




LAX MASTER PLAN
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
2013 ANNUAL PROGRESS REPORT

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 **Los Angeles World Airports**

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Prepared by

Los Angeles World Airports

LAX Master Plan MMRP 2013 Annual Progress Report

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- B. MMRP (SAIP, CFTP, and BWP-specific measures)
- C. Final El Segundo Butterfly 2013 LAX Report dated January 2014
- D. Three Sisters Reserve LAWA Restoration Project Annual Status Report dated March 28, 2013
- E. Southern Tarplant Third Annual Monitoring Report for the Los Angeles International Airport Bradley West and Crossfield Taxiway American Airlines Employee Parking Lot Relocation Projects dated November 2013

1.0 Introduction/Background

On December 7, 2004, the Los Angeles City Council certified the LAX Master Plan Final Environmental Impact Report (FEIR) and related entitlements for the future development of LAX, and adopted the LAX Master Plan Mitigation Monitoring and Report Program (MMRP). The LAX Master Plan allows for the first major new facilities for, and improvements to, the airport since 1984, and plans how projected growth in passengers and cargo at LAX can be accommodated, in part, through the year 2015. The approved LAX Master Plan includes airfield modifications, development of new terminals, and new landside facilities to accommodate passenger and employee traffic, parking, and circulation. The LAX Master Plan serves as a broad policy statement regarding the conceptual strategic planning framework for future improvements at LAX and working guidelines to be consulted by Los Angeles World Airports (LAWA) as it formulates and processes site-specific projects under the LAX Master Plan program.

Pursuant to Section 15097 of the California State CEQA Guidelines, the lead agency, Los Angeles World Airports (LAWA), is responsible for reporting, monitoring, and ensuring implementation of all applicable mitigation measures in accordance with the adopted MMRP. This document is the ninth annual progress report for the LAX Master Plan MMRP. This report provides a status update on applicable mitigation activities, policies, and programs that have been and are being implemented by LAWA to ensure compliance with mitigation measures identified in the LAX Master Plan FEIR.

The MMRP (reference **Appendix A**) documents all mitigation measures set forth in the FEIR. The basic framework of, and requirements for, the MMRP were established in conjunction with approval of the LAX Master Plan and are anticipated to remain in effect throughout implementation of the Master Plan. If additional new mitigation measures are required in conjunction with subsequent environmental (i.e., CEQA) review of individual projects proposed under the Master Plan, such as the Bradley West Project (BWP), the MMRP will be updated in a similar manner to include such additional project-specific measures.

Additional project-specific mitigation measures were identified for the South Airfield Improvement Project (SAIP), Crossfield Taxiway Project (CFTP), and the Bradley West Project (BWP) Final Environmental Impact Reports (FEIRs), the second and third project-level tiered environmental review documents for the LAX Master Plan Program, respectively. Los Angeles City Council approved the SAIP and certified the FEIR on January 11, 2006, the CFTP and certified the FEIR on February 9, 2009, and the BWP and FEIR on October 14, 2009. The Los Angeles City Council adopted MMRPs for the SAIP, CFTP, and BWP to mitigate or avoid potentially significant effects on the environment during construction of these projects.

Mitigation measures are implemented, monitored, and reported on in accordance with four main categories: (1) Program plans; (2) Construction-related mitigation measures; (3) Design mitigation requirements; and (4) "Stand-alone" mitigation plans, as explained below:

- (1) Program plans are documents that address program-wide mitigation measures specified in the LAX Master Plan MMRP and provide a framework to clearly identify the mitigation measure, define the process of implementation, and

- establish monitoring and reporting requirements. Some of the program plans are required to update existing operating procedures within appropriate LAWA Divisions and some program plans may be required to develop new procedures and guidelines. Examples of updating existing operations include the maintenance of applicable elements of the existing Aircraft Noise Abatement Program (ANAP) or implementing a Revised Aircraft Noise Mitigation Program (ANMP). New program plans were developed to address specific mitigation measures from the MMRP, such as the Mitigation Plan for Air Quality (MPAQ) to address air quality impacts.
- (2) To mitigate or avoid potential significant impacts on the environment during construction, construction-related mitigation measures were implemented by requiring the Construction Contractors to comply with specific environmental requirements. Key areas of mitigation include reduction of traffic impacts by requiring construction deliveries not to coincide with peak traffic periods; and construction equipment replacements and/or retrofit for noise control and reduction of air pollution.
 - (3) Some mitigation measures, such as measures to maximize use of reclaimed water, were incorporated into the design of the CFTP and BWP and will be incorporated into other LAX Master Plan projects during the design process.
 - (4) "Stand-alone" mitigation plans are specifically developed to address impacts that are not specifically linked to any one project within the LAX Master Plan.

Mitigation measures applicable to the LAX Master Plan and the BWP are in the process of being implemented. Mitigation measures applicable to the SAIP and CFTP (with the exception of ongoing measure MM-BC (CFTP)-1), Conservation of Floral Resources: Southern Tarplant, were implemented and the projects are now complete. The SAIP was completed in June 2008 and the CFTP was completed in May 2010. Please see Section 24.0 of this report for project-specific status updates.

Appendix B provides a comprehensive delineation of project-specific mitigation measures adopted to date for Master Plan projects. **Appendix A and B** provide the most current and comprehensive delineation of Master Plan commitments and mitigation measures included within the overall MMRP.

As discussed in prior annual MMRP progress reports, implementation or completion of some LAX Master Plan mitigation measures may be affected by ongoing evaluation of alternatives to certain LAX Master Plan projects. For example, while LAWA has conducted additional separate and independent planning efforts for parts of the airport under the Specific Plan Amendment Study (SPAS), given the programmatic level evaluation of SPAS and the need for additional refinement and environmental review, no changes associated with the SPAS study have been submitted to FAA for evaluation as they are not ripe for such review. FAA continues to consider the project approved in the FAA's 2005 ROD and depicted in the LAX ALP to be the current plan of record. Mitigation measures contained in the SPAS report are not, therefore, included here.

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 LAX Master Plan MMRP. This report covers the period January 1, 2013 through December 31, 2013.

2.0 Noise

2.0.A N-1 Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program (ANAP)

The LAX Master Plan MMRP states:

“Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program. All components of the current airport noise abatement program that pertain to aircraft noise will be maintained.”

The existing Aircraft Noise Abatement Program (ANAP) at LAX currently is maintained by LAWA’s Noise Management Section (NMS). The existing ANAP at LAX sets forth LAWA’s noise abatement procedures for aircraft traffic, flight, and runway use. All aircraft operations at LAX must comply with FAA regulations and procedures for noise abatement and noise emission standards and with all rules, policies, procedures, resolutions, and ordinances established by the State of California, City of Los Angeles, LAWA, and LAWA’s Board of Airport Commissioners relative to noise abatement. LAWA’s NMS will continue to maintain the ANAP throughout implementation of the LAX Master Plan projects. Actions indicating compliance include submission of the Quarterly Report per the 2011 Variance to the County of Los Angeles. Included in each quarterly report is a short summary of actions indicating compliance with each condition of the variance, including “continue, in full force and effect, the implementation and enforcement of the... noise abatement policies to the extent of its authority.”

Status→ Existing Policy:

LAWA has complied with this commitment by continually maintaining the existing Aircraft Noise Abatement Program (ANAP) at LAX, as well as submitting the summary report with each Quarterly Report to the County of Los Angeles, per the Variance requirement.

2.0.B MM-N-4 Update the Aircraft Noise Abatement Program Elements as applicable to adapt to the future Airfield configuration

The LAX Master Plan MMRP states:

“Update the Aircraft Noise Abatement Program Elements as applicable to adapt to the future Airfield configuration. When existing runways are relocated or reconstructed as part of the Master Plan, the aircraft noise abatement actions associated with those runways shall be modified and re-established as appropriate to assure continuation of the intent of the existing program.”

Status→ No action required at this time:

No changes to the ANAP were required during this reporting period as a result of any of the ongoing Master Plan projects.

2.0.C MM-N-5 Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory

The LAX Master Plan MMRP states:

“Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory. A 14 CFR Part 161 Study shall be initiated to seek federal approval of a locally-imposed Noise and Access Restriction on departures to the east during Over-Ocean Operations, or when Westerly Operations remain in effect during the Over-Ocean Operations time period.”

The Part 161 Study is a technical and legal study regarding implementation of a Noise and Access Restriction. The proposed restriction includes departures between the hours of midnight and 6:30 a.m. over the communities to the east of LAX, when LAX is operating in either over-ocean operations or remains in westerly operations, and excluding times when LAX operates in easterly operations (49 U.S.C. Section 47521 et seq.). The Part 161 Study must meet the relevant requirements of the Airport Noise and Capacity Act of 1990 (ANCA) and the Part 161 regulations (14 C.F.R. Part 161).

Status→ In Progress:

The Part 161 Study process encompasses three general elements including: (1) data collection and analysis to justify the LAX Proposed Restriction; (2) evaluation and explanation of the legal, environmental, and economic impacts of the proposed restriction; and (3) preparation and submittal to the FAA of the required reports and application materials. LAWA began the Part 161 Study in June 2005.

The LAX Part 161 Study was completed in September 2012. The Part 161 draft application was released on November 1, 2012 for public review, and the public comment review ended December 17, 2012. The study indicates that the LAX Proposed Restriction complies with the six statutory conditions of the Airport Noise and Capacity Act of 1990 and the Part 161 regulations. The baseline and projected fleet mix forecasts were revised to reflect the new 2013 implementation and 2018 forecast years, and received FAA approval. LAWA conducted the Public Outreach Program. A public workshop was held on November 13, 2012, and the LAX Noise Roundtable and the LAX Area Advisory Committee were briefed during their November meetings.

The application was submitted to the FAA on January 29, 2013. FAA notified LAWA by letters March 1 and March 15, 2013 that the application was incomplete, and provided some specifics related to the additional information needed to complete the application. LAWA responded in a letter to the FAA on March 28, 2013 informing the FAA that LAWA will revise and resubmit the application. LAWA completed the Application Supplement and submitted it to the FAA for review on July 2, 2013. On August 2, 2013 the FAA informed LAWA by letter that the Application Supplement was still incomplete, and provided far more specificity related to what a complete application would include. LAWA responded in a letter to the FAA on August 20, 2013 informing them that LAWA will revise and resubmit the application. LAWA plans to resubmit the full application to the FAA in 2014.

2.0.D. MM-N-7 Construction Noise Control Plan

The LAX Master Plan MMRP states:

“Construction Noise Control Plan. *A Construction Noise Control Plan will be prepared to provide feasible measures to reduce significant noise impacts throughout the construction period for all projects near noise sensitive uses. For example, noise control devices shall be used and maintained, such as equipment mufflers, enclosures, and barriers. Natural and artificial barriers such as ground elevation changes and existing buildings may be used to shield construction noise.”*

Status→ Ongoing:

LAWA requires submission of a Construction Noise Control Plan (CNCP) as a condition in all capital construction contracts at LAX. This is part of the standard LAWA specifications.

2.0.E. MM-N-8 Construction Staging

The LAX Master Plan MMRP states:

“Construction Staging. *Construction operations shall be staged as far from noise-sensitive uses as feasible.”*

Status→ Ongoing:

LAWA requires this condition on all capital construction contracts at LAX.

2.0.F. MM-N-9 Equipment Replacement

The LAX Master Plan MMRP states:

“Equipment Replacement. *Noisy equipment shall be replaced with quieter equipment (for example, rubber tired equipment rather than track equipment) when technically and economically feasible.”*

Status→ Ongoing:

LAWA requires this condition on all capital construction contracts at LAX.

2.0.G. MM-N-10 Construction Scheduling

The LAX Master Plan MMRP states:

“Construction Scheduling. *The timing and/or sequence of the noisiest on-site construction activities shall avoid sensitive times of the day, as feasible (9 p.m. to 7 a.m. Monday-Friday; 8 p.m. to 6 a.m. Saturday; anytime on Sunday or Holidays).”*

Status→ Ongoing:

LAWA requires this condition on all capital construction contracts at LAX.

2.0.H. MM-N-11 Automated People Mover (APM) Noise Assessment and Control

The LAX Master Plan MMRP states in part:

“Automated People Mover (APM) Noise Assessment and Control Plan. In conjunction with detailed design and engineering of the proposed APM systems, a noise control plan shall be prepared specifying noise attenuation measures to reduce APM noise levels at the two significantly impacted hotels to acceptable level (i.e. less than 67 dBA CNEL for the Courtyard by Marriott and the Four Points Sheraton).”

Status→ No action required at this time:

This measure was not applicable during this reporting period because LAWA had not entered into the engineering or design phases of the APM Project.

3.0 Land Use

3.0.A LU-1 Incorporation of City of Los Angeles Ordinance No. 159,526 (Q) Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project

The LAX Master Plan MMRP states in part:

“Incorporation of City of Los Angeles Ordinance No. 159,526 (Q) Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project. To the maximum extent feasible, all [Q] Conditions (Qualifications of Approval) from City of Los Angeles Ordinance No. 159,526 that address the Northside project area will be incorporated by LAWA into a new LAX Zone/LAX Specific Plan for the LAX Northside/Westchester Southside project.”

Status→ Completed:

The LAX Specific Plan, adopted by the City Council in December, 2004, established the LAX Northside as a distinct land use designation and added the LAX-N Zone to the Los Angeles Municipal Code. Section 11 of the LAX Specific Plan incorporates all conditions of development, including the [Q] Conditions, described in Ordinance 159,526 into the Specific Plan.

3.0.B LU-2 Establishment of a Landscape Maintenance Program for Parcels Acquired due to Airport Expansion

The LAX Master Plan MMRP states:

“Establishment of a Landscape Maintenance Program for Parcels Acquired due to Airport Expansion. Land acquired and cleared for airport development will be fenced, landscaped, and maintained regularly until the properties are actually developed for airport purposes.”

Status→ Plan Established, Implementation Ongoing:

The LAX Street Frontage and Landscape Development Plan (LDP) was completed in March 2005 and addresses landscaping requirements for parcels acquired under the

LAX Master Plan. On June 26, 2013 LAWA acquired 14.42 acres of surface parking lot north of the Skyview Center Complex (6033 and 6053 West Century Boulevard). The land use during this reporting period remained unchanged and required no additional maintenance, landscaping, or fencing.

3.0.C LU-4 Neighborhood Compatibility Program

The LAX Master Plan MMRP states in part:

“Neighborhood Compatibility Program. *Ongoing coordination and planning will be undertaken by LAWA to ensure that the airport is as compatible as possible with surrounding properties and neighborhoods.”*

Status→ In Progress:

LAWA, through its Stakeholder Liaison Office, consults with the neighboring communities on all Master Plan projects. Other projects subject to the LAX Plan Compliance Review (LAX Specific Plan Section 7) also must have community input before approval. Conditions of development along the northern and southern boundaries of the airport property include, but are not limited to, setbacks, buffer zones and landscaping.

