Los Angeles International Airport (LAX)
Terminal 1.5 Project

Mitigation Monitoring and Reporting Program

November 2016

This document constitutes the Mitigation Monitoring and Reporting Program (MMRP) for the Terminal 1.5 Project. This MMRP, prepared in compliance with State CEQA Guidelines Section 15097, specifies the monitoring and reporting requirements for the proposed project described in the Final Initial Study/Mitigated Negative Declaration prepared for the project. Los Angeles World Airports (LAWA) has developed Standard Control Measures that implement existing regulations and/or LAWA plans and policies that would reduce or avoid the project's environmental impacts. Where the Final Initial Study/Mitigated Negative Declaration identified significant impacts associated with the proposed project, Standard Control Measures were identified as mitigation measures to avoid or substantially lessen these impacts. In addition, the Final Initial Study/Mitigated Negative Declaration identified Standard Control Measures proposed for implementation that would further reduce certain less-than-significant impacts All Standard Control Measures identified in the Final Initial Study are included in this MMRP, whether or not they were identified as mitigation measures to address a significant impact.

The following table provides, by environmental resource topic, the number and title of each measure identified in the Final Initial Study, including LAX Standard Control Measures that serve as mitigation measures and other LAX Standard Control Measures that apply to the project; 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). Monitoring and implementation of all of the measures are the responsibility of LAWA, and/or the party carrying out the project. Some measures will be implemented by the construction contractor(s) in accordance with their contract specifications, which include environmental compliance requirements. LAWA will prepare an MMRP progress report annually that will identify actions taken with respect to the measures applicable in the reporting year.

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Mitigation Measures/Standard Control Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
Air Quality					
LAX-AQ-1 **Monitoring Agency:** **LAWA**	**Construction-Related Air Quality Standard Control Measures.** This measure describes a variety of specific actions to reduce fugitive dust emissions and exhaust emissions from on-road and off-road mobile and stationary sources used in construction. Specific measures are outlined below:				
1a	Post a publicly visible sign(s) with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours.	Construction-related air pollutant emissions (fugitive dust)	Prior to initiation of construction activities (e.g., prior to site preparation, grading, demolition, or building construction, whichever occurs first)	Once prior to commencement of construction (by the prime construction contractor)	Inclusion of measure in construction contract(s); status update in first annual MMRP progress report following completion of measure
1b	Prior to final occupancy, the contractor shall demonstrate that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.	Construction-related air pollutant emissions (fugitive dust)	Prior to final occupancy	Once prior to final occupancy	Status update in annual MMRP progress report following occupancy
1c	All roadways, driveways, sidewalks, etc., being installed as part of the project should be completed as soon as practical; in addition, building pads should be laid as soon as practical after grading.	Construction-related air pollutant emissions (fugitive dust)	During project construction	Periodically during construction	Status updates in annual MMRP progress reports

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1d	Prohibit idling or queuing of diesel-fueled vehicles and equipment in excess of five minutes. This requirement will be included in specifications for any LAX projects requiring on-site construction. Exemptions may be granted for safety-related and operational reasons, as defined by CARB or as approved by LAWA.	Construction-related air pollutant emissions (on- and off-road mobile sources)	During project construction (e.g., site preparation, grading, demolition, building construction, etc.)	Periodically during construction	Inclusion of measure in construction contract(s); status updates in annual MMRP progress reports
1e	All diesel-fueled equipment used for construction will be outfitted with the best available emission control devices, where technologically feasible, primarily to reduce emissions of diesel particulate matter (PM), including fine PM (PM2.5), and secondarily, to reduce emissions of NOx. This requirement shall apply to diesel-fueled off-road equipment (such as construction machinery), diesel-fueled on-road vehicles (such as trucks), and stationary diesel-fueled engines (such as electric generators). (It is unlikely that this measure will apply to equipment with Tier 4 engines.) The emission control devices utilized in construction equipment shall be verified or certified by CARB or USEPA for use in on-road or off-road vehicles or engines. For multi-year construction projects, a reassessment shall be conducted annually to determine what constitutes a best available emissions control device.	Construction-related air pollutant emissions (on- and off-road mobile sources and stationary sources)	During project construction (e.g., site preparation, grading, demolition, building construction, etc.)	Periodically during construction	Inclusion of measure in construction contract(s); status updates in annual MMRP progress reports
1f	Pave all construction access roads at least 100 feet onto the site from the main road.	Construction-related air pollutant emissions (fugitive dust)	Prior to initiation of site preparation, grading, or demolition activities, whichever occurs first	Once for each construction access road	Status updates in annual MMRP progress reports
1g	To the extent feasible, have construction employees' work/commute during off-peak hours.	Construction-related air pollutant emissions (on-road mobile sources)	During project construction (e.g., site preparation, grading, demolition, building construction, etc.)	Periodically during construction	Inclusion of measure in construction contract(s); status updates in annual MMRP progress reports

