

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

## MITIGATION MONITORING AND REPORTING PROGRAM 2017 PROGRESS REPORT

**PUBLISHED  
JUNE 2018**



**Los Angeles  
World Airports**



**LOS ANGELES INTERNATIONAL AIRPORT**  
**RUNWAY 7L/25R RUNWAY SAFETY AREA (RSA) AND**  
**ASSOCIATED IMPROVEMENTS PROJECT**  
**MITIGATION MONITORING AND REPORTING PROGRAM**  
**(MMRP)**

**2017 PROGRESS REPORT**

Prepared by

**Los Angeles World of Airports  
Environmental Programs Group  
and  
Planning and Development Group**

# Table of Contents

<b>1 Project Background .....</b>	<b>1-1</b>
<b>2 Project Mitigation Measures for Reporting Period .....</b>	<b>2-1</b>
<b>3 Future Monitoring.....</b>	<b>3-1</b>

## List of Tables

Table 2-1 Summary of Mitigation Measures In Progress in the 2017 Monitoring Period .....	2-1
Table 3-1 Summary of Mitigation Measures Applicable in Future Reporting Periods .....	3-1

## Appendices

Appendix A Mitigation Monitoring and Reporting Program Summary Table
--

# 1 Project Background

The Board of Airport Commissioners (BOAC) certified the Los Angeles International Airport (LAX) Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project Final Environmental Impact Report (FEIR) on February 19, 2014. An item included in the FEIR and adopted by the BOAC was the project Mitigation Monitoring and Reporting Program (MMRP).

The February 2014 Mitigation Monitoring and Reporting Program for the LAX Runway 7L/25R Runway Safety Area and Associated Improvements Project is available online at <https://www.lawa.org/en/lawa-our-lax/environmental-documents/documents-certified/runway-7l-25r-runway-safety-area-and-associated-improvements>.

The Runway 7L/25R RSA and Associated Improvements Project is located in the south airfield at LAX. The proposed project includes: (1) Runway 7L/25R Improvements, including extending the Runway 7L/25R pavement; grading and compacting the RSA; constructing a blast pad west of the Runway 7L extension; modifying several taxiways; relocating the existing Localizer Antenna and shelter to the west; replacing the existing Approach Lighting System towers with in-pavement lights; and modifying the existing runway and taxiway lighting and markings in the newly constructed pavements; (2) Pavement reconstruction of the eastern portions of Runway 7L/25R and Taxiway B including connecting taxiways and installation of in-pavement approach lights; and (3) Pavement reconstruction of the aircraft parking apron west of Air Freight Building No. 8, including new markings.

This report provides a status update on applicable mitigation activities, policies, and programs LAWA implemented to ensure compliance with mitigation measures identified in the Runway 7L/25R RSA FEIR. This report covers the period January 1, 2017 through December 31, 2017. Tabular summaries are provided for mitigation measures in the following three categories: measures that were in progress during the reporting period, and measures that were not applicable during the current reporting period but that will be applicable in future reporting periods. A summary of the mitigation measures and the status of each can be found in Appendix A.

Construction activities associated with this project are scheduled to be completed in 2018. After construction is complete, no additional monitoring will be required.

## 2 Project Mitigation Measures for Reporting Period

In 2017, LAWA completed the remaining grading and paving on the west end of Runway 7L/25R, as well as the grading and paving on the east end of the runway. An on-airport crusher located at Continental City was used to crush pavement removed from the site for subsequent reuse at the site as base material; new concrete to be poured at the site was prepared at a batch plant also located at Continental City. This section addresses the mitigation measures that were implemented in 2017 associated with these activities. Measures are shown by resource and mitigation measure as presented in the MMRP. These measures are identified as “ongoing” or “completed this period.” Measures identified as ongoing will apply in future reporting periods; no further updates will be provided for the mitigation measures that were completed during the 2017 reporting period.