3.0.D LU-5 Comply with City of Los Angeles Transportation Element Bicycle Plan

The LAX Master Plan MMRP states in part:

“Comply with City of Los Angeles Transportation Element Bicycle Plan. *LAWA will comply with bicycle policies and plans in the vicinity of LAX, most notably those outlined in the City of Los Angeles Transportation Element Bicycle Plan and the General Plan Framework, including Pershing Drive, Sepulveda Boulevard, and Aviation Boulevard.”*

Status→ Ongoing:

The City of Los Angeles approved the latest Bicycle Master Plan (independent of LAWA) in March 2011. The Plan includes streets that are expected to have bike routes and bike lanes in the future. LAWA used the information in the Los Angeles Bicycle Master Plan when considering off-airport mitigations for the Specific Plan Amendment Study. LAWA is in compliance with the Plan.

3.0.E MM-LU-1 Implement Revised Aircraft Noise Mitigation Program

The LAX Master Plan MMRP states:

“Implement Revised Aircraft Noise Mitigation Program. *LAWA shall expand and revise the existing Aircraft Noise Mitigation Program (ANMP) in coordination with affected neighboring jurisdictions, the State, and the FAA. The expanded Program shall mitigate land uses that would be rendered incompatible by noise impacts associated with implementation of the LAX Master Plan, unless such uses are subject to an existing aviation easement and have been provided with noise mitigation funds. LAWA shall accelerate the ANMP’s timetable for achieving full compatibility of all land uses within the existing noise impact area pursuant to the requirements of the California Airport Noise Standards (California Code of Regulations, Title 21, Subchapter 6) and current Noise*

Variance. With the exception of a possible new interior noise level standard for schools to be established through the study required by Mitigation Measure MM-LU-3, Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn, the relevant performance standard to achieve compatibility for land uses that are incompatible due to aircraft noise (i.e., residences, schools, hospitals and churches) is adequate acoustic performance (sound insulation) to ensure an interior noise level of 45 CNEL or less. As an alternative to sound insulation, incompatible property may also achieve compatibility if the incompatible use is converted to a noise-compatible use.

LAWA shall revise the ANMP to incorporate new, or expand existing measures, including, but not necessarily limited to, the following:

- *Continued implementation of successful programs to convert existing incompatible land uses to compatible land uses through sound insulation of structures and the acquisition and conversion of incompatible land use to compatible land use.*
- *Ongoing monitoring and provision of annual updates in support of the requirements of the current LAX Noise Variance pursuant to the California Airport Noise Standards, with the updates made available (upon request) to affected local jurisdictions, the Airport Land Use Commission of Los Angeles County, and other interested parties.*
- *Continue the current pre- and post-insulation noise monitoring to ensure achievement of interior noise levels at or below 45 CNEL.*
- *Accelerated rate of land use mitigation to eliminate noise impact areas in the most timely and efficient manner possible through:*
 - *Increased annual funding by LAWA for land use mitigation;*
 - *Reevaluating aviation easements requirements with sound insulation mitigation;*
 - *Provision by LAWA of additional technical assistance, where needed, to local jurisdictions to support more rapid and efficient implementation of their land use mitigation programs;*
 - *Reduction or elimination, to the extent feasible, of structural and building code compliance constraints to mitigation of sub-standard housing.*
- *Revised criteria and procedures for selection and prioritization of properties to be sound insulated or acquired in consideration of the following:*
 - *Insulation or acquisition of properties within the highest CNEL measurement zone;*
 - *Acceleration of the fulfillment of existing commitments to owners wishing to participate within the current ANMP boundaries prior to proceeding with newly eligible properties;*

- *Insulation or acquisition of incompatible properties with high concentrations of residents or other noise-sensitive occupants such as those housed in schools or hospitals.*
- *Amend the ANMP to include libraries as noise-sensitive uses eligible for aircraft noise mitigation.*
- *Upon completion of the acquisition and/or soundproofing commitment under the current Program, expand the boundaries of the ANMP as necessary over time. LAWA will continue preparing quarterly reports that monitor any expansion of the 65 CNEL noise contours beyond the current ANMP boundaries. Based upon these quarterly reports, LAWA will evaluate and adjust the ANMP boundaries, periodically as appropriate, so that as the 65 CNEL noise contours expand, residential and noise sensitive uses newly impacted by 65 CNEL noise levels would be included within the Program.”*

The Aircraft Noise Mitigation Program (ANMP) describes the ongoing efforts by LAWA to convert existing incompatible land uses surrounding LAX to compatible land uses through the implementation of two noise mitigation strategies: (1) sound insulation of structures; and (2) acquisition of property followed by the conversion of its incompatible land use to compatible land use (land recycling).

LAWA implements the ANMP in an effort to reduce adverse impacts of airport noise and achieve airport standards as set forth in Chapter 6 of Title 21 of the California Code of Regulations. ANMP reports are also specifically required by the State of California as a formal condition of approval of the three-year variances granted by the State to LAWA airports that have not achieved land use compatibility. Based on current data and funding commitments, the ANMP documents the progress made toward achieving land use compatibility and projects the ultimate date when full compatibility will be reached.

Status→ In Progress:

As described above, LAWA has an existing program in place with periodic updates to the State of California and the County of Los Angeles. The last full update was the 2005 ANMP which was submitted in October of 2006. In addition, specific updates are as follows:

- LAWA continues to implement two programs to convert existing incompatible land uses to compatible land uses through sound insulation of structures (LAWA's LAX Soundproofing program) and the acquisition and conversion of incompatible land use to compatible land use (LAWA's Residential Acquisition program).
- Annual updates in support of the requirements of the current LAX Noise Variance pursuant to the California Airport Noise Standards are submitted with the Quarterly Report for the second quarter each year, with the updates provided to all affected jurisdictions, and made available upon request to other interested parties.
- Pre- and post-insulation noise monitoring audits are regularly conducted to

ensure achievement of interior noise levels at or below 45 CNEL.

- Land use mitigation programs are being implemented as quickly as possible given that participation in the program is voluntary.
- LAWA makes available land use mitigation funds as soon as the jurisdiction has met all program requirements and upon approval of BOAC.
- Avigation easements are no longer required for sound insulation, except for limited circumstances. Avigation easements are still required for land acquisition using LAWA funds.
- Under very limited circumstances, as required by California Airport Noise Standards where acoustical treatments alone are insufficient to convert residential land uses to compatible uses with airport operations, noise easements are required for residential sound insulation mitigation.
- LAWA makes available the resources for timely technical assistance, where needed, to local jurisdictions to support more rapid and efficient implementation of their land use mitigation programs.
- Selection of and prioritization of properties to be sound insulated or acquired are in consideration of the following:
 - a. Insulation or acquisition of properties within the highest CNEL measurement zone.
 - b. Acceleration of the fulfillment of existing commitments to owners wishing to participate within the current ANMP boundaries prior to proceeding with newly eligible properties.

3.0.F MM-LU-2 Incorporate Residential Dwelling Units Exposed to Single Event Awakenings Threshold into Aircraft Noise Mitigation Program

The LAX Master Plan MMRP states:

“Incorporate Residential Dwelling Units Exposed to Single Event Awakenings Threshold into Aircraft Noise Mitigation Program. *In addition to any restrictive measures that may be implemented resulting from completion of Mitigation Measure MM-N-5, Conduct Part 161 Study to Make Over-Ocean Departure Procedures Mandatory, the boundaries of the ANMP will be expanded to include residential uses newly exposed to single event exterior nighttime noise levels of 94 dBA SEL, based on the Master Plan alternative that is ultimately approved and periodic reevaluation and adjustments by LAWA. Uses that are newly exposed would be identified based on annual average conditions as derived from the most current monitored data.”*

Status→ In Progress:

All of the newly impacted areas, by definition, would be outside of the 65 CNEL area as defined by the ANMP. Therefore, they will be prioritized after the completion of the current residential program. As part of the standard Variance requirements, annual

ANMP progress reports and periodic ANMP report updates will continue to be submitted to the County of Los Angeles.

3.0.G MM-LU-3 Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn

The LAX Master Plan MMRP states:

“Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn. *Current studies of aircraft noise and the ability of children to learn have not resulted in the development of a statistically reliable predictive model of the relative effect of changes in aircraft noise levels on learning. Therefore a comprehensive study shall be initiated by LAWA to determine what, if any, measurable relationship may be present between learning and the disruptions caused by aircraft noise at various levels. An element of the evaluation shall be the setting of an acceptable replacement threshold of significance for classroom disruption by both specific and sustained aircraft noise events.”*

Status→ In Progress:

The Transportation Research Board's (TRB's) Airport Cooperative Research Program (ACRP) has allocated \$450,000 to perform a study entitled, “Evaluating the Impact of Aviation Noise on Learning.” This study is currently nearing completion, and should be released in 2014. A panel created by the TRB, including one LAWA staff member, has defined the scope and objectives of the study, selected the contractor to perform the work, evaluated the work, and has reviewed and commented on the draft and final report.

The objectives of the ACRP study, as currently defined, will be to determine when aircraft noise impacts student learning and what noise metric(s) best defines impact on learning. The contractor was hired by ACRP in 2010 to perform the study, and the study is being finalized by ACRP and TRB staff.

A follow-on research project has been funded by ACRP in the amount of \$600,000, and is currently in the RFP contractor selection process. This new study is entitled Assessing Aircraft Noise Conditions Affecting Student Achievement – Case Studies (Case Studies research). The objectives of the Case Studies research are to (1) develop and implement a rigorous case study methodology to identify and measure those factors at the individual classroom, student, and teacher level that influence the impact of aircraft noise on student achievement, especially as it relates to reading comprehension; (2) identify appropriate metrics that define the level and characteristics of aircraft noise that impact student achievement; and (3) develop practical guidance for use by decision makers on how to reduce the impact of aircraft noise on student achievement. Similar to the first study, the panel for the Case Studies research includes one LAWA staff member, and has already defined the scope of work and objectives of the study as stated above. During 2014, the panel will select the contractor to perform the study, and review and comment on the work as it proceeds.

Upon completion of either of these studies, LAWA will assess the conclusions of the studies against the goal of setting an acceptable threshold of significance for classroom disruption by both specific and sustained aircraft noise events. If the goals are met, then

further study will not be necessary. If the goals are not met, or only partially met, then LAWA will assess the need for additional study, as required.

3.0.H MM-LU-4 Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise

The LAX Master Plan MMRP states:

“Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise. Prior to completion of the study required by Mitigation Measure MM-LU-3, Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn, and within six months of the commissioning of any relocated runways associated with implementation of the LAX Master Plan, LAWA shall conduct interior noise measurements at schools that could be newly exposed to noise levels that exceed the interim LAX interior noise thresholds for classroom disruption of 55 dB L_{max}, 65 dB L_{max}, or 35 Leq(h), as presented in Section 4.1 Noise, of the Final EIS/EIR. All school classroom buildings (except those within schools subject to an aviation easement) that are found through the noise measurements to exceed the interim interior noise thresholds, as compared to the 1996 baseline conditions presented in the Final EIS/EIR, would become eligible for soundproofing under the ANMP.

Upon completion of the study required by Mitigation Measure MM-LU-3 and acceptance of its results by peer review of industry experts, any schools found to exceed a newly established threshold of significance for classroom disruption based on comparison with 1996 baseline conditions due to implementation of the LAX Master Plan, shall be eligible for participation in the ANMP administered by LAWA, unless they are subject to an existing aviation easement. A determination of which schools become eligible will be made following application of the new threshold based on measured data.”

Status→ No action required at this time:

LAWA will implement this measure's requirements contingent on the results from the study required by MM-LU-3. It should be noted that there is ongoing work related to settlement agreements that were reached between LAWA and both the Inglewood Unified and Lennox School Districts. LAWA actively is assisting each school district in its efforts to mitigate the impacts to schools, per those agreements.

On July 9, 2008 LAWA submitted a letter to the FAA asking that a determination be made related to which schools are impacted. On August 24, 2009 the FAA responded to LAWA by letter with information that this determination will be made as part of the Passenger Facility Charge (PFC) application process. LAWA is proceeding with the PFC application pending information from each school district sufficient for the FAA to make such a determination.

On October 2, 2008, Congress enacted Public Law 110-337, which made noise mitigation for certain schools located within the LAX noise impact area in both the Lennox School District (LSD) and the Inglewood Unified School District (IUSD) eligible for PFC funding regardless of an easement.

Lennox School District

On January 10, 2011, the BOAC authorized LAWA to submit the PFC application to the FAA for authorization to collect and use PFC funds to sound insulate impacted schools in the Lennox School District (the District), with the application submitted to FAA on February 2, 2011.

On May 2, 2011 the FAA issued the Final Agency Decision (FAD) finding the schools in LSD to be “significantly impacted and adversely affected by aircraft noise,” and authorized the expenditure of up to \$34,089,058 in PFC funds to insulate the schools listed in the Settlement Agreement between LAWA and LSD.

On September 19, 2011 BOAC approved the Letter of Agreement between LAWA and LSD, and authorized the release of \$10 million to LSD for the first year of the sound insulation program. The funds were delivered to LSD on December 12, 2011.

During 2012, the District contracted work related to those schools listed in their Year One Work Plan, including Felton Elementary School, Lennox Middle School, Jefferson Elementary School and new construction north of Jefferson Elementary School. Progress has been made on all of these projects, including the approval of designs by the Division of State Architects and acquisition and construction of temporary classrooms for the construction phase. Animo Leadership High School, the District’s charter school under the management of Green Dot, was also in the Year One Work Plan and was completed in in September 2012.

The District continues to work on sound attenuation of instructional spaces identified in the Year One Work Plan, and will add on other projects in the Second Work Plan. Through June 30, 2013, the District had expended eligible costs of \$2,353,596 on sound attenuation projects. It was anticipated that an additional \$8 Million would be expended in Fiscal Year (FY) 2013-14. Felton Elementary School has acquired temporary classrooms to be used during construction, which is slated to begin in 2014. Lennox Middle School’s planning and design portion of the project was completed and construction is scheduled to begin in 2014 as well. Jefferson Elementary School’s sound attenuation plans were submitted to the Division of State Architect (DSA). Construction has begun at the site north of Jefferson Elementary.

No additional funding was provided to the District in 2013. The second installment of funds will be provided in early 2014. It was anticipated that LAWA would provide authorization for the next \$10 million dollars to be spent for the Second Work Plan.

Inglewood Unified School District (IUSD)

LAWA worked with the IUSD and the FAA to complete the PFC application process requesting authorization to use PFC funding for sound insulation of impacted schools in the IUSD. The PFC application was submitted to the FAA on August 19, 2013 for \$64 million dollars which would attenuate eight schools including:

Inglewood High School	Child Dev. Ctr at Woodworth Elementary
Morningside High School	Hudnall Elementary School
Monroe Middle School	Payne Elementary School
Woodworth Elementary School	Oak Street Elementary School

The FAA had 120 days to respond to the application unless additional information was requested. The FAA requested additional information which LAWA provided. The FAA's final response was expected in 2014.

3.0.I MM-LU-5 Upgrade and Expand Noise Monitoring Program

The LAX Master Plan MMRP states:

“Upgrade and Expand Noise Monitoring Program. LAWA shall upgrade and expand its existing noise monitoring program in surrounding communities through new system procurement, noise monitor location, and equipment installation. Permanent or portable monitors shall be located in surrounding communities to record noise data 24 hours per day, seven days per week for correlation with FAA radar data to cross-reference noise episodes with flight patterns. The upgraded system will support LAWA and other jurisdictional ANMP's when considering adjustments to airport noise mitigation boundaries.”