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1h	Make access available for on-site lunch trucks during construction, as feasible and consistent with requirements pertaining to airport security, to minimize off-site worker vehicle trips.	Construction-related air pollutant emissions (on-road mobile sources)	During project construction (e.g., site preparation, grading, demolition, building construction, etc.)	Periodically during construction	Status updates in annual MMRP progress reports
1i	Utilize on-site rock crushing facility during construction, when feasible, to reuse rock/concrete and minimize off-site truck haul trips.	Construction-related air pollutant emissions (on-road mobile sources)	During project construction (e.g., site preparation, grading, demolition)	Periodically during construction	Status updates in annual MMRP progress reports
1j	Every effort shall be made to utilize grid-based electric power at any construction site, where feasible. Grid-based power can be from a direct hookup or a tie in to electricity from power poles. If diesel- or gasoline-fueled generators are necessary, generators using "clean burning diesel" fuel and exhaust emission controls shall be utilized.	Construction-related air pollutant emissions (stationary point sources)	During project construction (e.g., site preparation, grading, demolition, building construction, etc.)	Periodically during construction	Inclusion of measure in construction contract(s); status updates in annual MMRP progress reports
1k	Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX.	Construction-related air pollutant emissions (mobile and stationary sources)	During project construction (e.g., site preparation, grading, demolition. building construction, etc.)	During any second stage smog alerts occurring during construction	Inclusion of measure in construction contract(s); status updates in annual MMRP progress reports
1l	Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.	Construction-related air pollutant emissions (mobile and	During project construction (e.g., site preparation, grading,	Periodically during construction	Inclusion of measure in construction contract(s); status updates in annual

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		stationary sources)	demolition, building construction, etc.)		MMRP progress reports
1m	The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, record reviews, and investigations of complaints.	Construction-related air pollutant emissions	Prior to commencement of project construction (e.g., site preparation, grading, demolition, or building construction, whichever occurs first)	Once prior to commencement of construction (by prime construction contractor)	Inclusion of measure in construction contract(s); status update in first annual MMRP progress report following completion of measure
1n	Locate rock-crushing operations and construction material stockpiles for all LAX-related construction in areas away from LAX-adjacent residents, to the extent possible, to reduce impacts from emissions of fugitive dust.	Construction-related air pollutant emissions (fugitive dust)	Prior to and during project construction (e.g., site preparation, grading, demolition, building construction, etc.)	Once prior to use of on-airport rock-crushing operation; periodically during construction for material stockpiles	Status updates in first annual progress report following use of on-airport rock-crushing operation; status updates in annual MMRP progress reports for material stockpiles
1o	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 PM10 and NOx. 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 Control Measure 1q below.	Construction-related air pollutant emissions (on-road mobile sources)	Prior to use of trucks associated with any construction activity (e.g., prior to site preparation, grading, demolition, or	Once prior to initial use of construction trucks, and thereafter, as required, prior to	Inclusion of measure in construction contract(s); status updates in annual MMRP progress reports