<b>Table 2-1 Summary of Mitigation Measures In Progress in the 2017 Monitoring Period</b>		
<b>Mitigation Measure</b>		<b>Status</b>
<b>AIR QUALITY</b>		
<b>LAX-AQ-1: General Air Quality Control Measures</b>		
LAX-AQ-1a	Watering per SCAQMD Rule 403 (twice daily)	Ongoing: 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	Ongoing: ULSD is the only fuel commercially available and is used in all construction equipment.
LAX-AQ-1d	Cover or treat all ground surfaces	Ongoing: Some paved sections were completed in 2017; unpaved sections on the airfield were hydro-seeded and watered for dust control.
LAX-AQ-1f	Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes	Ongoing: 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 by the Third Party Monitor. There were no written violations in the 2017 reporting period.
LAX-AQ-1g	Maintain on-site construction equipment	Ongoing: 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. There were no written violations in the 2017 reporting period.

**Table 2-1  
Summary of Mitigation Measures In Progress in the 2017 Monitoring Period**

<b>Mitigation Measure</b>		<b>Status</b>
<b>LAX-AQ-2: Construction-Related Control Measures</b>		
LAX-AQ-2a	Outfit construction diesel-fueled equipment with the best available emission control devices	Ongoing: The Third Party Monitor previously reviewed the Contractor's equipment list in 2015, which was carried over into subsequent years, including the 2017 reporting period, for ongoing work on the LAX Runway 7L/25R RSA project. To assist in performance of this measure, the Independent Third Party Monitor developed and implemented a monitoring process to track each piece of diesel equipment and document the contractor's compliance as it related to outfitting their diesel construction equipment with the best available emissions control devices. See also the responses to 2n through 2p, below.
LAX-AQ-2b	Watering per SCAQMD Rule 403 (three time daily)	Ongoing: Watering for dust control occurred at least three times daily during grading activities in accordance with Rule 403.
LAX-AQ-2d	Have construction employees' work/commute during the off-peak hours to the extent feasible	Ongoing: Employee shift hours for the LAX Runway 7L/25R RSA project did not coincide with the heaviest commuter traffic periods during the 2017 reporting period.
LAX-AQ-2e	Make on-site lunch trucks available during construction	Ongoing: Lunch trucks visited areas available to construction workers on a regular basis, including areas within the Airport Operations Area (AOA).
LAX-AQ-2f	Utilize on-site rock crushing facility, when feasible	Ongoing: An on-airport rock crushing facility was used during the 2017 reporting period to crush materials removed during construction.
LAX-AQ-2g	Provide electricity from power poles and portable generators using clean-burning diesel	Ongoing: Electrical power used at the construction trailers/offices, batch plant, and crusher was provided via grid power. Small portable generators were used at night to power portable lights.
LAX-AQ-2i	Use construction equipment having the minimum practical engine size	Ongoing: This requirement is included in the project construction specifications.
LAX-AQ-2j	Prohibit construction equipment engine tampering	Ongoing: This requirement is 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 2017 reporting period.
LAX-AQ-2k	Designate a person(s) to ensure implementation of construction-related measures	Ongoing: Both LAWA personnel and construction contractor personnel implement construction-related mitigation measures. Compliance with these measures is discussed at pre-construction meetings and at weekly project meetings. Monitoring includes direct inspections, reviews of monthly reports, and investigation of complaints.
LAX-AQ-2l	Locate rock-crushing operations away from LAX-adjacent residents, to the extent possible	Ongoing: 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	Ongoing: Some construction contractor vehicles are alternative-fueled vehicles. There is sufficient infrastructure available in the local area to provide fuel to these alternatively-fueled vehicles.