Status→ Completed:

On February 4, 2010, CalTrans approved LAWA's Noise Monitoring Plan for LAX, ONT, and VNY airports that included the upgraded and expanded ANMMS. The system is fully functional at this time.

As part of the new system design, LAWA replaced all of the actual noise monitoring equipment located throughout the communities impacted by LAX operations. LAWA installed many new permanent noise monitors to better represent the actual noise levels in different areas, including areas well outside of the current 65 dB CNEL Noise Impact Area. A total of 39 noise monitors have been installed at LAX and all are operational. These monitors all are permanent sites, and will be collecting data continuously. Data from each site is downloaded nightly into the ANOMS system, and processed with the flight data to determine the noise levels associated with airport operations. The data then is used to calculate the annual noise levels represented in the State-required Quarterly Reports.

4.0 Surface Transportation (On-Airport)

4.0.A ST-2 Non-Peak CTA Deliveries

The LAX Master Plan MMRP states:

“Non-Peak CTA Deliveries. Deliveries to the CTA terminal reconstruction projects will be limited to non-peak traffic hours whenever possible.”

Status→ Ongoing:

Deliveries that require lane closures in the Central Terminal Area (CTA) were reviewed by LAWA staff. Restrictions were imposed, whenever possible, to limit these deliveries during certain times of the day or certain days of the week depending on anticipated traffic impacts.

4.0.B ST-7 Adequate GTC, ITC, and APM Design

The LAX Master Plan MMRP states:

Adequate GTC, ITC, and APM Design. *LAWA will ensure that the surface transportation system and curbside for the GTC and ITC, commercial vehicle staging areas, and APM systems will be designed to adequately accommodate all forecast vehicular activity through 2015.*

Status→ No action required at this time:

The Specific Plan Amendment Study (SPAS) reevaluated the original designs for the surface transportation system and curbside for the GTC and ITC, commercial vehicle staging areas and APM systems at LAX. In April 2013, the Los Angeles City Council authorized LAWA to move forward with studying a revised transportation system for LAX, which consists of an Automated People Mover (APM) system, Intermodal Transportation Facility (ITF) and Consolidated Rent-A-Car Center (CONRAC). LAWA is developing project detail and project level environmental analysis to accommodate all forecasted vehicular activity at LAX.

4.0.C ST-8 Limited Short-Term Lane Closures

The LAX Master Plan MMRP states:

Limited Short-Term Lane Closures. *When construction of any new ramps at the Century Boulevard/Sepulveda Boulevard interchange or construction for the GTC, ITC, or APM elevated structures require short-term lane closures, the lane closures will be for as brief a period as practical, with a goal that closures would principally be scheduled for non-peak periods.”*

Status→ No action required at this time:

No new ramps at the Century Boulevard/Sepulveda Boulevard interchange were constructed in 2013, and the GTC, ITC, and the APM were not under design in 2013.

4.0.D MM-ST-1 Require CTA Construction Vehicles to Use Designated Lanes

The LAX Master Plan MMRP states:

Require CTA Construction Vehicles to Use Designated Lanes. *Whenever feasible, construction vehicles shall be restricted to designated roadways or lanes of traffic on CTA roadways adjacent to the existing close-in parking, thus limiting the mix of construction vehicles and airport traffic.”*

Status→ Ongoing:

LAWA staff reviews and approves worksite traffic control plans for construction projects within the CTA. These worksite traffic control plans include routing of construction vehicles.

4.0.E MM-ST-2 Modify CTA Signage

The LAX Master Plan MMRP states:

“Modify CTA Signage. *During construction, additional signage will be installed, as required, to separate construction traffic from non-construction traffic to the extent feasible.”*

Status→ Ongoing:

LAWA staff reviews and approves worksite traffic control plans for construction projects within the CTA. These worksite traffic control plans include the need for additional and modified signage.

4.0.F MM-ST-3 Develop Designated Shuttle Stops for Labor Buses and ITC-CTA Buses

The LAX Master Plan MMRP states:

“Develop Designated Shuttle Stops for Labor Buses and ITC-CTA Buses. *Develop shuttle stops for labor buses (i.e. buses carrying construction workers) and the ITC-CTA shuttle buses at the CTA arrivals level. All ITC-CTA shuttle buses will be routed to these lower level (arrivals) curb areas. These buses will not circulate through the upper level (departures) curbside.”*

Status→ No action required at this time:

There were no LAX Master Plan projects that required labor or shuttle buses for construction workers in the CTA in 2013.

5.0 Surface Transportation (Off-Airport)

5.0.A ST-9 Construction Deliveries

The LAX Master Plan MMRP states:

“Construction Deliveries. *Construction deliveries requiring lane closures shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.”*

Status→ Ongoing:

LAWA staff reviews and approves worksite traffic control plans for LAWA construction projects. These worksite traffic control plans include restrictions on construction deliveries requiring lane closures.

5.0.B ST-12 Designated Truck Delivery Hours

The LAX Master Plan MMRP states:

“Designated Truck Delivery Hours. *Truck deliveries shall be encouraged to use night-time hours and shall avoid the peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.”*

Status→ Ongoing:

All 2013 delivery schedules for the Bradley West Project were reviewed by LAWA staff to avoid peak traffic periods, whenever possible. In 2013, individually-reviewed waivers were occasionally granted for peak-hour deliveries on a case-by-case basis.

5.0.C ST-14 Construction Employee Shift Hours

The LAX Master Plan MMRP states:

“Construction Employee Shift Hours. *Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m. to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.”*

Status→ Ongoing:

All 2013 employee work schedules previously approved as part of the Construction Traffic Management Plan for the Bradley West Project were monitored for compliance, and there were no employee shift hours that coincided with the heaviest commuter traffic periods.

5.0.D ST-16 Designated Haul Routes

The LAX Master Plan MMRP states:

“Designated Haul Routes. *Every effort will be made to ensure that haul routes are located away from sensitive noise receptors.”*

Status→ Ongoing:

Each haul route used in 2013 was approved by LAWA and the Los Angeles Department of Building and Safety (LADBS) to ensure that they were located away from sensitive noise receptors.

5.0.E ST-17 Maintenance of Haul Routes

The LAX Master Plan MMRP states:

“Maintenance of Haul Routes. *Haul routes on off-airport roadways will be maintained periodically and will comply with City of Los Angeles or other appropriate jurisdictional requirements for maintenance. Minor striping, lane configurations, and signal phasing modifications will be provided as needed.”*

Status→ Ongoing:

Responsibility for maintenance of off-airport roadways falls under jurisdiction of the City of Los Angeles Bureau of Street Services. In 2013, there were no instances that required any off-airport street repairs along haul routes. LAWA did follow up with a project contractor to do street sweeping on an off-airport roadway.

5.0.F ST-18 Construction Traffic Management Plan

The LAX Master Plan MMRP states:

“Construction Traffic Management Plan. *A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.”*

Status→ Ongoing:

The LAWA-approved Construction Traffic Management Plan for the Bradley West project continued to be used in 2013; requests for modifications to the Plan were reviewed and approved by LAWA staff prior to implementation.

5.0.G ST-19 Closure Restrictions of Existing Roadways

The LAX Master Plan MMRP states:

“Closure Restrictions of Existing Roadways. *Other than short time periods during nighttime construction, existing roadways will 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. This will recognize that there are three functions taking place concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities.”*

Status→ Ongoing:

In 2013, existing roadways remained open unless a temporary detour route was available to serve the same function.

5.0.H ST-20 Stockpile Locations

The LAX Master Plan MMRP states:

“Stockpile Locations. *Stockpile locations will be confined to the eastern area of the airport vicinity, to the extent practical and feasible. After the eastern facilities are under construction in Alternative D, stockpile locations will be selected that are as close to I-405 and I-105 as possible, and can be accessed by construction vehicles with minimal disruption to adjacent streets. Multiple stockpile locations may be provided, as required.”*

Status→ Ongoing:

Multiple stockpile locations near work locations were utilized and approved by LAWA as needed.

5.0.I ST-21 Construction Employee Parking Locations

The LAX Master Plan MMRP states:

“Construction Employee Parking Locations. *During construction of the eastern airport facilities, employee parking locations will be selected that are as close to I-405 and I-105 as possible and can be accessed by employee vehicles with minimal disruption to adjacent streets. Shuttle buses will transport employees to construction sites. In addition, remote parking locations (of not less than 1 mile away from project construction activities) will be established for construction employees with shuttle service to the airport. An emergency return system will be established for employees that must leave unexpectedly.”*

Status→ No action required at this time:

This measure was not applicable during this reporting period because eastern airport facilities were not under construction.

5.0.J ST-22 Designated Truck Routes

The LAX Master Plan MMRP states in part:

“Designated Truck Routes. *For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages....”*

Status→ Ongoing:

Each designated route on City streets was approved by LADOT’s Bureau of Traffic Management and LADBS.

5.0.K ST-23 Expanded LAX Gateway Improvements/Greening of Impacted Communities

The LAX Master Plan MMRP states in part:

“Expanded LAX Gateway Improvements/Greening of Impacted Communities. *Gateway LAX improvements will be enabled through transportation improvements along Century Boulevard to the east as they are proposed to extend into low-income and minority communities in the City of Inglewood. LAWA anticipates making financial contribution, on a fair-share basis up to a maximum of ten million dollars, to various off-airport surface transportation related components.”*

Status→ In Progress:

The funding and implementation of the Master Plan commitments, as well as the MMRP mitigation measures, are subject to LAWA’s ability to use airport revenue to the extent permissible under federal law and policies, or to develop other state or federal funding sources. In 2006, LAWA requested a determination on the use of funds for this measure. As LAWA had not received a final determination on whether airport revenues may be used, LAWA submitted a new request on December 3, 2013 that FAA make a determination to provide funding for MMRP Commitment ST-23, Expanded Gateway Improvements/Greening of Impacted Communities. LAWA had not received FAA’s formal response during the 2014 reporting period.

5.0.L ST-24 Fair Share Contribution to Congestion Management Plan (CMP) Improvements

The LAX Master Plan MMRP states in part:

“Fair Share Contribution to Congestion Management Plan (CMP) Improvements. *At the time of substantial completion of the LAX Master Plan, LAWA will contribute funding on a fair-share basis to future transportation improvements identified through the Congestion Management Plan (CMP) analysis completed for Alternative D.”*

Status→ No action required at this time:

As the LAX Master Plan was not substantially complete in 2013, no action was required.

5.0.M MM-ST-6 Add New Traffic Lanes

The LAX Master Plan MMRP states in part:

“Add New Traffic Lanes. *Traffic lanes shall be added to select intersections to the satisfaction of LADOT or other appropriate jurisdiction, sufficient to increase the capacity of the intersection without unnecessarily reducing sidewalk widths, removing on-street parking, or encroaching onto other land uses.”*

Status→ No action required at this time:

Per the LAX Master Plan traffic mitigation program, no action was required in 2013.

5.0.N MM-ST-7 Restripe Existing Facilities

The LAX Master Plan MMRP states in part:

“Restripe Existing Facilities. *Existing traffic lanes shall be restriped to the satisfaction of LADOT or other appropriate jurisdiction, so that additional lane capacity will be provided without adding any new pavement to the intersection or road segment.”*

Status→ No action required at this time:

Per the LAX Master Plan traffic mitigation program, no action was required in 2013.

5.0.O MM-ST-8 Add ATSAC, ATCS or Equivalent

The LAX Master Plan MMRP states in part:

“Add ATSAC, ATCS or Equivalent. *Automated Traffic Surveillance and Control (ATSAC) or Adaptive Traffic Control System (ATCS) capability or equivalent shall be added to select intersections to the satisfaction of LADOT or other appropriate jurisdiction. The improved capability will result in a more effective traffic signal network.”*

Status→ No action required at this time:

Per the LAX Master Plan traffic mitigation program, no action was required in 2013.

5.0.P MM-ST-10 Modify Signal Phasing

The LAX Master Plan MMRP states in part:

“Modify Signal Phasing. *The traffic signal phasing of select intersections shall be modified to the satisfaction of LADOT or other appropriate jurisdiction, to allow more efficient use of the intersections, particularly those that will experience a notable change in traffic characteristics as a result of the project.”*

Status→ No action required at this time:

Per the LAX Master Plan traffic mitigation program, no action was required in 2013.

5.0.Q MM-ST-12 Provide New Ramps Connecting I-105 to LAX Between Aviation Boulevard and La Cienega Boulevard

The LAX Master Plan MMRP states:

“Provide New Ramps Connecting I-105 to LAX Between Aviation Boulevard and La Cienega Boulevard. *These ramps shall be provided to allow for direct access and egress to/from the ITC and GTC via I-105, between Aviation Boulevard and La Cienega Boulevard. A feasibility study is underway to determine the best design for these ramps.”*

Status→ No action required at this time:

No action was required in 2013 as the Intermodal Transportation Center (ITC) and the Ground Transportation Center (GTC) were not under design.

5.0.R MM-ST-13 Create a New Interchange at I-405 and Lennox Boulevard

The LAX Master Plan MMRP states:

“Create a New Interchange at I-405 and Lennox Boulevard. *This interchange shall provide grade-separated ramps from I-405 directly into airport property, and vice-versa. It shall be located approximately mid-way between Century Boulevard and Imperial Highway. A feasibility study is underway to determine the best design for the interchange. Should this proposed interchange not be constructed, suitable and alternate traffic mitigation measures shall be designed and implemented to the satisfaction of LADOT and the Bureau of Engineering.”*

Status→ No action required at this time.

Per the LAX Master Plan traffic mitigation program, no action was required in 2013.

5.0.S MM-ST-14 Ground Transportation/Construction Coordination Office Outreach Program

The LAX Master Plan MMRP states:

“Ground Transportation/Construction Coordination Office Outreach Program. *The construction coordination office proposed in Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office, shall establish appropriate mechanisms to involve and coordinate with other major airport-*

area development projects to the extent feasible, to ensure that the cumulative impacts of construction in the airport area are coordinated and minimized.”

Status→ Ongoing:

In 2013, LAWA's Coordination and Logistic Management (CALM) team worked in cooperation with LAWA staff including Terminal Operations, Airport Police, Capital Programming and Planning Group, and Commercial Development Group, to monitor construction traffic, coordinate lane and roadway closures and analyze the need for additional traffic controls. The CALM team ensured, to the extent feasible, that cumulative impacts related to the construction of the Central Utility Plant, New Face of the CTA, elevator/escalator upgrades and other LAX improvement projects were minimized. In addition, LAWA staff coordinated with Metro and its contractors regarding the plans for the Crenshaw/LAX Transit Project to minimize potential impacts of the project on area traffic.

5.0.T MM-ST-15 Provide Fair-Share Contributions to Transit Improvements

The LAX Master Plan MMRP states in part:

“Provide Fair-Share Contributions to Transit Improvements. Provide fair-share contributions to benefit transit to and from LAX to the satisfaction of LADOT and/or other appropriate jurisdiction or agency.”