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			building construction, whichever occurs first) and thereafter, as required, prior to introduction of additional on-road trucks	introduction of additional construction trucks	
1p	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 Control Measure 1q below.	Construction-related air pollutant emissions (off-road mobile sources)	Prior to use of off-road diesel-powered equipment associated with any construction activity (e.g., prior to site preparation, grading, demolition, or building construction, whichever occurs first) and thereafter, as required, prior to introduction of additional off-road diesel-powered construction equipment	Once prior to initial use of off-road diesel-powered equipment, and thereafter, as required, prior to introduction of additional off-road diesel-powered construction equipment	Inclusion of measure in construction contract(s); status updates in annual MMRP progress reports

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1q	The on-road haul truck and off-road construction equipment requirements set forth in Air Quality Standard Control Measures 1o and 1p above shall apply unless any of the following circumstances exist and the Contractor provides a written finding consistent with project contract requirements that: o The Contractor does not have the required types of on-road haul trucks or off-road construction equipment within its current available inventory and intends to meet the requirements of the Measures 1o and 1p as to a particular vehicle or piece of equipment by leasing or short-term rental, and the Contractor has attempted in good faith and due diligence to lease the vehicle or equipment that would comply with these measures, but that vehicle or equipment is not available for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 1q) apply. o The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent the equipment or vehicle that would comply with Measures 1o and 1p, but that equipment or vehicle is not available for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 1q) apply. o Contractor has ordered a piece of equipment or vehicle to be used on the construction project in compliance with Measures 1o and 1p at least 60 days before that equipment or vehicle is needed at the project site, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent a piece of equipment or vehicle to meet the requirements of Measures 1o and 1p, but that equipment or vehicle is not available for lease or short-term rental within 120 miles of the project, and the	Construction-related air pollutant emissions (on- and off-road mobile sources)	Prior to use of on-road trucks or off-road construction equipment associated with any construction activity (e.g., prior to site preparation, grading, demolition, or building construction, whichever occurs first) and thereafter, as required, prior to introduction of additional on-road haul trucks or off-road construction equipment	Once prior to initial use of on-road trucks and off-road construction equipment, and thereafter, as required, prior to introduction of additional on-road trucks or off-road construction equipment	Inclusion of measure in construction contract(s); status updates in annual MMRP progress reports

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	Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 1q) apply. o Construction-related diesel equipment or vehicle will be used on the project site for fewer than 20 calendar days per calendar year. 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 1q) to circumvent the intent of Measures 1o and 1p. o Documentation of good faith efforts and due diligence regarding the above exceptions 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 1o 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 good faith efforts and due diligence. In any of the situations described above, the Contractor/ Subcontractor shall provide the next cleanest piece of equipment or vehicle as provided by the step down schedules in Table A for Off-Road Equipment and Table B for On-Road Equipment. Nothing in the above shall require an emissions control device (i.e., VDECS) that does not meet Occupational Safety and Health Act (OSHA) standards.				

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Table A
Off-Road Compliance 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

** 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.

Equipment less than Tier 1, Level 2 shall not be permitted.

Table B
On-Road 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

** 2007 Model Year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.

Equipment with a model year earlier than Model Year 1998 shall not be permitted.

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	* How to use Table A and Table B: For example, if Compliance Alternative #1 is required by this policy but Contractor cannot obtain an off-road vehicle that meets the Tier 4 interim standard (Compliance Alternative #1 in Table A) and meets one of the above exceptions, then Contractor shall use a vehicle that meets the next compliance alternative (Compliance Alternative #2) which is a Tier 3 engine standard equipped with a Level 3 VDECS. Should Contractor not be able to supply a vehicle with a Tier 3 engine equipped with a Level 3 VDECS in accordance with Compliance Alternative #2 and has satisfied the requirements of one of the above exceptions as to Contractor's ability to obtain a vehicle meeting Compliance Alternative #2, Contractor shall then supply a vehicle meeting the next compliance alternative (Compliance Alternative #3), and so on. If Contractor is proposing an exemption for on-road equipment, the step down schedule in Table B should be used. Contractor must demonstrate that it has satisfied one of the exceptions listed above before it can use a subsequent Compliance Alternative. The goal of this requirement is to ensure that Contractor has exercised due diligence in supplying the cleanest fleet available. Nothing in the above shall require an emissions control device (i.e., VDECS) that does not meet OSHA standards.				
Cultural Resources					
LAX-AR-1 **Monitoring Agency:** **LAWA**	**Conformance with LAWA's Archaeological Treatment Plan.** Prior to initiation of any project-related grading or excavation activities, LAWA shall retain an on-site Cultural Resource Monitor (CRM), as defined in LAWA's Archaeological Treatment Plan (ATP),[1] who will determine if the proposed project is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain redeposited fill or have previously been disturbed (i.e., areas where project-related excavation extends into re-deposited fill	Loss or destruction of archeological resources	Prior to commencement of, and during, site preparation, grading, or excavation, and following the discovery of	On-going during site preparation, excavation, and grading, as identified in ATP	Inclusion of relevant measures in construction contract(s); status updates in annual MMRP progress reports