**Table 2-1  
Summary of Mitigation Measures In Progress in the 2017 Monitoring Period**

<b>Mitigation Measure</b>		<b>Status</b>
LAX-AQ-2n	On-road trucks 19,500 lbs or more must comply with USEPA 2010 on-road standards for PM10 and NOx	Ongoing: For the 2017 reporting period, forty-eight (48) on-road trucks were granted approved status by LAWA, twenty-six (26) of which were equipped with model year 2010 or newer engines. The remaining trucks were granted exceptions based on limited use and/or unavailability of newer trucks when the export/hauling of large quantities of soil had to occur within a short period of time. There were, however, periods in 2017 when the operation of approximately 20 non-approved/non-exempted on-road trucks by the Contractor was observed by LAWA environmental monitors or LAWA Inspectors, and Notices of Non-Compliance (NNCs) were issued to the Contractor for corrective actions to be taken. Follow-up actions by LAWA led to the Contractor no longer using those trucks on the project.
LAX-AQ-2o	Off-road diesel-powered construction equipment greater than 50 horsepower shall meet minimum USEPA Tier 3 off-road emission standards	Ongoing: For the 2017 reporting period, twenty-eight (28) pieces of off-road diesel construction equipment were granted approval status by LAWA. Nine (9) pieces of equipment were certified at the Tier 4 interim or Tier 4 Final emissions standards. Eighteen (18) pieces of equipment met the Tier 3 engine certification requirement. One (1) piece of equipment operated on dedicated compressed natural gas (CNG). Five (5) pieces of equipment that were submitted to LAWA for review were rejected based on failure to meet the contract requirements (i.e., unacceptable tier level or lack of required diesel emissions control systems – DECS) or insufficient documentation. In the 2017 reporting period, there were periods when operation of non-approved/non-exempted off-road equipment was observed onsite by LAWA environmental monitors or LAWA Inspectors, and NNCs were issued to the Contractor for corrective actions to be taken.
LAX-AQ-2p	MM-AQ-2n and MM-AQ-2o above shall apply unless exemptions are granted	Ongoing: Three (3) pieces of diesel construction equipment were granted 20-day exemptions during the 2017 reporting period.
MM-AQ-2	Construction-Related Air Quality Measures	Ongoing (plan established; implementation ongoing): LAWA completed a Construction-Related Mitigation Plan that set forth specific implementation requirements for the measures referenced in the LAX Master Plan Final EIR. The MM-AQ-2 Plan was adopted by the Board of Airport Commissioners in December 2005 prior to implementation of the first project under the LAX Master Plan. For the LAX Runway 7L/25R RSA project, compliance with this measure is accomplished through implementation of LAX-AQ-2. See discussion above.
<b>BIOLOGICAL RESOURCES</b>		
MM-ET-3	EI Segundo Blue Butterfly Conservation: Dust Control	Completed this Period: Access road and utility work occurred within 2,000 feet of the Habitat Restoration Area in the 2017 reporting period. Fugitive dust emissions were reduced by watering the construction area. See the responses to measures 1a and 2b above. All project-related work within this distance was completed in 2017.

**Table 2-1  
Summary of Mitigation Measures In Progress in the 2017 Monitoring Period**

<b>Mitigation Measure</b>		<b>Status</b>
MM-N-10	Construction Scheduling	Ongoing: Construction activities conducted in the 2017 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	Ongoing: LAWA continually maintains the existing Aircraft Noise Abatement Program at LAX. Summary reports are submitted to the County of Los Angeles with each Quarterly Report to the County, per the Variance requirement.
<b>HAZARDS AND HAZARDOUS MATERIALS</b>		
HM-2	Handling of Contaminated Materials Encountered During Construction	Completed this Period: All excavation activities were completed in 2017. No contaminated soils were encountered during the 2017 reporting period.
<b>NOISE</b>		
MM-N-7	Construction Noise Control Plan	Ongoing: No construction occurred within 600 feet of any noise-sensitive uses during the 2017 reporting period. Therefore, a construction noise control plan was not required in the 2017 reporting period.
MM-N-9	Equipment Replacement	Ongoing: Where possible, construction equipment has rubber tires to reduce noise. Construction equipment is well maintained, which also reduces noise.
MM-N-10	Construction Scheduling	Ongoing: Construction activities conducted in 2017 were not located within 600 feet of any noise sensitive uses.
<b>PUBLIC SERVICES – FIRE PROTECTION</b>		
FP-1	LAFD Design Recommendations	Ongoing: LAWA maintained emergency access during construction in the 2017 reporting period.
<b>SURFACE TRANSPORTATION</b>		
C-1	Establishment of a Ground Transportation/Construction Coordination Office	Ongoing: 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 2017 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 monitor and enforce delivery times and routes during the reporting period.
ST-9	Construction Deliveries	Ongoing: There were no deliveries for the LAX Runway 7L/25R RSA project that required lane closures during the 2017 reporting period.