Status→ No action required at this time.

No action was required in 2013.

5.0.U MM-ST-16 Provide Fair-Share Contribution to LA County's project to extend the Marina Expressway

The LAX Master Plan MMRP states in part:

“Provide Fair-Share Contribution to LA County's project to extend the Marina Expressway. Provide fair-share contribution to Los Angeles County's project to extend the Marina Expressway (Route 90) to Admiralty Way or complete alternative off-site improvements at the following intersections: By 2015: Lincoln Boulevard & Washington Boulevard, Bali Way & Lincoln Boulevard, Fiji Way & Lincoln Boulevard, Lincoln Boulevard & Marina Expressway, Lincoln Boulevard & Maxella Avenue, Lincoln Boulevard & Mindanao Way...”

Status→ No action required at this time:

Per Los Angeles County, the Marina Expressway extension project is not currently programmed or funded. Per the LAX Master Plan traffic mitigation program, no action was required in 2013 for the alternative off-site improvements.

6.0 Relocation of Residences and Businesses

6.0.A RBR-1 Residential and Business Relocation Program

The LAX Master Plan MMRP states in part:

“Residential and Business Relocation Program. *To address the acquisition of properties and relocation of businesses and residents associated with the proposed Master Plan, LAWA will prepare a Residential and Business Relocation Plan (Relocation Plan) in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, state and local regulations, and FAA Advisory Circular 150/5100-17, prior to the commencement of acquisition.”*

Status→ Completed:

LAWA completed an LAX Master Plan Program, Alternative D Draft Relocation Plan on April 2004 in accordance to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Title 49 Code of Federal Regulations Part 24 to address proposed acquisition and relocation of properties under Alternative D of the LAX Master Plan. However, no LAX Master Plan improvements requiring acquisition and relocation in the Alternative D Proposed Property Acquisition Areas occurred in 2013.

6.0.B MM-RBR-1 Phasing for Business Relocations

The LAX Master Plan MMRP states in part:

“Phasing for Business Relocations. *To maximize opportunities for airport/airport-dependent businesses and other businesses being acquired to relocate in proximity to their current sites, LAWA shall, to the maximum degree feasible, schedule acquisition phasing and/or development phasing to accommodate interested parties on airport property in a manner that would avoid delays to the overall construction and development schedule.”*

Status→ No action required at this time:

This measure was not applicable at this reporting period, as no LAX Master Plan improvements requiring acquisition and relocation in the Alternative D Proposed Property Acquisition Areas occurred in 2013

6.0.C MM-RBR-2 Relocation Opportunities through Aircraft Noise Mitigation Program

The LAX Master Plan MMRP states in part:

“Relocation Opportunities through Aircraft Noise Mitigation Program. *As a special project under the Aircraft Noise Mitigation Program (ANMP) for LAX, LAWA shall coordinate with the City of Inglewood and the County of Los Angeles to identify residential land uses that are subject to high levels of aircraft noise where land acquisition and conversion to compatible land uses is contemplated under applicable plans or is otherwise deemed appropriate.”*

Status→ Ongoing:

LAWA supports the efforts of Inglewood and Los Angeles County in using land acquisition to achieve land use compatibility. However, because LAWA does not run their mitigation programs, it is up to those jurisdictions to identify properties for acquisition and make requests for funding to LAWA via the Grant Implementation Plan (GIP) process. During 2013, neither Inglewood nor the County submitted an acquisition GIP. Los Angeles County has never identified any properties for acquisition, and has no plans to submit an acquisition GIP.

7.0 Environmental Justice

LAWA has worked with local and contracting communities to develop programs that address the current and projected demands for qualified employees and contractors. Some of these programs are:

7.0.A EJ-1 Aviation Curriculum

The LAX Master Plan MMRP states:

“Aviation Curriculum. LAWA will work with local school districts to offer aviation-related curriculum at elementary schools, middle schools, high schools and colleges in affected communities near the Los Angeles International Airport. Potential pilot schools could include: Beulah Payne Elementary School, Lennox Middle School, Hillcrest Continuation School, Inglewood High School, Morningside High School, and Los Angeles Southwest College.”

Status→ Ongoing:

In 2013, LAWA continued to coordinate with the local school districts in developing aviation-related curriculum. In July, LAWA offered a one-week Aviation Careers Education Academy for middle school students and another for high school students. Students were recruited from Orville Wright Middle School, Westchester High School, and from all area high schools. LAWA also offered an on-site Flight Simulation training for students at Orville Middle School in Westchester. LAWA held a Santa Fly-In event in December 2013 for more than 250 kindergarten students. At this event, students were given safety talks and introduced to airport-related jobs.

7.0.B EJ-2 Aviation Academy

The LAX Master Plan MMRP states:

“Aviation Academy. LAWA will work with local school districts to provide comprehensive educational and trade training for aviation-related careers, targeting students in the affected communities to provide them with increased career opportunities.”

Status→ Ongoing:

The Aviation Career Education (ACE) Academy is a free, week-long motivational program to provide students with a basic understanding of career opportunities within the aviation industry, as well as a general knowledge about LAX. This program is open

to seventh-and eighth-grade students (between the ages of 12 and 14) and high school students (between the ages of 15 and 18) in communities surrounding LAX, including El Segundo, Hawthorne, Inglewood, Lennox, and Westchester/Playa del Rey. Program participants attend site visits and presentations by organizations such as the Federal Aviation Administration, NASA Jet Propulsion Laboratory, Transportation Security Administration, Airlines, Encore Flight Academy, Los Angeles Airport Police, LAX Airport Operations, and others. Approximately 22 local students participated in the program during the summer of 2013.

The Gateways Internship Program was launched by LAWA as a collaborative initiative of the Inglewood Unified School District, South Bay Private Industry Council, and the Los Angeles World Airports. The program was developed as one of several approaches to address the current and projected demand for qualified employees to fill positions at LAWA. This program provides paid and non-paid internships to local youth currently attending high school or college and has been expanded to include the Los Angeles Unified School District, Centinela Valley High School District, and the El Segundo Unified School District. The program consists of a high school and a college internship component. The goal of the program is to expose local high school and college students to career opportunities in the aviation industry. This is accomplished by providing on-the-job practical experience in the aviation field through education, training and mentoring programs and activities. In 2013, 53 students participated in the internship program.

AIRCademics, "Passport to Art Program" is comprised of a 30-week curriculum offered by LAWA. This school-to-career enrichment program focuses on teaching the subjects of science, math, reasoning, and aviation through the completion of art projects. Participants, who are of middle school age, also learn about the history of flight while attending lectures and field trips. The final class project is the creation of a comic book about LAX. LAWA is working on a new Request-for-Proposal and the program is pending a new contract.

Job Shadow Day is an opportunity for students to learn about the aviation industry and its career possibilities while experiencing the workplace. LAWA hosts a group of students and introduces them to the airport and the career possibilities in aviation. Each student shadows an airport employee throughout the day to witness the individual's daily work activities. In 2013, LAWA coordinated with the Westchester Aviation and Science Magnet High School from the Los Angeles Unified School District to host Job Shadow Day for approximately 50 students. In 2013, LAWA also coordinated with the Judge Albert Monroe Middle School Honor Society from the Inglewood Unified School District to host Job Shadow Day for 23 students.

The "Flight Path Flyer" flight simulation program offers basic flying skills and operating techniques on flight simulators for six-Saturday sessions at the Flight Path Museum at LAX. This community-educational based program is free and offered three times per year aimed at novice students, ranging from middle school to senior citizens. This year, each class offered one student per simulator, offering a more structured and personal class. In 2013, 66 students in the local communities participated in the flight simulation program. 22 were students from the Loyola Marymount University Reserve Officers' Training Corps (ROTC).



Student participating in Flight Simulation Program hosted at the LAX Flight Path Museum

LAX Airfield Construction Tours is an opportunity for students to learn about the various improvements being made at LAX while also learning about careers and jobs in aviation. In 2013, LAX Community Relations hosted the Zeta Rho Foundation, an organization that serves the Los Angeles inner-city and airport area minority students, to a tour to learn about the architecture of the Bradley West Project. Students were mentored by professional architects about careers, construction techniques and physical attributes of the LAX Bradley West Project. Approximately 36 students and 18 trainers attended the architectural educational training at LAX.

Passport to Success – Making Summer Learning Fun, launched by the Families In Schools (FIS) organization, is an innovative family engagement initiative to reduce summer learning loss by encouraging students and families to participate in summer learning activities. LAWA participated in the program by hosting the Flight Path Learning Museum at LAX to the FIS organization to promote aviation related career to students from preschool through 5th grade. During the summer of 2013, LAWA hosted 105 students from LAUSD and surrounding schools.

LAWA is continually coordinating with local school districts to provide education and trade training programs for aviation-related careers. Positive feedback was received from participants surveyed in these LAX education outreach programs.

7.0.C EJ-3 Job Outreach Center

The LAX Master Plan MMRP states in part:

“Construction and Other LAX-Related Job Outreach - LAWA will create or utilize an existing resource center to assist historically underrepresented and at-risk local residents to find construction and other substantive jobs with LAWA and surrounding airport-related businesses through training and comprehensive outreach.”

Status→ Ongoing:

Gateways Internship Program

The Gateways Internship Program provides college and high school students with exposure to career opportunities in the aviation industry and other airport-related jobs. The Gateways Program gives students on-the-job practical experience in various airport jobs through education, training, and mentoring activities to better prepare them to enter the workforce.

The Gateways Internship Program has worked with various colleges such as UCLA, USC, Cal State University of Long Beach, Cal State University of Los Angeles, Loyola Marymount, West Los Angeles College, Cal State Fullerton, CSUN, Cal State University Dominguez Hills, Chapman-Brandman University, Cerritos College, Santa Monica College, East Los Angeles Community College, Trade Technical College, Southwest College, and Cerro Coso College.

LAWA also works with Watts Labor Community Action Committee (WLCAC), and Los Angeles Job Corps to place students into its internship program. Since its inception, the Gateways Program has placed more than 1100 students in a wide range of internship positions including: Accounting, Administrative, Airfield Operations, Airports Development, City Attorney Office, Commercial Development Group, IMTG, Engineering and Facilities Management, Environmental Management, Landside, Noise Management, Community Relations, Public Relations, and FAA-related.

LAWA's Gateways Program is comprised of three internship programs:

- *Gateways College Student Professional Worker Program*
- *Gateways Volunteer Internship Program*
- *Gateways International Student Professional Worker Program*

In 2013, the BJRC placed 53 students through its three programs within various internships in LAWA Divisions. This is an increase over the 2012 placements. The 2013 level of placements was accomplished primarily through assistance from funding partners including community and faith based organizations and colleges.

The BJRC conducted extensive outreach to students by attending Career Day events at colleges, posting internship job descriptions to the college career sites, and connecting with various college career centers and advisors. BJRC also disseminated internship information at 29 community job fairs. Additionally, the BJRC continued its relationship with Cerritos College to place Information Technology students with LAWA. The BJRC also continued to work with the City of Los Angeles Public Works High School Internship Program and the Brotherhood Crusade by placing their students into LAWA Divisions through LAWA's Gateways Internship Program.

In addition to students from local and out-of-state schools, the BJRD also attracts international students who wish to volunteer at LAX. BJRC hosted international students from China, Germany, Korea, Japan and France.

For more information on The Gateways Internship Program, please visit the program website at <http://www.lawa.org/bjrc/Education.aspx?id=2950>.

Job Training Program

Although the FAA has not approved a job training program (JTP) for LAWA, and therefore no LAWA funds may be used for job training, LAWA leverages its relationships with various agencies funded to provide job training.

By leveraging relationships with over 16 JTP partners, LAWA, through its Business and Job Resources Division (BJRD), initiated its JTP in January 2007. LAWA was

successfully able to work with agencies funded through other means to provide job training opportunities to residents in the Project Impact Area (PIA). Currently, LAWA is working with agencies that provide an array of training, including computer skills, customer service, time management, bilingual skills, leadership skills, and other classes.

Many local residents have completed training in customer service, retail sales, auto mechanics and other disciplines through the LAWA partnerships. The Mayor's Office has initiated discussions with area Work Source Centers, the Los Angeles Community College District and surrounding LAWA businesses to conduct Hospitality Training for local residents. Plans are underway to create training modules that will result in career paths for residents within the hospitality industry. Upon the completion of training, these candidates will be well-positioned to compete for job opportunities at the hotels or with various Airport employers.

JTP Referrals:	2013: 75	Program-to-Date:	769
Completed Training:	2013: 48	Program-to-Date:	444

Contact information for the Business Jobs Resource Center (BJRC) is posted at <http://www.lawa.org/bjrc/About.aspx?id=1968>.

First Source Hiring Program

The First Source Hiring Program (FSHP) is designed to provide residents from the communities immediately surrounding the airport and those most impacted by airport operations access to airport jobs. Those communities are a part of the Project Impact Area (PIA) and are comprised of South Los Angeles, El Segundo, Hawthorne, Inglewood and Lennox.

The FSHP is now automated with an Applicant Tracking System (ATS) to quickly assist those LAWA employers in need of prescreened and qualified individuals for employment consideration. Over 18,000 people have registered and posted their resumes on LAWA's ATS.

The Business and Jobs Resources Center (BJRC) works closely with area Work Source and One-Stop Centers, community and faith-based organizations that serve the airport area and beyond, to register potential candidates on the ATS for positions with LAWA employers. FSHP is training the job developers at these organizations to prescreen and qualify their clients to be eligible for opportunities at LAWA as they arise. Their clients are able to post their resumes and apply for positions and those applications are reviewed by hiring managers in the terminals.

The BJRC also participates in the Mayor's monthly roundtable with the Port of Los Angeles and the Los Angeles Department of Water and Power to discuss and work through workforce development initiatives and on the Mayor's South Los Angeles Initiative. The purpose of this initiative is to ensure job opportunities for those residents that experience disproportionate levels of poverty and unemployment compared to the general population, many of whom live in the designated Project Impact Area.

As new concessions contracts are being awarded, BJRC will be working with the prime contractors to coordinate Targeted Recruitment Events and bring prescreened

candidates for interview consideration. The opening of the Tom Bradley International Terminal (TBIT) in September 2013 and the Post-Screen Retail and Food Service Pavilion managed by Westfield brought significant new employment opportunities to LAWA.

During 2013, BJRC hosted targeted recruitment events for the following companies at BJRC Offices:

- *HMS Host Targeted Recruitment Job Fair – April 6*
- *Duty Free Shops (DFS) Targeted Recruitment Job Fair – May 6*
- *Sodexo Job Restaurant Employee Fair (Hilton Garden Inn - El Segundo) – May 3 & 24*
- *HMS Host Targeted Recruitment Job Fair – July 20*
- *HMS Host Targeted Recruitment Job Fair – July 27*
- *Duty Free Shops (DFS) Career Fair Event (Hilton - San Gabriel) – July 30*
- *Duty Free Shops (DFS) Beauty Career Fair – August 16*

Human Resources Managers from these companies utilized office space at BJRC to conduct interviews away from their confined space in the terminals. These events yielded many new hires for their respective companies.

