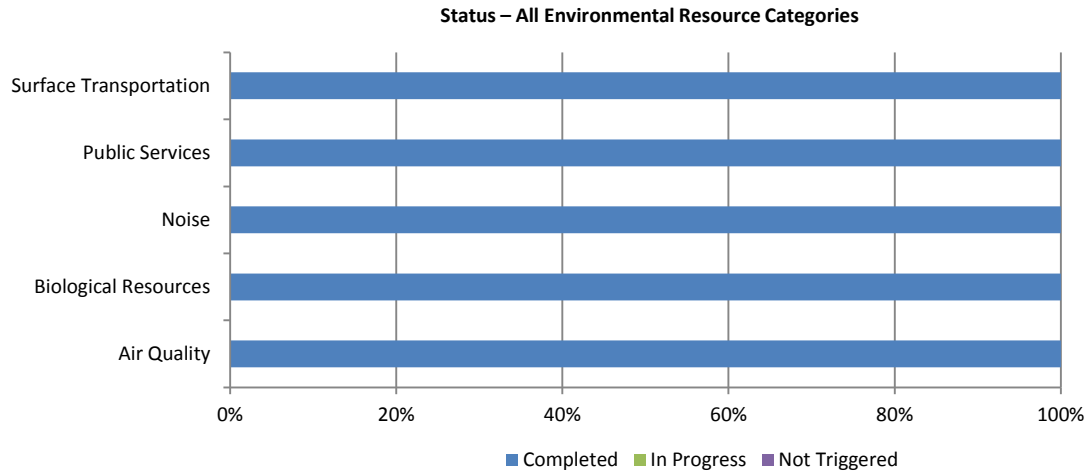
Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project



| Measure ID | Overview | Status | Summary of how goal was/is being met |
|------------|---------------------------------|-----------|--|
| MM-N-7 | Construction Noise Control Plan | Completed | No construction occurred within 600 feet of any noise-sensitive uses during the 2018 reporting period. Therefore, a construction noise control plan was not required in the 2018 reporting period. |
| MM-N-9 | Equipment Replacement | Completed | Construction equipment had rubber tires to reduce noise where possible. Construction equipment was well maintained, which also reduces noise. No violations noted during the reporting period. |
| MM-N-10 | Construction Scheduling | Completed | Construction activities conducted in the 2018 reporting period were not located within 600 feet of any noise sensitive uses. |

Public Services

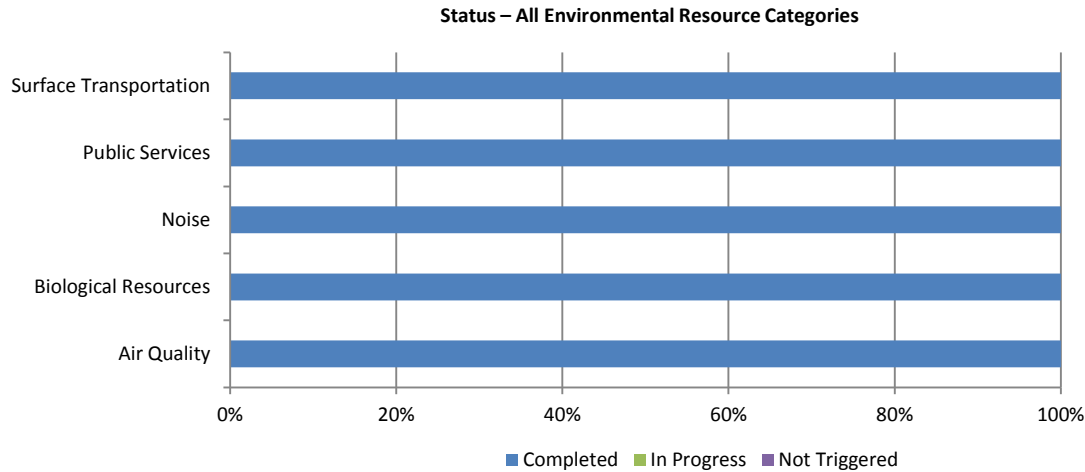
Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project



| Measure ID | Overview | Status | Summary of how goal was/is being met |
|------------|-----------------------------|-----------|--|
| FP-1 | LAFD Design Recommendations | Completed | LAWA maintained emergency access during construction in the 2018 reporting period. |

Surface Transportation

Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project



| Measure ID | Overview | Status | Summary of how goal was/is being met |
|------------|---|-----------|--|
| C-1 | Establishment of a Ground Transportation/Construction Coordination Office | Completed | LAWA established the Coordination and Logistic Management (CALM) team to, among other responsibilities, coordinate logistics relating to ongoing construction projects, including construction-related traffic. In addition, LAWA monitors oversee construction activities. In the 2018 reporting period, the CALM team and LAWA monitors worked with the LAX Runway 7L/25R RSA project staff and contractors to coordinate deliveries, monitor traffic conditions, and enforce delivery times and routes during the reporting period. |
| ST-9 | Construction Deliveries | Completed | There were no deliveries that required lane closures during the 2018 reporting period |

Surface Transportation (cont.)

Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project

| Measure ID | Overview | Status | Summary of how goal was/is being met |
|------------|---|-----------|---|
| ST-12 | Designated Truck Delivery Hours | Completed | LAWA monitors truck deliveries and such deliveries are strictly enforced by LAWA inspectors and mitigation monitors. On occasion, waivers are granted for deliveries during peak periods when required for engineering/construction reasons, such as for large-scale concrete pours or other unique hauling needs that must be completed on a continuous basis over the course of many hours. Fifteen (15) waivers were granted by LAWA during the 2018 reporting period. |
| ST-14 | Construction Employee Shift Hours | Completed | Construction shift hours did not coincide with the heaviest commuter traffic periods during the 2018 reporting period. |
| ST-17 | Maintenance of Haul Routes | Completed | No maintenance of haul routes by construction contractors was required during the 2018 reporting period. |
| ST-18 | Construction Traffic Management Plan | Completed | The contractor developed a Construction Traffic Management Plan, prior to the initiation of construction, which was reviewed and approved by LAWA. Construction traffic was monitored by LAWA inspectors and construction monitors. No violations were noted during the reporting period. |
| ST-19 | Closure Restrictions of Existing Roadways | Completed | The LAX Runway 7L/25R RSA project did not require closure of any public roadways during the 2018 reporting period. |

Appendix A

Measures Completed Prior to 2018

Appendix A

Measures Completed Prior to 2018

Appendix A provides a list of mitigation measures that were completed prior to the 2018 reporting period. For more information on these measures, please see previous annual progress reports .

| Measure ID | Resource Category(ies) | Overview |
|------------|------------------------|--|
| LAX-AQ-1c | Air Quality | Post Signage for Dust Complaints |
| LAX-AQ-1e | Air Quality | Complete Paved Surfaces as soon as possible |
| LAX-AQ-2c | Air Quality | Pave Construction Access Roads |
| LAX-AQ-4 | Air Quality | Operations-Related Control Measures |
| MM-ET-3 | Biological Resources | El Segundo Blue Butterfly Conservation: Dust Control |
| MM-DA-1 | Biological Resources | Construction Fencing |
| LI-3 | Biological Resources | Lighting Controls |
| MM-HA-4 | Cultural Resources | Discover (Archaeological Treatment Plan) |
| MM-HA-5 | Cultural Resources | Archeological Monitoring |
| MM-HA-6 | Cultural Resources | Excavation and Recovery |
| MM-HA-7 | Cultural Resources | Administration |
| MM-HA-8 | Cultural Resources | Archaeological/Cultural Monitor Report |
| MM-HA-9 | Cultural Resources | Artifact Curation |

Appendix A

Measures Completed Prior to 2018

| Measure ID | Resource Category(ies) | Overview |
|------------|---------------------------------|--|
| MM-HA-10 | Cultural Resources | Archaeological Notification |
| MM-PA-1 | Cultural Resources | Paleontological Qualification and Treatment Plan |
| MM-PA-2 | Cultural Resources | Paleontological Authorization |
| MM-PA-3 | Cultural Resources | Paleontological Monitoring Specifications |
| MM-PA-4 | Cultural Resources | Paleontological Resources Collection |
| MM-PA-5 | Cultural Resources | Fossil Preparation |
| MM-PA-6 | Cultural Resources | Fossil Donation |
| MM-PA-7 | Cultural Resources | Paleontological Reporting |
| HM-1 | Hazards and Hazardous Materials | Ensure Continued Implementation of Existing Remediation Efforts |
| HM-2 | Hazards and Hazardous Materials | Handling of Contaminated Materials Encountered During Construction |
| HWQ-1 | Hydrology and Water Quality | Develop Detailed Drainage Plan |
| MM-HWQ-1 | Hydrology and Water Quality | Update Regional Drainage Facilities |
| MM-N-8 | Noise | Construction Staging |

Appendix A

Measures Completed Prior to 2018

| Measure ID | Resource Category(ies) | Overview |
|------------|-------------------------------|--|
| ST-16 | Noise; Surface Transportation | Designated Haul Routes |
| ST-22 | Noise; Surface Transportation | Designated Truck Routes |
| C-2 | Surface Transportation | Construction Personnel Airport Orientation |
| ST-20 | Surface Transportation | Stockpile Locations |
| ST-21 | Surface Transportation | Construction Employee Parking Locations |