**Table 2-1  
Summary of Mitigation Measures In Progress in the 2017 Monitoring Period**

<b>Mitigation Measure</b>		<b>Status</b>
ST-12	Designated Truck Delivery Hours	Ongoing: 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. Several truck waivers were required during the 2017 reporting period relative to the need to deliver concrete from Continental City for crushing.
ST-14	Construction Employee Shift Hours	Ongoing: The standard shift for the LAX Runway 7L/25R RSA project in the 2017 reporting period conformed to the provisions of this measure.
ST-17	Maintenance of Haul Routes	Ongoing: No maintenance of off-airport roadways by construction contractors was required during the 2017 reporting period.
ST-18	Construction Traffic Management Plan	Ongoing: Prior to the initiation of construction, the contractor developed a Construction Traffic Management Plan, which was reviewed by LAWA. Construction traffic was monitored by LAWA inspectors and construction monitors, including haul routes, delivery hours, construction employee shift hours, construction employee parking locations, and other considerations. Construction employees parked in a designated area within Continental City.
ST-19	Closure Restrictions of Existing Roadways	Ongoing: The LAX Runway 7L/25R RSA project did not require closure of any public roadways during the 2017 reporting period.





### 3 Future Monitoring

Table 2-1 identifies measures that were in progress during the 2017 reporting period but that were not completed during the reporting period. Measures that were not completed in 2017 will continue to be implemented in future reporting periods. In addition to these measures, Table 3-1 identifies measures that were not applicable in the 2017 reporting period but that may be applicable in future reporting periods. Therefore, mitigation measures that may apply in future reporting periods include ongoing measures in Table 2-1 as well as the measures in Table 3-1.

<b>Table 3-1 Summary of Mitigation Measures Applicable in Future Reporting Periods</b>	
<b>Mitigation Measure</b>	
<b>AIR QUALITY</b>	
LAX-AQ-2h	Suspend use of construction equipment during second stage smog alert

Appendix A  
Mitigation Monitoring and Reporting Program  
Summary Table

**Mitigation Measure Table Legend**

	PC = Previously Completed or NA = No Longer Applicable
	CTP = Completed This Period
	O = Ongoing in Current and Future Reporting Periods
	F = Potentially Applicable in Future Reporting Periods

Mitigation Measure		Status	Table
<b>AIR QUALITY</b>			
LAX-AQ-1a	Water twice daily	O	2-1
LAX-AQ-1b	Ultra-low sulfur diesel in construction equipment	O	2-1
LAX-AQ-1c	Post Signage for Dust Complaints	PC	NA
LAX-AQ-1d	Cover or treat all ground surfaces	O	2-1
LAX-AQ-1e	Complete Paved Surfaces as soon as possible	PC	NA
LAX-AQ-1f	Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes	O	2-1
LAX-AQ-1g	Maintain on-site construction equipment	O	2-1
LAX-AQ-2a	Outfit construction diesel-fueled equipment with the best available emission control devices	O	2-1
LAX-AQ-2b	Watering three time daily	O	2-1
LAX-AQ-2c	Pave Construction Access Roads	PC	NA
LAX-AQ-2d	Have construction employees' work/commute during the off-peak hours to the extent feasible	O	2-1
LAX-AQ-2e	Make on-site lunch trucks available during construction	O	2-1
LAX-AQ-2f	Utilize on-site rock crushing facility, when feasible	O	2-1
LAX-AQ-2g	Provide electricity from power poles and portable generators using clean-burning diesel	O	2-1
LAX-AQ-2h	Suspend construction equipment during second stage smog alert	F	3-1
LAX-AQ-2i	Use construction equipment having the minimum practical engine size	O	2-1
LAX-AQ-2j	Prohibit construction equipment engine tampering	O	2-1
LAX-AQ-2k	Designate a person(s) to ensure implementation of all construction-related measures	O	2-1
LAX-AQ-2l	Locate rock-crushing operations away from LAX-adjacent residents, to the extent possible	O	2-1
LAX-AQ-2m	LAWA will ensure on-site infrastructure is available, to the extent feasible, to provide fuel to alternative-fueled vehicles	O	3-1
LAX-AQ-2n	On-road trucks 19,500 lbs or more must comply with USEPA 2010 on-road standards for PM10 and NOx	O	2-1
LAX-AQ-2o	Off-road diesel-powered construction equipment greater than 50 horsepower shall meet minimum USEPA Tier 3 off-road emission standards	O	2-1
LAX-AQ-2p	MM-AQ-2n and MM-AQ-2o above shall apply unless exemptions are granted	O	2-1