[1] City of Los Angeles, Los Angeles World Airports, Final LAX Master Plan Mitigation Monitoring & Reporting Program: Archaeological Treatment Plan, prepared by Brian F. Smith and Associates. June 2005.

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	or other previously disturbed soils are considered unlikely to contain/yield notable cultural resources, and therefore do not require monitoring). LAWA shall retain an archaeologist to monitor excavation activities in native or virgin soils in accordance with the detailed monitoring procedures and other procedures outlined in the ATP regarding treatment for previously unidentified archaeological resources that are encountered during construction. Monitoring will be subject to the provisions identified below. **Monitoring Requirements** In accordance with the ATP, the CRM will compare the known depth of redeposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans that provide details about the extent and depth of project-related grading and other development-related data, such as geotechnical investigations that include soils borings and delineation of subsurface strata types. Such detailed information regarding excavation plans and subsurface investigations will be completed and made available prior to the start of grading and construction. If the CRM determines, based on the detailed plans and data, that all or specific portions of the proposed project area warrant archaeological monitoring during grading activities, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of inspection shall be defined based on consultation with the archaeologist and the requirements of the ATP, which stipulates that ground-disturbing activity in areas designated as having a high potential for subsurface archaeological deposits will be monitored full time, and such activities in areas designated as potentially containing redeposited fill or having been disturbed will be monitored periodically or suspended entirely as determined by the consulting archaeologist and LAWA. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds. **Identification, Evaluation, and Recovery** In accordance with State CEQA Guidelines Section 15126.4(b)(1), should archaeological resources that are either historical resources or unique archaeological resources be discovered, preservation in place is the preferred manner for mitigating impacts to archaeological sites. When data recovery through excavation is the only		archeological resources (if any)		

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	feasible mitigation, a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Identification, evaluation, and recovery of cultural resources shall be conducted in accordance with the methods established in the ATP including, but not limited to, methods pertaining to surface recordation, shovel test excavations, test unit excavations, laboratory analysis, reporting, and curation. If potentially significant resources are identified, the monitoring archaeologist shall be empowered to halt construction activities within 25 to 50 feet of the identified resource. If Native American cultural resources are encountered, LAWA shall comply with guidance established in the ATP for retaining a Native American monitor including, but not limited to, notification of the NAHC and, based on the recommendations from NAHC, retention of a Native American monitor from a list of suitable candidates supplied by NAHC. If human remains are found, LAWA shall comply with the State Health and Safety Code Section 7050.5 regarding the appropriate treatment of those remains as outlined in the ATP, which requires notification of the Los Angeles County Coroner's Office, notification of the NAHC and the Most Likely Native American Descendent if the remains are those of a Native American, immediately halting field work or grading in any area reasonably suspected to overlie adjacent human remains, cordoning off the site, and proper treatment and burial. **Reporting and Curation** Reporting shall be completed in conformance with the guidelines set forth by the Office of Historic Preservation for Archaeological Research Management Reports and requirements established in the ATP pertaining to the contents of the Archaeological/Cultural Monitor Report. Proper curation and archiving of artifacts shall be conducted in accordance with industry and federal standards and as outlined in the ATP.				