As of 12/31/2013 - Actual

FSHP Referrals:	2013: 2,549	Cumulative: 11,622
FSHP Hires:	2013: 141	Cumulative: 1,137
FSHP Hires Living in PIA:	2013: 50	

For more information on the First Source Hiring Program, please visit the program website at <http://www.lawa.org/bjrc/Employment.aspx?id=2058>.

7.0.D EJ-4 Community Mitigation Monitoring

The LAX Master Plan MMRP states:

“Community Mitigation Monitoring. *LAWA will include community participation in monitoring the implementation of the final Mitigation Measures and Master Plan Commitments in order to ensure agency compliance and accountability. The community participation will include a diverse group of residents, stakeholders, environmental specialists and community leaders that will convene on a regular basis.”*

Status→ In Progress:

The LAX Master Plan Stakeholders Liaison Office (LAX MP SLO) was created as a component of the LAX Plan and the LAX Specific Plan by the Los Angeles City Council to ensure public participation in the implementation of the LAX Master Plan. The LAX MP SLO provides stakeholders with direct access to applicable information on the LAX Master Plan. In addition, the SLO continues to provide the communities with notifications that solicit public comments, e.g., Notice of Preparation, Draft

Environmental Impact Reports (DEIR's), Draft Environmental Assessments, Executive Director's Report, and LAX Plan Compliance Notifications.

In 2013 the SLO notified stakeholders of the following master plan projects:

- West Aircraft Maintenance Area
 - Notice of Availability of a Draft EIR and Public Workshop
- Midfield Satellite Concourse
 - Release of Notice of Preparation and Initial Study
 - Notice of Public Scoping Meetings
 - Notice of Availability of a Draft EIR and Public Workshop

8.0 Air Quality

8.0.A AQ-1 Air Quality Source Apportionment Study

The LAX Master Plan MMRP states in part:

"Air Quality Source Apportionment Study. LAWA will conduct an air quality source apportionment study to evaluate the contribution of on-airport aircraft emissions to off-airport air pollutant concentrations."

Status→ Completed:

The LAX Air Quality and Source Apportionment Study (AQSAS) was completed in 2013, and presented to LAWA's Board of Airport Commissioners on June 18, 2013.

The Final Report was posted on the project website, and hard copies of the report were available for public review at the District Office of Councilmember Bill Rosendahl and his successor, Mike Bonin, located at 7166 W Manchester Avenue, Los Angeles, 90045 and at the following public libraries:

- Westchester-Loyola Village Branch Library, 7114 West Manchester Avenue, Los Angeles, CA 90045
- Inglewood Library, 101 West Manchester Boulevard, Inglewood, CA 90301
- El Segundo Library, 111 West Mariposa Avenue, El Segundo, CA 90245



LAX AQSAS Community East monitoring station measuring air pollutants



LAX AQSAS Public Symposium

A Public Symposium was held on Saturday, September 28, 2013 at The Proud Bird Restaurant in Los Angeles to discuss the LAX Air Quality and Source Apportionment Study (AQSAS). Key technical team members presented the study's findings, followed by an hour-long, facilitated question and answer period. Informational materials regarding the study were also provided. The study and informational materials can be found on the web page titled, Final Report and Materials, at <http://www.lawa.org/AirQualityStudy.aspx?id=7716>.

Several options were offered for submitting written input on the Study, including at the public symposium, or online at <http://www.lawa.org/airqualitystudy>, or by e-mail to airqualitystudy@lawa.org; or by mail to: Los Angeles World Airports, Environmental Services Division, Attention: LAX AQSAS, 7301 World Way West, 3rd Floor, Los Angeles, CA 90045-5803. The original public input period was from June 16, 2013 to October 11, 2013, but was later extended to November 7, 2013 at the request of The Neighborhood Council of Westchester/Playa. The report with public feedback appended was anticipated to be posted on the project website in 2014.

In 2013, LAWA's LAX Air Quality and Source Apportionment Study was selected as the Airports Council International-North America (ACI-NA) runner-up for the Environmental Management Award in the Outreach, Education and Community Involvement category. The AQSAS was the first apportionment study of its kind at a major airport.

The completion of this study fulfills the LAX MMRP Commitment AQ-1 to conduct an air quality source apportionment study.

8.0.B AQ-2 School Air Filters

The LAX Master Plan MMRP states:

School Air Filters. LAWA will provide funding for air filtration system at qualifying public schools with air conditioning systems in place. The qualifying schools will be determined based upon review of the conclusions and recommendations of the Air Quality Source Apportionment Study to be conducted in Master Plan Commitment AQ-1."

Status→ In Progress:

The funding and implementation of the Master Plan commitments, as well as the MMRP mitigation measures, are subject to LAWA's ability to use airport revenue to the extent permissible under federal law and policies, or to develop other state or federal funding sources. On December 3, 2013, LAWA requested that the FAA make a determination on whether airport revenues may be used to provide funding for MMRP Commitment AQ-2, School Air Filters. LAWA had not received FAA's formal response during the 2013 reporting period.

8.0.C AQ-3 Mobile Health Research Lab

The LAX Master Plan MMRP states:

Mobile Health Research Lab. LAWA will explore the ability to fund/co-fund, to the extent feasible and permissible by federal and local regulations, or seek funding sources to support the goal of a Mobile Health Research Lab. The goal of the Mobile Health

Research Lab will be to research and study, not diagnose or treat, upper respiratory and hearing impacts that may be directly related to the operation of LAX."

Status→ In Progress:

The funding and implementation of the Master Plan commitments, as well as the MMRP mitigation measures, are subject to LAWA's ability to use airport revenue to the extent permissible under federal law and policies, or to develop other state or federal funding sources. On December 3, 2013, LAWA requested that the FAA make a determination on whether airport revenues may be used to provide funding for MMRP Commitment AQ-3, Mobile Health Research Lab. LAWA had not received FAA's formal response during the 2013 reporting period.

8.0.D MM-AQ-1 LAX Master Plan – Mitigation Plan for Air Quality (Framework)

The LAX Master Plan MMRP states in part:

"LAX Master Plan - Mitigation Plan for Air Quality - LAWA shall expand and revise the existing air quality mitigation programs at LAX through the development of an LAX Master Plan – Mitigation Plan for Air Quality (LAX MP-MPAQ)."

Status→ Completed:

In 2005, LAWA completed a Mitigation Plan for Air Quality that established the overall framework for the implementation of specific measures for mitigating air quality impacts associated with the LAX Master Plan. The MM-AQ-1 Plan was adopted by the Board of Airport Commissioners in December 2005, in conjunction with approval of the SAIP (i.e., prior to implementation of the first project under the LAX Master Plan).

8.0.E MM-AQ-2 Construction-Related Mitigation Measures

The LAX Master Plan MMRP states in part:

"Construction-Related Mitigation Measures - The required components of the construction-related air quality mitigation measures are itemized below [starting on page 4-725 of the FEIR]. These components include numerous specific actions to reduce emissions from on-road and non-road mobile sources and stationary engines. All of these measures must be in place prior to commencement of the first Master Plan construction project and must remain in place through build out of the Master Plan. An implementation plan will be developed which provides available details as to how each of the elements of this construction-related mitigation measures will be implemented and monitored."

Status→ Completed:

LAWA completed a Construction-Related Mitigation Plan that set forth specific implementation requirements for the measures referenced in the FEIR. The MM-AQ-2 Plan was adopted by the Board of Airport Commissioners in December 2005, in conjunction with approval of the SAIP (i.e., prior to implementation of the first project under the LAX Master Plan) and were integrated into the CFTP construction specifications as appropriate. The execution of this implementation plan (i.e., the MM-AQ-2 Plan) will occur in conjunction with construction of each Master Plan project.

8.0.F MM-AQ-3 Transportation-Related Mitigation Measures

The LAX Master Plan MMRP states in part:

"Transportation-Related Mitigation Measure - The primary feature of the transportation-related air quality mitigation measure is the development and construction of at least eight (8) additional sites with Flyaway service similar to the service provided by the Van Nuys Flyaway currently operated by LAWA. The intent of these FlyAway sites is to reduce the quantity of traffic going to and from LAX by providing regional locations where LAX employees and passengers can pick up an LAX-dedicated, clean-fueled bus that will transport them from a FlyAway closer to their home or office into LAX and back."

Status→ In Progress:

LAWA operated four FlyAway routes between LAX and remote boarding locations at Van Nuys, Union Station, Westwood/UCLA and Expo/La Brea Metro Station in 2013. The Expo Station began operation in July 2013. In 2013, the entire network realized an average daily ridership of 4,049 passengers, reduced vehicle emissions by 36,800 pounds each day, and removed 3,164 vehicles trips per day, travelling a combined total of 63,580 miles per day on roads approaching LAX.

Table 1 (below) summarizes the FlyAway network mitigation data for years 2008 through 2013. Note that the ridership on the Westwood FlyAway was down in 2009, from 2008, but more emissions were mitigated due to increased efficiency (service reductions resulted in fewer bus trips for about the same number of passengers). LAWA continues to fine tune and economize FlyAway operations to find a balance that produces the most efficient and productive cost-benefit, taking into consideration emissions reductions, operating cost, customer convenience, safety and reliability.

The methodology and/or data used to calculate emissions and passenger characteristics is based on the most up-to-date models for calendar year 2013 to estimate vehicle emissions for FlyAway bus riders that would have otherwise used an alternate transportation mode. (Prior annual MMRP updates have been calculated using the most current EMFAC model, which was most recently released in 2013.) The emissions calculations also account for changes in the FlyAway operators and the introduction of newer equipment. Additionally, whereas prior MMRP updates relied upon a survey of all passengers at LAX to estimate air passenger transportation mode preferences, the 2013 update bases mode preferences on a more focused survey of FlyAway bus riders.

Promotion of the FlyAway routes in 2013 included: 1) A six-month advertising campaign for the Expo/La Station opening with paid advertising on Expo trains and rail stations, 2) Transit mapping for the FlyAway on Google maps, 3) Continued distribution of FlyAway brochures to Metro, Metrolink, Amtrak, UCLA and other interested parties, 4) LAWA promotion at various travel, aviation and community events, and, 5) complete information about the FlyAway on www.lawa.org, which is directly accessible from www.LAXFlyAway.org.

For 2014, new FlyAway locations are planned for Santa Monica at Main Street/Pico; in Hollywood, on Vine; at the planned Torrance Transit Park & Ride Regional Terminal

(465 Crenshaw Blvd); and at Victory/Woodley Blvd, connecting Orange Line passengers from Chatsworth to North Hollywood to FlyAway service in Van Nuys.

TABLE 1: LAX FlyAway Network Emissions Reduction Summary: CY 2008 thru 2013						
(Emissions reported include NOX, CO, ROG, PM10 and CO2)						
	2008	2009	2010	2011	2012	2013
Van Nuys (since 1975; rebuilt 12/05)						
Ridership	987,705	880,024	807,485	835,346	887,260	890,740
Vehicle Trips Saved	839,491	747,969	686,315	709,995	754,119	741,013
Reduction in Miles Traveled	17.6 million miles	15.7 million miles	14.4 million miles	14.9 million miles	15.8 million miles	15.6 million miles
Emissions reduced	7,400.6 tons	6,455.5 tons	5,595.2 tons	6,033.5 tons	6,296.8 tons	4,808.3 tons
Auto operating cost savings	\$11.0 million	\$9.8 million	\$6.8 million	\$8.4 million	\$9.4 million	\$9.5 million
Union Station (opened 03/06)						
Ridership	433,216	409,491	413,975	434,096	455,919	508,019
Vehicle Trips Saved	368,208	348,043	351,854	368,956	387,504	352,277
Reduction in Miles Traveled	7.3 million miles	6.9 million miles	6.9 million miles	7.3 million miles	7.7 million miles	6.9 million miles
Emissions reduced	2,549.8 tons	2,322.2 tons	2,328.9 tons	2,496.3 tons	2,674.3 tons	1,751.8 tons
Auto operating cost savings	\$4.5 million	\$4.3 million	\$3.3 million	\$4.1 million	\$4.6 million	\$4.2 million
Westwood (opened 06/07)						
Ridership	125,288	115,048	107,136	97,337	84,179	78,030
Vehicle Trips Saved	106,487	97,784	91,059	82,731	71,547	60,460
Reduction in Miles Traveled	1.3 million miles	1.2 million miles	1.1 million miles	1.0 million miles	0.9 million miles	0.7 million miles
Emissions reduced	67.7 tons	211.9 tons	204 tons	187.4 tons	158.2 tons	174.6 tons
Auto operating cost savings	\$796,000	\$731,000	\$618,000	\$562,000	\$511,000	\$441,000
Expo/La Brea Station (opened 7/13)						
Ridership	--	--	--	--	--	1,210
Vehicle Trips Saved	--	--	--	--	--	932
Reduction in Miles Traveled	--	--	--	--	--	7,000 miles
Emissions reduced	--	--	--	--	--	- 19.4 tons
Auto operating cost savings	--	--	--	--	--	\$4,534
Irvine (opened 11/16/09 – closed 08/31/2012)						
Ridership	--	1,500	13,604	16,504	11,897	--
Vehicle Trips Saved	--	1,275	11,563	14,027	10,112	--
Reduction in Miles Traveled	--	60 Th. miles	580 Th. miles	701 Th. miles	505 Th. miles	--
Emissions reduced	--	N/A	- 81 tons	- 20.3 tons	5.5 tons	--
Auto operating cost savings	--	\$40,000	\$327,000	\$397,000	\$301,000	--
Network Summary						
Ridership	1,546,209	1,406,063	1,342,200	1,383,283	1,439,255	1,477,999
Vehicle Trips Saved	1,314,186	1,195,295	1,140,791	1,175,709	1,223,282	1,154,682
Reduction in Miles Traveled	26.2 M. miles	23.8 M. miles	23.0 M. miles	23.9 M. miles	24.9 M. miles	121.8 million miles
Emissions reduced	10,018 tons	8,990 tons	7,966 tons	8,697 tons	9,134.8 tons	6,715.3 tons
Auto operating cost savings	\$16.3 million	\$14.9 million	\$13.0 million	\$13.5 million	\$14.8 million	\$14.1 million

Locations open for first partial year are annualized for reporting purposes in this table (Known ridership and service is assumed as a constant for full year's data) * Irvine data for 2008 and 2012 are each partial year service; Irvine opened 11/16/2009 and closed on 8/31/2012.



LAWA's FlyAway Bus at LAX

The LAX Master Plan MMRP states in part:

"Transportation-Related Mitigation Measure – Other feasible mitigation elements may be developed to ensure that the emission reductions for this transportation-related measure are achieved. These may include, for example"... Clean Vehicle Fleets measures such as:

- Promoting commercial vehicles/trucks/vans using terminal areas (LAX and regional intermodal) to install SULEZ/ZEV engines to reduce vehicle air emissions.



100% of LAWA's LAX Shuttles are fueled by Compressed Natural Gas (CNG)

Status→ In Progress:

LAWA's fleet is the largest Alternative Fuel Vehicle (AFV) airport fleet in the nation and includes over 600 AFVs. In 2013, over 59 percent of LAWA's fleet vehicles and equipment at LAX were AFV's. Additionally, 100 percent of the LAX courtesy shuttle fleet was powered by natural gas. LAWA has a state-of-the-art, high-technology LNG/LCNG fueling station at LAX.