Mitigation Measure		Status	Table
LAX-AQ-4	Operations-Related Control Measures	NA	2-1
MM-AQ-2	Construction-Related Air Quality Measures	O	2-1
BIOLOGICAL RESOURCES			
MM-ET-3	El Segundo Blue Butterfly Conservation: Dust Control	CTP	2-1
MM-DA-1	Construction Fencing	NA	NA
LI-3	Lighting Controls	NA	NA
MM-N-10	Construction Scheduling	O	2-1
N-1	Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program	O	2-1
CULTURAL RESOURCES			
MM-HA-4	Discover (Archaeological Treatment Plan)	PC	NA
MM-HA-5	Archeological Monitoring	PC	NA
MM-HA-6	Excavation and Recovery	PC	NA
MM-HA-7	Administration	PC	NA
MM-HA-8	Archaeological/Cultural Monitor Report	PC	NA
MM-HA-9	Artifact Curation	PC	NA
MM-HA-10	Archaeological Notification	PC	NA
MM-PA-1	Paleontological Qualification and Treatment Plan	PC	NA
MM-PA-2	Paleontological Authorization	PC	NA
MM-PA-3	Paleontological Monitoring Specifications	PC	NA
MM-PA-4	Paleontological Resources Collection	PC	NA
MM-PA-5	Fossil Preparation	PC	NA
MM-PA-6	Fossil Donation	PC	NA
MM-PA-7	Paleontological Reporting	PC	NA
HAZARDS AND HAZARDOUS MATERIALS			
HM-1	Ensure Continued Implementation of Existing Remediation Efforts	PC	NA
HM-2	Handling of Contaminated Materials Encountered During Construction	CTP	2-1
HYDROLOGY AND WATER QUALITY			
HWQ-1	Develop Detailed Drainage Plan	PC	NA
MM-HWQ-1	Update Regional Drainage Facilities	PC	NA
NOISE			
MM-N-7	Construction Noise Control Plan	O	2-1
MM-N-8	Construction Staging	PC	NA
MM-N-9	Equipment Replacement	O	2-1
MM-N-10	Construction Scheduling	O	2-1
ST-16	Designated Haul Routes	PC	2-1
ST-22	Designated Truck routes	PC	2-1

Mitigation Measure		Status	Table
<b>PUBLIC SERVICES – FIRE PROTECTION</b>			
FP-1	LAFD Design Recommendations	O	2-1
<b>SURFACE TRANSPORTATION</b>			
C-1	Establishment of a Ground Transportation/Construction Coordination Office	O	2-1
C-2	Construction Personnel Airport Orientation	PC	NA
ST-9	Construction Deliveries	O	2-1
ST-12	Designated Truck Delivery Hours	O	2-1
ST-14	Construction employee shift hours	O	2-1
ST-16	Designated Haul Routes	PC	NA
ST-17	Maintenance of Haul Routes	O	2-1
ST-18	Construction Traffic Management Plan	O	2-1
ST-19	Closure Restrictions of Existing Roadways	O	2-1
ST-20	Stockpile Locations	PC	NA
ST-21	Construction Employee Parking Locations	PC	NA
ST-22	Designated Truck Routes	PC	NA