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LAX-AR-2 **Monitoring Agency:** **LAWA**	**Archaeological Resources Construction Personnel Briefing.** Prior to initiation of grading activities, LAWA shall require the consulting archaeologist to provide construction personnel with a briefing in the identification of archaeological resources and in the correct procedures for notifying the relevant individuals should such a discovery occur.	Loss or destruction of archaeological resources	Prior to commencement of site preparation, grading, or demolition	Once prior to commencement of construction activity	Inclusion of measure in construction contract(s); status update in annual MMRP progress report
LAX-PR-1 **Monitoring Agency:** **LAWA**	**Conformance with LAWA's Paleontological Management Treatment Plan.** Prior to initiation of grading activities, LAWA shall retain a professional paleontologist, as defined in LAWA's Paleontological Management Treatment Plan (PMTP),[2] who will determine if the proposed site exhibits a high or low potential for subsurface resources. As defined in the PMTP, areas are not subject to paleontological monitoring if they contain re-deposited fill or have previously been disturbed (i.e., areas where project-related excavation extends into re-deposited fill or other previously disturbed soils are considered unlikely to contain/yield notable paleontological resources, and therefore do not warrant monitoring). If the project site is determined to exhibit a high potential for paleontological resources, paleontological monitoring shall be conducted by a professional paleontologist. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP. **Monitoring Requirements** In accordance with the PMTP, LAWA shall supply the paleontological monitor (PM) with a construction schedule and any construction, grading, excavation and/or shoring plans prior to the initiation of ground-disturbing activities. LAWA shall also provide the PM access to geotechnical studies completed for the project that contain information indicating subsurface strata types, which can help delineate the areal extent and depth of previously disturbed areas as distinguished from undisturbed areas. Emphasis in identifying construction areas that warrant monitoring shall be placed on the specific portions of the project area identified as exhibiting a high potential for subsurface resources, based on the location of known paleontological localities and/or	Loss or destruction of paleontological resources	Prior to commencement of, and during, site preparation, grading, or excavation), and following the discovery of paleontological resources (if any)	On-going during site preparation, excavation, and grading, as identified in PMTP	Inclusion of relevant measures in construction contract(s); status updates in annual MMRP progress reports

[2] City of Los Angeles, Los Angeles World Airports, Final LAX Master Plan Mitigation Monitoring & Reporting Program: Paleontological Management Treatment Plan, prepared by Brian F. Smith and Associates, December 2005.

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	resources and the identification of areas in which no known disturbances have occurred. The identification of areas to be monitored shall be made by the on-site PM or PM designee in consultation with the appropriate LAWA representative, construction supervisor, and/or geologist, and in accordance with the requirements of the PMTP. Areas of low potential for subsurface paleontological deposits, as documented by technical sources to be underlain by fill materials, or areas that exhibit a high degree of previous disturbance, based on soil testing shall not be monitored. If excavation activities are scheduled to go below the documented level of fill materials, paleontological monitoring shall be initiated when formational sediments are expected to be reached by earthmoving activities. **Identification, Evaluation, and Recovery** The PM or PM designee shall identify, evaluate, and recover paleontological resources in accordance with the relevant provisions of the PMTP including, but not limited to, monitoring parameters and specifications, safety issues, paleontological resource collection, fossil preparation and curation procedures, fossil donation protocols, and reporting.				
LAX-PR-2 **Monitoring Agency:** **LAWA**	**Paleontological Resources Construction Personnel Briefing.** Prior to initiation of grading activities, LAWA shall require the PM or PM designee to brief construction personnel in the identification of fossils or fossiliferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.	Loss or destruction of paleontological resources	Prior to commencement of site preparation, grading, or demolition	Once prior to commencement of construction activity	Inclusion of measure in construction contract(s); status update in annual MMRP progress report
Transportation/Traffic					
LAX-ST-1 **Monitoring Agency:** **LAWA**	**Construction Traffic Management Plan** Prior to initiation of construction, LAWA shall require contractors to complete a construction traffic management plan (CTMP). The CTMP shall include a description and illustrations of how the contractor will manage all construction related traffic during both peak and off-peak traffic periods. The CTMP shall detail the haul routes, locations for variable message and other signs, construction deliveries, construction employee shift hours and parking locations, any lane striping changes and traffic signal modifications, and shuttle system operations, if any. The CTMP shall require	Traffic congestion and delay related to construction activities	Prior to commencement of construction for completion of CTMP; during construction for implementation	Once for completion of CTMP; on-going during construction	Inclusion of relevant measures in construction contract(s); approval of CTMP by LAWA's CALM Team; status updates in annual