LAWA's AFV program has been recognized as one of the most successful airport AFV programs in the nation and a world-class model for airports and other agencies

8.0.G MM-AQ-4 Operations-Related Mitigation Measures

The LAX Master Plan MMRP states in part:

"Operations-Related Mitigation Measure: *The primary component of the operations-related air quality mitigation measure consists of one airside item, the conversion of ground support equipment (GSE) to extremely low emission technology (such as electric power, fuel cells, or other future technological developments)."*

Status→ In Progress:

LAWA updated the 2007 LAX GSE inventory by completing a comprehensive e-GSE feasibility study in 2013. Based on the updated feasibility study, LAWA reviewed and analyzed strategies and options to achieve GSE emission reductions. These options are being reviewed and analyzed in consultation with airlines. LAWA's GSE strategies are aligned with the California Air Resources Board's current approach to achieving GSE emission reductions.



Current LAX GSE inventory includes emission-saving electric forklift



Current LAX GSE inventory includes emission-saving SmarteCart electric baggage cart retriever

9.0 Hydrology and Water Quality

9.0.A HWQ-1 Conceptual Drainage Plan

The LAX Master Plan MMRP states in part:

"Conceptual Drainage Plan. *Once a Master Plan alternative is selected, and in conjunction with its design, LAWA will develop a conceptual drainage plan of the area within the boundaries of the Master Plan alternative (in accordance with FAA guidelines and to the satisfaction of the City of Los Angeles Department of Public Works, Bureau of Engineering). The purpose of the drainage plan will be to assess area-wide drainage flows as related to the Master Plan project area, and at a level of detail sufficient to identify the overall improvements necessary to provide adequate drainage capacity to prevent flooding."*

Status→ Completed:

LAWA completed a Conceptual Drainage Plan which was adopted in conjunction with the SAIP.

9.0.B MM-HWQ-1 Update Regional Drainage Facilities

The LAX Master Plan MMRP states:

“Update Regional Drainage Facilities. *Regional drainage facilities should be upgraded, as necessary, in order to accommodate current and projected future flows within the watershed of each stormwater outfall resulting from cumulative development. This could include upgrading the existing outfalls, or building new ones. The responsibility for implementing this mitigation measure lies with the Los Angeles County Department of Public Works and/or the City of Los Angeles Department of Public Works, Bureau of Engineering. A portion of the increased costs for the upgraded flood control and drainage facilities would be paid by LAX tenants and users in accordance with the possessory interest tax laws and other legal assessments, consistent with federal airport revenue diversion laws and regulations and in compliance with state, county and city laws. The new or upgraded facilities should be designed in accordance with the drainage design standards of each agency.”*

Status→ Ongoing:

Although not responsible for implementing this mitigation measure, LAWA evaluates the post-construction drainage conditions for ongoing and future projects to determine if regional drainage facilities should be upgraded.

10.0 Historical/Architectural and Archaeological/Cultural Resources

10.0.A HR-1 Preservation of Historic Resources

The LAX Master Plan MMRP states:

“Preservation of Historic Resources. *In implementing the LAX Plan and conducting ongoing activities associated with operation of the airport, LAWA will support the preservation of identified significant historic/architectural resources through careful review of design and development adjacent to those resources and by undertaking any modifications to those resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Additionally, where sound insulation is proposed for identified significant historic/architectural resources under the Aircraft Noise Mitigation Program, LAWA will ensure that methods are developed with the approval of a qualified architectural historian or historic architect, who meets the Secretary of the Interior's Professional Qualifications Standards, in compliance with the Secretary of the Interior's Standards for Rehabilitation.”*

Status→ No action required at this time:

Any project at LAWA involving a designated historic resource is required to be reviewed by the Office of Historic Resources of the City of Los Angeles before any changes to the resource are approved. The historic preservation architect within this division of the Department of City Planning is charged with this responsibility. No action was required during the reporting period as there were no projects in 2013 that triggered this measure.

10.0.B MM-HA-1 Historic American Buildings Survey (HABS) Document

The LAX Master Plan MMRP states in part:

“Historic American Buildings Survey (HABS) Document. *For historic properties eligible at the federal, state or local levels that are proposed for demolition or partial demolition (i.e., the International Airport Industrial District), a Historic American Buildings Survey (HABS) document shall be prepared by LAWA in accordance with the Secretary of the Interior's Guidelines for Architectural and Engineering Documentation Standards. The level of documentation (I, II, III) shall be determined by the National Park Service (NPS).”*

Status→ No action required at this time:

No action was required during the reporting period as no historic buildings were proposed for demolition or partial demolition in 2013.

10.0.C MM-HA-2 Historic Educational Materials

The LAX Master Plan MMRP states in part:

Historic Educational Materials. *For the significant historic resources proposed for demolition or partial demolition, educational materials suitable for the general public, secondary school use, and/or aviation historians and enthusiasts shall be designed with the assistance of a qualified historic preservation professional and implemented by LAWA.*

Status→ No action required at this time:

No action was required during the reporting period as no significant historic resources were proposed for demolition or partial demolition in 2013.

10.0.D MM-HA-4 Discovery

The LAX Master Plan MMRP states in part:

Discovery. *The FAA shall prepare an archaeological treatment plan (ATP), in consultation with SHPO, that ensures the long-term protection and proper treatment of those unexpected archaeological discoveries of federal, state, and/or local significance found within the APE of the selected alternative.”*

Status→ Completed:

Subsequent to the adoption of this measure, LAWA prepared an Archaeological Treatment Plan in June 2005. Master Plan projects comply with this plan and thus comply with this mitigation measure.

10.0.E MM-HA-5 Monitoring

The LAX Master Plan MMRP states in part:

“Monitoring. Any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or having been previously disturbed shall be monitored by a qualified archaeologist.”

Status→ Ongoing:

Each project at LAX undergoes environmental analysis and clearances before grading and excavation activities are performed, and this environmental clearance identifies the potential need for a project archeologist. LAWA and project archeologists adhere to the guidelines provided in the Archeological Treatment Plan (ATP), in compliance with Section 106 of the National Historic Preservation Act (NHPA), the California Environmental Quality Act (CEQA), and the environmental guidelines of local agencies regarding the treatment of unexpected archeological discoveries of federal, state, and/or local significance that may be encountered during construction activities.

10.0.F MM-HA-6 Excavation and Recovery

The LAX Master Plan MMRP states:

“Excavation and Recovery. Any excavation and recovery of identified resources (features) shall be performed using standard archaeological techniques and the requirements stipulated in the ATP. Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist selected by LAWA.”

Status→ Ongoing:

This is an ongoing requirement.

10.0.G MM-HA-7 Administration

The LAX Master Plan MMRP states:

“Administration. Where known resources are present, all grading and construction plans shall be clearly imprinted with all of the archaeological/cultural mitigation measures. All site workers shall be informed in writing by the on-site archaeologist of the restrictions regarding disturbance and removal as well as procedures to follow should a resource deposit be detected.”

Status→ Ongoing:

This is an ongoing requirement in all LAWA capital project specifications.

10.0.H MM-HA-8 Archaeological/Cultural Monitor Report

The LAX Master Plan MMRP states in part:

“Archaeological/Cultural Monitor Report. Upon completion of grading and excavation activities in the vicinity of known archaeological resources, the Archaeological/Cultural monitor shall prepare a written report. The report shall include the results of the fieldwork

and all appropriate laboratory and analytical studies that were performed in conjunction with the excavation.”

Status→ Ongoing:

This is an ongoing requirement at LAWA.

10.0.I MM-HA-9 Artifact Curation

The LAX Master Plan MMRP states:

“Artifact Curation. *All artifacts, notes, photographs, and other project-related materials recovered during the monitoring program shall be curated at a facility meeting federal and state standards.”*

Status→ Ongoing:

This is an ongoing requirement at LAWA.

10.0.J MM-HA-10 Archaeological Notification

The LAX Master Plan MMRP states:

“Archaeological Notification. *If human remains are found, all grading and excavation activities in the vicinity shall cease immediately and the appropriate LAWA authority shall be notified: compliance with those procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code shall be required. In addition, those steps outlined in Section 15064.5(e) of the CEQA Guidelines shall be implemented.”*

Status→ Ongoing:

This is an ongoing requirement at LAWA.

11.0 Paleontological Resources

11.0.A MM-PA-1 Paleontological Qualification and Treatment Plan

The LAX Master Plan MMRP states:

“Paleontological Qualification and Treatment Plan. *A qualified paleontologist shall be retained by LAWA to develop an acceptable monitoring and fossil remains treatment plan (that is, a Paleontological Management Treatment Plan - PMTP) for construction-related activities that could disturb potential unique paleontological resources within the project area. This plan shall be implemented and enforced by the project proponent during the initial phase and full phase of construction development. The monitoring and treatment plan shall be subject to approval by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County to comply with paleontological requirements, as appropriate.”*

Status→ Completed:

The Paleontological Management Treatment Plan was prepared and revised in December 2005.

11.0.B MM-PA-2 Paleontological Authorization

The LAX Master Plan MMRP states:

“Paleontological Authorization. *The paleontologist shall be authorized by LAWA to halt, temporarily divert, or redirect grading in the area of an exposed fossil to facilitate evaluation and, if necessary, salvage. No known or discovered fossils shall be destroyed without the written consent of the project paleontologist.”*

Status→ Ongoing:

This is an ongoing requirement at LAWA.

11.0.C MM-PA-3 Paleontological Monitoring Specifications

The LAX Master Plan MMRP states:

“Paleontological Monitoring Specifications. *Specifications for paleontological monitoring shall be included in construction contracts for all LAX projects involving excavation activities deeper than six feet.”*

Status→ Ongoing:

This is an ongoing requirement on all LAWA construction contracts requiring excavation deeper than 6 feet.

11.0.D MM-PA-4 Paleontological Resources Collection

The LAX Master Plan MMRP states:

“Paleontological Resources Collection. *Because some fossils are small, it will be necessary to collect sediment samples of promising horizons discovered during grading or excavation monitoring for processing through fine mesh screens. Once the samples have been screened, they shall be examined microscopically for small fossils.”*

Status→ Ongoing:

This is an ongoing requirement at LAWA.

11.0.E MM-PA-5 Fossil Preparation

The LAX Master Plan MMRP states:

“Fossil Preparation. *Fossils shall be prepared to the point of identification and catalogued before they are donated to their final repository.”*

Status→ Ongoing:

This is an ongoing requirement at LAWA.

11.0.F MM-PA-6 Fossil Donation

The LAX Master Plan MMRP states:

“Fossil Donation. All fossils collected shall be donated to a public, nonprofit institution with a research interest in the materials, such as the Los Angeles County Museum of Natural History.”

Status→ Ongoing:

This is an ongoing requirement at LAWA.

11.0.G MM-PA-7 Paleontological Reporting

The LAX Master Plan MMRP states:

“Paleontological Reporting. A report detailing the results of these efforts, listing the fossils collected, and naming the repository shall be submitted to the lead agency at the completion of the project.”

Status→ Ongoing:

This is an ongoing requirement at LAWA.

12.0 Biotic Communities

12.0.A MM-BC-1 Conservation of State-Designated Sensitive Habitat Within and Adjacent to the EI Segundo Blue Butterfly Habitat Restoration Area

The LAX Master Plan MMRP states in part:

“Conservation of State-Designated Sensitive Habitat Within and Adjacent to the EI Segundo Blue Butterfly Habitat Restoration Area. LAWA or its designee shall take all necessary steps to ensure that state-designated sensitive habitats within and adjacent to the Habitat Restoration Area are conserved and protected during construction, operation, and maintenance.”

Status→ In Progress:

LAWA is continuing to maintain and manage the EI Segundo Blue (ESB) Butterfly Habitat Restoration Area.

LAWA’s ESB conservation program has three components:

- Restoration of the native sand dunes habitat
- Monitoring the progress of the program
- Public awareness

Because human activity negatively impacts the ESB and its food plant buckwheat, the area is protected and activities are controlled to meet the restoration goals. A major threat to both the ESB and buckwheat are the invasive plant species that dominate the habitat. LAWA’s Maintenance Services Division has a dedicated two-man crew that worked exclusively at the LAX dunes to perform regular trash and debris removal,

weeding, and other vegetation management activities. Numerous truckloads of trash (which continually blow onto the dunes from the adjacent Dockweiler State Beach), debris, and weeds are removed from the dunes regularly. In 2013, LAWA commenced the Coastal Dunes Improvement Project in the northern dunes area, that involved the restoration of 48 acres of coastal dunes habitat. LAWA also applied for numerous grant opportunities in an effort to obtain funding for an educational volunteer program in the dunes involving local schools and a partnership with a local botanic garden to outplant rare plants, for restoration efforts that would increase and improve coastal dunes and ESB habitat, and to update the specific plan for the dunes area and certify it as a local coastal plan for coastal dunes.

Detailed estimates of ESB population are performed annually through monitoring. The seasonal estimates indicate that ESB population further decreased in 2013 compared to the seasonal population estimates for 2012 most likely due to drought conditions, and due to the encroachment of invasive weeds. Further details can be found in Appendix C. The report shows that coastal buckwheat plants are being lost at a rate of 14 plants per year along the Historical Transect used to make population estimates, while populations are staying steady overall in the blocks used to make the block-based population estimates. LAWA began working on a grant proposal together with the US Fish and Wildlife Service in 2013, to implement restoration projects that would reverse this trend. LAWA also began to work on a renewed recovery permit with the USFWS that would allow LAWA to conduct more aggressive restoration activities in the dunes.

Table 9. Annual ESB Numbers (from the Block Counts) and Annual (July 1st through June 30th) Rainfall Totals

Survey Year	ESB Numbers	Rainfall
1996	2,093	10.29
1997	726 *	13.30
1998	4,069	31.28
1999	2,135	9.27
2000	2,960	10.11
2001	4,733	15.56
2002	2,750	4.16
2003	5,803	10.38
2004	2,645	8.63
2005	5,560	26.51
2006	7,642	10.89
2007	2,440	2.63
2008	4,447	10.24
2009	4,843	8.13
2010	5,675	12.43
2011	5,347	17.85
2012	4,061	7.61
2013	2,656	6.89

Note * - only latter part of the 1997 season was surveyed

Source: Arnold, 2014.

In 2013, as part of the public awareness efforts, LAWA conducted four ESB preserve tours for LAWA employees, one tour for the California Coastal Commission, and one tour for environmental/natural resource management stakeholders and academicians. LAWA also created an updated dunes preserve activities sheet, created a webpage for the dunes, engaged the public at community events educating them about the ESB and the habitat restoration efforts, and hosted volunteer events in the dunes preserve in 2013.

Regarding the ESB conservation measures related to the Bradley West Project, prior to initiation of construction for the Bradley West Project, tarps were added to existing fencing on the western side of Pershing Drive to reduce the transport of fugitive dust particles related to construction activities. During construction, soil stabilization, watering and/or other dust control measures are being implemented to reduce fugitive dust emissions.

12.0.B MM-BC-2 Conservation of Floral Resources: Lewis' Evening Primrose

The LAX Master Plan MMRP states in part:

“Conservation of Floral Resources: Lewis' Evening Primrose. *LAWA or its designee shall prepare and implement a plan to compensate for the loss of individuals of the sensitive Lewis' evening primrose, currently located at the westerly end of the north runway and within the Habitat Restoration Area. LAWA or its designee shall collect seed from those plants to be removed, and properly clean and store the collected seed until used. If possible, seeds shall be collected in multiple years to ensure an adequate seed supply for planting. A mitigation site of suitable habitat equal to the area of impact shall be delineated within areas of the Los Angeles/El Segundo Dunes as described in MM-BC-13.”*

Status→ No action required at this time:

This measure was not applicable during this reporting period. There are no current LAX Master Plan projects that would affect Lewis' evening primrose.

12.0.C MM-BC-3 Conservation of Floral Resources: Mature Tree Replacement

The LAX Master Plan MMRP states in part:

“Conservation of Floral Resources: Mature Tree Replacement. *LAWA or its designee shall prepare and implement a plan to compensate at a ratio of 2:1 for the loss of approximately 300 mature trees, which would occur as a result of implementation of the LAX Northside project.”*

Status→ No action required at this time:

This measure was not applicable during this reporting period as there were no current LAX projects that would result in the removal of mature trees.

Regarding the applicability of this measure to the Bradley West Project, please see MM-BC (BWP)-7 in the Project-Specific section of this report.

12.0.D MM-BC-8 Replacement of Habitat Units

The LAX Master Plan MMRP states in part:

“Replacement of Habitat Units. *LAWA or its designee shall undertake mitigation for the loss of habitat units resulting from implementation of Alternative D. Implementation of Alternative D would result in the loss of 45.43 habitat units. These habitat units shall be replaced at a 1:1 ratio within the Los Angeles/El Segundo Dunes.”*

Status→ In Progress:

This measure was partially fulfilled by MM-BC (SA)-1. Please see Section 24.0, Project-Specific Mitigations. The SAIP project identified an impact to 17.17 habitat units (rounded to 17.2 habitat units in the project-specific mitigation measure; 16.8 habitat units were restored in an offsite location in 2007.

In 2011, Environmental Services Division (ESD) initiated an analysis of LAX Master Plan Alternative D impacts to biotic communities to-date. ESD, with the assistance of the LAWA Geographic Information System (GIS) unit, commenced a mapping project in 2012 to estimate the total area of biotic communities identified in the Master Plan that were impacted by all Master Plan projects to date, as there was some overlap in construction staging areas for the three projects (SAIP, CFTP, and BWP).

The estimated impact areas from the mapping project were used to calculate additional mitigation requirements beyond the 17.17 habitat units (rounded to 17.2 in the project-specific measure) identified in the SAIP EIR. The calculations show that a total of 21.43 habitat units require mitigation associated with SAIP, CFTP, and BWP. As noted above, 16.80 habitat units were restored in an offsite location. Replacement of the remaining 4.63 habitat units from the SAIP, BWP and CFTP projects commenced in 2013 with implementation of the LAX Coastal Dunes Improvement Project within the 48-acre LAX/EI Segundo Dunes area north of Sandpiper Street. Native prairie grassland, dune scrub and coastal foredune habitat plant seeds were planted in areas where roads were removed (4 to 6 acres). The site will be restored in phases over a 3-year period. Restoration monitoring will take place for 5 years after project implementation to determine project success measured in relative percent cover of native and non-native vegetation. It is calculated that this project will achieve restoration of more than 4.63 habitat units, thereby completing the mitigation requirement for SAIP, CFTP and BWP.

Overall, it is calculated that this project will achieve a total restoration of 33.14 habitat units. When combined with the 16.8 habitat units previously restored, it is estimated that a total of 49.94 habitat units will have been restored, exceeding the LAX Master Plan requirement of 45.43 habitat units.

12.0.E MM-BC-9 Conservation of Faunal Resources

The LAX Master Plan MMRP states in part:

“Conservation of Faunal Resources. LAWA or its designee shall develop and implement a relocation and monitoring plan to compensate for the loss of 1.34 habitat units of occupied western spadefoot toad habitat and for the loss of western spadefoot toad individuals currently in the southwestern portion of the AOA; 2.38 habitat units of occupied San Diego black-tailed jackrabbit habitat and for the loss of individuals of this species within the AOA; and 10.83 habitat units utilized by loggerhead shrike within the western airfield. LAWA shall minimize incidental take of active nests of loggerhead shrike through pre-construction surveys and construction avoidance measures. LAWA shall conduct pre-construction surveys for silvery legless lizard, San Diego horned lizard and burrowing owls and relocate individuals, if required.”

Status→ Completed for the Bradley West Project:

As part of the Bradley West Project, LAWA conducted focused surveys for the Western Spadefoot Toad (*Spea [=Scaphiopus] hammondi*, a California Species of Special Concern, in March and April 2009. No Western Spadefoot were observed during the surveys. The removal of soil in the pool areas at LAX, as a condition of the Biological Opinion for the LAX Master Plan, resulted in modified site hydrology that no longer provides suitable breeding habitat for this species. For this reason, LAWA is not required to implement a relocation and monitoring plan for the Western Spadefoot.

San Diego black-tailed jackrabbit has not been seen on the AOA since surveys conducted in 2005 by LAWA's USDA Wildlife Hazard Biologist. This species was not detected during construction monitoring activities for the Bradley West project nor during 2011 general wildlife surveys at LAX. Subsequent to preparation of the LAX Master Plan MMRP, LAWA installed a perimeter security fence, around the LAX airfield operations area (AOA). The fence consists of a solid wall several feet in height topped by fencing, which has excluded any movement of San Diego black-tailed jackrabbit into the AOA. With installation of the perimeter security fence and implementation of hazardous wildlife management activities, the San Diego black-tailed jackrabbit is not expected to occur within the AOA in the future. For this reason, LAWA is not required to relocate the San Diego black-tailed jackrabbit as a result of Master Plan projects located within the AOA.

In 2013, for the LAX Coastal Dunes Improvement Project, pre-construction surveys were conducted of the project site for coastal California gnatcatcher, loggerhead shrike, silvery legless lizard, San Diego Horned Lizard, and other sensitive species identified in the California Natural Diversity Database (CNDDB)

<https://www.dfg.ca.gov/biogeodata/cnddb/> as potentially being present at the site.

Although these sensitive species were not found, avoidance areas primarily identified by the vegetative type, were marked with flagging. Surveys included checking plywood boards that were placed months in advance. Grubbing and clearing was monitored by a biologist. No sensitive species were detected at the project site during pre-construction surveys or during the performance of clearing and grubbing activities.

12.0.F MM-BC-13 Replacement of State-Designated Sensitive Habitats

The LAX Master Plan MMRP states in part:

“Replacement of State-Designated Sensitive Habitats. LAWA or its designee shall undertake mitigation for the loss of State-designated sensitive habitat within the Los Angeles/El Segundo Dunes, including the Habitat Restoration Area.”

Status→ No action required at this time:

No action was required during the reporting period, as there were no LAX Master Plan projects that would result in the loss of State-designated sensitive habitat within the Dunes Area.

13.0 Endangered and Threatened Species

13.0.A MM-ET-1 Riverside Fairy Shrimp Habitat Restoration

The LAX Master Plan MMRP states in part:

“Riverside Fairy Shrimp Habitat Restoration. *LAWA or its designee shall undertake mitigation for direct impacts to 0.04 acre (1,853 square feet) of degraded wetland habitat containing embedded cysts of Riverside fairy shrimp and potential indirect impacts to 1.26 acres of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp.”*

Status→ In Progress:

On April 20, 2004, the United States Fish and Wildlife Service (USFWS) issued a Biological Opinion (BO) based on their review of Alternative D of the Draft EIS/EIR for LAWA Master Plan for LAX and its effects on the federally endangered Riverside Fairy Shrimp (*Streptocephalus woottoni*, “RFS”) in accordance with Section 7 of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). The April 20, 2004 BO proposed several conservation measures (i.e. mitigation requirements) to offset direct and indirect impacts on the RFS. Subsequently, on April 8, 2005, the USFWS issued a BO based on their review of the proposed operations and maintenance activities for LAX and its effects on the RFS. Details of all of the conservation measures are described in both BOs and in Mitigation Measure MM-ET-1. To date LAWA has completed the following requirements:

- Salvage and storage of RFS cyst-bearing soils at LAX.
- On December 2, 2005, the FAA transmitted a letter confirming the completion of the RFS cysts conservation work to the USFWS.
- Submittal of conceptual and draft Final Habitat Creation, Enhancement, Maintenance and Monitoring Plans for mitigation at Madrona Marsh Preserve, Torrance, CA.

LAWA and the FAA pursued implementation of the mitigation project at the former Marine Corps Air Station El Toro until 2008. In August 2006, the proposed RFS habitat creation site was the subject of discussions between the FAA and the Federal Bureau of Investigation (FBI) regarding the future compatibility of the site between FBI training and creation of a RFS habitat. After further investigation, in May 2008, it was determined that the El Toro site did not have suitable soil for developing RFS habitat.

With the concurrence of the USFWS and the FAA, LAWA pursued a mitigation site at the Madrona Marsh location in City of Torrance until 2012. Studies of the Madrona Marsh site were initiated beginning in 2005, and a conceptual design was developed in 2009. Soil studies and surveys were completed, and a hydrogeological model of the restoration site was developed from the data. A conceptual design and restoration plan that meets the requirements of the mitigation measure and BOs were presented to the FAA, USFWS, California Department of Fish and Game (CDFG), and City of Torrance stakeholders, i.e., Friends of Madrona Marsh Preserve, in November and December 2011. The restoration plan was not finalized. Instead, in 2012, USFWS decided to pursue the acquisition of critical habitat in Riverside County that had been identified the previous year as an alternative means for LAWA and FAA to meet this requirement.

USFWS identified properties in Menifee, CA, associated with a vernal pool currently occupied by the federally threatened species spreading navarretia (*Navarretia fossalis*) that LAWA could acquire as an alternative means for LAWA and FAA to meet this requirement. LAWA has researched the properties and learned that there are 8 to 10 private owners. LAWA is currently working with USFWS to determine if there are willing sellers and to develop the mechanism for completing this alternative.

13.0.B MM-ET-3 El Segundo Blue Butterfly Conservation: Dust Control

The LAX Master Plan MMRP states:

“El Segundo Blue Butterfly Conservation: Dust Control. *To reduce the transport of fugitive dust particles related to construction activities, soil stabilization, watering or other dust control measures, as feasible and appropriate, shall be implemented with a goal to reduce fugitive dust emissions by 90 to 95 percent during construction activities within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area. In addition, to the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of occupied habitat of the El Segundo blue butterfly.”*

Status→ In Progress:

See MM-BC-1 above.

13.0.C MM-ET-4 El Segundo Blue Butterfly Conservation: Habitat Restoration

The LAX Master Plan MMRP states in part:

“El Segundo Blue Butterfly Conservation: Habitat Restoration. *LAWA or its designee shall take all necessary steps to avoid the flight season of the El Segundo blue butterfly (June 14 - September 30) when undertaking installation of navigational aids and associated service roads proposed under Master Plan Alternative D within habitat occupied by the El Segundo blue butterfly. Installation of navigational aids within the Habitat Restoration Area should be required to take place between October 1st and May 31st.*

...As possible, depending on the location and condition of individual plants, FAA and LAWA shall salvage existing coast buckwheat plants and any larvae on the plant or pupae in the soil below the plant that would be removed to accommodate the replacement navigational aids to further conserve this species. These plants shall be salvaged immediately prior to the installation of the replacement navigational aids outside of the butterfly flight season. These salvaged plants shall be transported in a suitable container and replanted after the onset of winter rains in subsite 23...”

Status→ No action required at this time:

No action was required during this reporting period for these components of the measure.

“In conformance with the Biological Opinion, activities associated with navigational aids development shall be limited to the existing roads and proposed impact areas as depicted in the Final EIS/EIR. Coast buckwheat shall be planted a minimum of three years prior to the impact, not only to allow for establishment of the plants, but also to ensure that the plants are mature enough to bloom. The plantings of coast buckwheat

shall be located within the southwest corner of subsite 23 of the Habitat Restoration Area, as depicted in Figure F5-5, and shall encompass 1.25 acres in conformance with the Biological Opinion. Coast buckwheat plants will be planted at an initial density of 200 plants per acre to ensure the long-term planting density target (130 plants per acre). Coast buckwheat plants will be placed in clusters or groupings based on microtopographic features present within subsite 23 to better support the El Segundo Blue Butterfly, which is known to prefer large clusters of plants for nectaring and shelter.”

Status → In Progress:

Mitigation began in advance per instructions in the USFWS Biological Opinion in subsite 23 of the LAX El Segundo Dunes. The subsite was planted with 325 propagated buckwheat seedlings in November 2011, and irrigated. The 2013 survey showed that 116 plants had survived with a 35 percent survival rate. A progress report is included in Appendix C.

“...LAWA shall coordinate with the USFWS to create educational materials on the El Segundo blue butterfly for integration into LAWA’s public outreach program.”

Status → In Progress:

Fact sheets were created in 2013 for the ESB Habitat Restoration Area to provide information about the ESB. These facts sheets were posted on the LAWA website at <http://www.lawa.org/laxDunes>.

14.0 Energy Supply

14.0.A E-1 Energy Conservation and Efficiency Program

The LAX Master Plan MMRP states in part:

*“**Energy Conservation and Efficiency Program.** LAWA will seek to continually improve the energy efficiency of building design and layouts during the implementation of the LAX Master Plan. Title 24, Part 6, Article 2 of the California Administrative Code establishes maximum energy consumption levels for heating and cooling of new buildings to assure that energy conservation is incorporated into the design of new buildings.”*

Status→ Ongoing:

This requirement is addressed through the sustainable construction standards in the Los Angeles Green Building Code (LAGBC) and LAWA’s Design and Construction Handbook, which establish broad design and construction guidelines for all infrastructure, terminal buildings, renovations, and other public facilities owned, operated or maintained by LAWA.

Bradley West Gates opened in September 2013. The project was designed to achieve a Leadership in Energy and Environmental Design (LEED) Silver certification and was awarded LEED Silver from the U.S. Green Building Council. Energy reducing features include efficient lighting fixtures and controls with occupancy sensors throughout the terminal to reduce lighting costs and save energy during off-peak hours, and heating,

ventilation, and air conditioning controls that reset temperatures to maximum efficiency without sacrificing occupant comfort.

14.0.B E-2 Coordination with Utility Providers

The LAX Master Plan MMRP states:

“Coordination with Utility Providers. *LAWA will implement Master Plan activities in coordination with local utility providers. Utility providers will provide input on the layout of utilities at LAX to assure that LAX and the surrounding region receive both safe and uninterrupted service. When service by existing utility lines could be affected by airport design features, LAWA will work with the utility to identify alternative means of providing equivalent or superior post-construction utility service.”*

Status→ Ongoing:

This requirement is implemented with each Master Plan development project prior to issuance of applicable permits.