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	approval of the LAWA Construction and Logistics Management (CALM) Team prior to implementation. The CALM Team approval process shall include multiple reviews addressing technical, scheduling and safety-related issues. Depending on the complexity and/or anticipated impacts to traffic flow, detailed review meetings with the contractor may be required. Contractor compliance shall be monitored throughout the project. LAWA shall require contractors to implement and comply with the following CTMP measures to reduce construction-related traffic impacts associated with projects at LAX, including: **a. Construction Deliveries** Construction deliveries requiring lane closures shall receive prior approval from the CALM Team. Construction notification of deliveries requiring lane closures shall be made in writing (a minimum of seventy two (72) hours in advance, unless otherwise coordinated with the CALM Team prior to the required closure(s) when a 72-hour advance written notification is not feasible) in order to allow for any modifications to approved traffic detour plans. Delivery permits from all applicable local agencies shall be obtained thirty (30) days prior to any delivery requiring a lane closure, as feasible. To the extent possible, construction deliveries within the CTA requiring lane closures shall be scheduled during overnight hours (1:00 a.m. to 9:00 a.m.) to minimize impacts to Airport operations. **b. Designated Truck Delivery Hours** To the extent possible, 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 and Airport 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. Peak Airport traffic periods occur throughout most of the day, therefore, to the extent possible, truck delivery hours shall be limited to overnight hours from 1:00 a.m. to 9:00 a.m. All deviations to these requirements shall be approved in writing by the CALM Team prior to actual site deliveries.				MMRP progress report

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	c. Construction Employee Shift Hours To the extent possible, the beginning and ending times of work shifts that avoid peak commuter traffic periods (7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday) shall be established. (This measure may not apply to swing shifts.) To avoid peak commuter traffic, work periods may be extended to include weekend and multiple work shifts, when necessary. **d. Designated Truck Routes** For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries to the LAX area shall be on designated routes only (freeways and non-residential streets). Designated truck routes shall be limited to: - Aviation Boulevard (Imperial Highway to Manchester Boulevard) - Manchester Boulevard (Aviation Boulevard to I-405) - Florence Avenue (Aviation Boulevard to I-405); - La Cienega Boulevard (north of Imperial Highway); - Pershing Drive (Westchester Parkway to Imperial Highway); - Westchester Parkway (Pershing Drive to Sepulveda Boulevard) - Century Boulevard (Sepulveda Boulevard to Aviation Boulevard) - Sepulveda Boulevard (Westchester Parkway to Imperial Highway) - Imperial Highway (Pershing Drive to I-405); - I-405; and - I-105				

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	e. Closure Restrictions of Existing Roadways Other than short time periods during nighttime construction, existing roadways shall remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. **f. Stockpile Locations** All stockpile locations shall be pre-approved by LAWA and its CALM Team. Stockpile locations/laydown/staging areas shall be accessed by construction vehicles with minimal disruption to adjacent public streets. **g. Construction Employee Parking Locations** If parking for construction employees is not located on, or in proximity to, the work site, shuttle buses to transport employees to the construction areas shall be provided. The shuttle buses shall operate from the designated employee parking area to the work site. Shuttle buses shall comply with all applicable California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) rules and regulations, and LAWA's Alternative Fuel Policy. All employees, including those of subcontractors and suppliers at all tiers, shall park in the designated parking locations and not on city streets, or in nearby neighborhoods. All construction personnel shall be required to attend an airport project-specific orientation meeting that will cover where to park, where staging areas are located, construction policies, etc.				