In addition, in 2013, LAWA continued to meet with the City of Los Angeles Department of Water and Power on a monthly basis to discuss long-term improvements to the electrical distribution system to provide an additional feed and redundant power source to LAX.

14.0.C PU-1 Develop a Utility Relocation Program

The LAX Master Plan MMRP states in part:

“Develop a Utility Relocation Program. *LAWA will develop and implement a utilities relocation program to minimize interference with existing utilities associated with LAX Master Plan facility construction.”*

Status→ Ongoing:

This is an ongoing requirement in all LAWA capital development projects.

15.0 Light Emissions

15.0.A L1-2 Use of Non-Glare Generating Building Materials

The LAX Master Plan MMRP states:

“Use of Non-Glare Generating Building Materials. *Prior to approval of final plans, LAWA will ensure that proposed LAX facilities will be constructed to maximize use of non-reflective materials and minimize use of undifferentiated expanses of glass.”*

Status→ Ongoing:

This is an ongoing requirement in LAWA specifications.

15.0.B L1-3 Lighting Controls

The LAX Master Plan MMRP states in part:

“Lighting Controls. Prior to final approval of plans for new lighting, LAWA will conduct reviews of lighting type and placement to ensure that lighting will not interfere with aeronautical lights or otherwise impair Airport Traffic Control Tower or pilot operations.”

Status→ Ongoing:

LAWA is committed to integrating sustainable practices in the areas of Sustainable Design, Energy and Atmosphere, Materials and Resources, Water Efficiency, Transportation Resources, and Administrative Processes into operations and administrative processes throughout the organization. Accordingly, all lighting plans are approved by LAWA prior to issuance of any permits which include lighting to ensure that new lights or changes in lighting will not have an adverse effect on airport operations.

16.0 Solid Waste

16.0.A SW-1 Implement an Enhanced Recycling Program

The LAX Master Plan MMRP states in part:

“Implement an Enhanced Recycling Program. “LAWA will enhance their existing recycling program, based on successful programs at other airports and similar facilities.”

Status→ Plan Completed, Ongoing Implementation:

LAWA completed an enhanced recycling plan in 2011 for LAX. The total recycling and source reduction achieved by LAWA’s Maintenance Services Division’s Recycling and Source Reduction Program for calendar year 2013 was 24,160 tons, which equated to 67.06% recycled.



LAX recycles corrugated boxes



Recycling bins throughout LAX terminals

Some notable achievements for the Recycling and Source Reduction Program include the following:

- Construction and demolition debris/ Processed miscellaneous base 9,615 tons
- Mixed paper and cardboard 8,067 tons
- Wood/pallets 2,582 tons
- Plastics 765 tons
- Metals 562 tons
- Green materials 394 tons

16.0.B SW-2 Requirements for the Use of Recycled Materials During Construction

The LAX Master Plan MMRP states:

“Requirements for the Use of Recycled Materials During Construction. *LAWA will require, where feasible, that contractors use a specified minimum percentage of recycled materials during construction of LAX Master Plan improvements. The percentage of recycled materials required will be specified in the construction bid documents. Recycled materials may include, but are not limited to, asphalt, drywall, steel, aluminum, ceramic tile, cellulose insulation, and composite engineered wood products. The use of recycled materials in LAX Master Plan construction will help to reduce the project's reliance upon virgin materials and support the recycled materials market, decreasing the quantity of solid waste requiring disposal.”*

Status→ Ongoing:

This is a standard requirement in LAWA specifications on all capital construction projects.

16.0.C SW-3 Requirements for the Recycling of Construction and Demolition Waste

The LAX Master Plan MMRP states:

“Requirements for the Recycling of Construction and Demolition Waste. *LAWA will require that contractors recycle a specified minimum percentage of waste materials generated during demolition and construction. The percentage of waste materials required to be recycled will be specified in the construction bid documents. Waste materials to be recycled may include, but are not limited to, asphalt, concrete, drywall, steel, aluminum, ceramic tile, and architectural details.”*

Status→ Ongoing:

This is a standard requirement in all LAWA specifications on capital construction projects.

16.0.D MM-SW-1 Provide Landfill Capacity

The LAX Master Plan MMRP states:

“Provide Landfill Capacity. *Additional landfill capacity in the Los Angeles region should be provided through the siting of new landfills, the expansion of existing landfills, or the extension of permits for existing facilities. As an alternative, or to augment regional landfill capacity, landfill capacity outside the region could be accessed by developing the necessary rail haul infrastructure. The responsibility for implementing this mitigation measure lies with state, county, and local solid waste planning authorities. The costs for implementing this mitigation measure will be passed on to LAX and other solid waste generators through increased solid waste disposal costs.”*

Status→ No action required:

LAWA has no jurisdiction regarding this mitigation measure which must be implemented by state, county, and local solid waste planning authorities.

17.0 Construction Impacts

17.0.A C-1 Establishment of a Ground Transportation/Construction Coordination Office

The LAX Master Plan MMRP states in part:

“Establishment of a Ground Transportation/Construction Coordination Office. *Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes.”*

Status→ Ongoing:

This measure is an ongoing requirement in all of LAX’s capital projects to the extent possible.

17.0.B C-2 Construction Personnel Airport Orientation

The LAX Master Plan MMRP states:

“Construction Personnel Airport Orientation. *All construction personnel will be required to attend an airport project-specific orientation (pre-construction meeting) that includes where to park, where staging areas are located, construction policies, etc.”*

Status→ Ongoing:

This measure is an ongoing requirement in all of LAWA’s capital development projects.

18.0 Design, Art, and Architecture Applications/Aesthetics

18.0.A DA-1 Provide and Maintain Airport Buffer Areas

The LAX Master Plan MMRP states:

“Provide and Maintain Airport Buffer Areas. *Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view-sensitive improvements with the goals of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities.”*

Status→ No action required at this time:

In 2013, LAWA continued to provide and maintain all buffer areas surrounding the airport. The Street Frontage and Landscape Development Plan provides integrated and coordinated landscape design guidelines for new development along the perimeter areas of LAX consistent with the LAX Master Plan. Emphasis is placed on buffer areas between the airport and surrounding land uses to the north and south of the airport while incorporating all the necessary airport security guidelines and maximizing neighborhood compatibility. Additionally, the LAX Northside sub-area of the LAX Specific Plan is currently undergoing an update to which includes an update to the 1989 Northside

Design Plan and Development Guidelines. These guidelines will also include additional landscape guidelines and buffer areas to the northern boundary of LAX.

18.0.B DA-2 Update and Integrate Design Plans and Guidelines

The LAX Master Plan MMRP states in part:

“Update and Integrate Design Plans and Guidelines. *The following plans and guidelines will be individually updated or integrated into a comprehensive set of design-related guidelines and plans; LAX Street Frontage and Landscape Development Plan (June 1994), LAX Air Cargo Facilities Development Guidelines (April 1998; updated August 2002), and LAX Northside Design Plan and Development Guidelines (1989), including conditions addressing heights, setbacks and landscaping.”*

Status→ In Progress:

The Street Frontage and Landscape Plan was updated in March 2005. The LAX Air Cargo Facilities Development Guidelines were updated in August 2002. These plans include requirements to be incorporated into Master Plan projects.

With the California Green Building Code and the LA Green Building Ordinance now in effect, LAWA’s program is: “All building projects with an Los Angeles Department of Building and Safety (LADBS) permit-valuation over \$200,000 shall achieve LAGBC Tier-1 conformance, to be certified by LADBS during Final Plan-Check (on the issued building permit) and validated by the LADBS inspector during Final Inspection (on the Certificate of Occupancy).” These guidelines were incorporated into LAWA’s Design and Construction Handbook and the program went into effect on November 7, 2012.

An update of the LAX Northside Plan and Development Guidelines continued throughout 2013. The updated plan is scheduled to be completed in 2014.

18.0.C DA-3 Undergrounding of Utility Lines

The LAX Master Plan MMRP states:

“Undergrounding of Utility Lines. *In conjunction with the extension of the Century Freeway and other roadway/right-of-way improvement projects, LAWA will pursue opportunities to place existing overhead utility lines underground wherever feasible and appropriate.”*

Status→ No action required at this time:

There were no roadway projects during the 2013 reporting period that triggered this requirement.

18.0.D MM-DA-1 Construction Fencing

The LAX Master Plan MMRP states:

“Construction Fencing. *Construction fencing and pedestrian canopies shall be installed by LAWA to the degree feasible to ensure maximum screening of areas under construction along major public approach and perimeter roadways, including Sepulveda*

Boulevard, Century Boulevard, Westchester Parkway, Pershing Drive, and Imperial Highway west of Sepulveda Boulevard. Along Century Boulevard, Sepulveda Boulevard, and in other areas where the quality of public views are a high priority, provisions shall be made by LAWA for treatment of the fencing to reduce temporary visual impacts.”

Status→ Ongoing:

This ongoing requirement is implemented on each capital construction project prior to issuance of work permits, and throughout the construction stage for each project.

19.0 Hazardous Materials

19.0.A HM-1 Ensure Continued Implementation of Existing Remediation Efforts

The LAX Master Plan MMRP states in part:

*“**Ensure Continued Implementation of Existing Remediation Efforts.** Prior to initiating construction of a Master Plan component, LAWA will conduct a pre-construction evaluation to determine if the proposed construction will interfere with existing soil or groundwater remediation efforts.”*

Status→ In Progress:

Comprehensive soil investigation is required prior to commencement of any capital project design and construction activity at the airport. All required remediation efforts are carried out as needed.

19.0.B HM-2 Handling of Contaminated Materials Encountered During Construction

The LAX Master Plan MMRP states in part:

*“**Handling of Contaminated Materials Encountered During Construction.** Prior to the initiation of construction, LAWA will develop a program to coordinate all efforts associated with the handling of contaminated materials encountered during construction. The intent of this program will be to ensure that all contaminated soils and/or groundwater encountered during construction are handled in accordance with all applicable regulations.”*

Status→ Completed:

A Hazardous Materials Management Plan was developed and revised in December 2005, and all LAWA contractors are required to comply with its provisions as they apply to the different projects.

20.0 Water Use

20.0.A W-1 Maximize Use of Reclaimed Water

The LAX Master Plan MMRP states:

“Maximize Use of Reclaimed Water. *To the extent feasible, LAWA will maximize the use of reclaimed water in Master Plan-related facilities and landscaping. The intent of this commitment is to maximize the use of reclaimed water as an offset for potable water use and to minimize the potential for increased water use resulting from implementation of the LAX Master Plan. This commitment will also facilitate achievement of the City of Los Angeles' goal of increased beneficial use of its reclaimed water resources. This commitment will be implemented by various means, such as installation and use of reclaimed water distribution piping for landscape irrigation.”*

Status→ Ongoing:

This is an ongoing requirement on capital construction projects where reclaimed water is available and is implemented prior to approval of building and landscaping plans for qualifying projects.

20.0.B W-2 Enhance Existing Water Conservation Program

The LAX Master Plan MMRP states:

“Enhance Existing Water Conservation Program. *“LAWA will enhance the existing Street Frontage and Landscape Plan for LAX to ensure the ongoing use of water conservation practices at LAX facilities. The intent of this program, to minimize the potential for increased water use due to implementation of the LAX Master Plan program, is also in accordance with regional efforts to ensure adequate water supplies for the future. Features of the enhanced conservation program will include identification of current water conservation practices and an assessment of their effectiveness; identification of alternate future conservation practices; continuation of the practice of retrofitting and installing new low-flow toilets and other water-efficient fixtures in all LAX buildings, as remodeling takes place or new construction occurs; use of Best Management Practices for maintenance; use of water efficient vegetation for landscaping, where possible; and continuation of the use of fixed automatic irrigation for landscaping.”*

Status→ Completed:

The Street Frontage and Landscape Plan was updated in March, 2005 and it includes policies pertaining to the use of reclaimed water in Master Plan-related landscaping and new policies enhancing the ongoing use of water conservation practices at LAX.

In 2013, some landscaped areas at LAX were irrigated by reclaimed water. The number of landscaped areas served is limited to those areas accessible to the reclaimed water supply pipeline. Approximately 129 million gallons or 173 acre-feet of water is conserved each year through the use of reclaimed water. Additionally, much of the irrigation system at LAX is monitored and controlled through a centralized computer irrigation control center. This system further conserves valuable water resources.

All buildings and passenger terminals at LAX feature low-flow devices on all toilets and sinks, with telephone numbers prominently posted in all restrooms so that people can notify maintenance staff if they encounter leaky faucets or other water problems. LAWA's Design and Construction Handbook specifications for new and replacement water closets and urinals specify that the maximum water closet flush is to be limited to 1.28 gallons per flush and the maximum urinal flush is to be limited to 0.125 gallons per flush. In addition, water used in on-airport car wash facilities is recycled.

In 2013, LAWA installed infrastructure to enable the Central Utility Plant (CUP) cooling towers and toilet flushing in the new Bradley West terminal to utilize high quality reclaimed water once the connection to a suitable, treated recycled water system is available from the Los Angeles Department of Water and Power (LADWP).

21.0 Wastewater

21.0.A MM-WW-1 Provide Additional Wastewater Treatment Capacity to Accommodate Cumulative Flows

The LAX Master Plan MMRP states:

“Provide Additional Wastewater Treatment Capacity to Accommodate Cumulative Flows. *Additional wastewater capacity within the City of Los Angeles should be provided by the expansion/upgrade of the City's wastewater treatment systems via a combination of improvements to address the projected wastewater [capacity] shortfall resulting from cumulative development. Such improvements could include increasing capacity at the Hyperion Treatment Plant (HTP), building new reclamation capacity upstream of HTP, conservation of potable water, and infiltration/inflow reduction. Implementation of this mitigation measure is the responsibility of the City of Los Angeles Department of Public Works, Bureau of Sanitation. Specific improvements will be identified in the City's IPWP and Wastewater Facilities Plan component of the City's Integrated Resources Plan. The cost for implementing this mitigation measure would be passed on to LAX and other wastewater generators through increased wastewater fees.”*

Status→ No action required:

LAWA has no jurisdiction regarding this mitigation measure which will be implemented by the City of Los Angeles Department of Public Works, Bureau of Sanitation.

22.0 Fire Protection

22.0.A FP-1 LAFD Design Recommendations

The LAX Master Plan MMRP states in part:

“LAFD Design Recommendations. *During the design phase prior to initiating construction of a Master Plan component, LAWA will work with LAFD to prepare plans that contain the appropriate design features applicable to that component, such as those recommended by LAFD.”*

Status→ Ongoing:

This is an ongoing requirement in all LAWA capital design projects.

22.0.B PS-1 Fire and Police Facility Relocation Plan

The LAX Master Plan MMRP states:

“Fire and Police Facility Relocation Plan. Prior to any demolition, construction, or circulation changes that would affect LAFD Fire Stations 51, 80, and 95, or on-airport police facilities, a Relocation Plan will be developed by LAWA through a cooperative process involving LAFD, LAWAPD, the LAPD LAX Detail, and other airport staff. The performance standards for the plan will ensure maintenance of required response times, response distances, fire flows, and a transition to new facilities such that fire and law enforcement services at LAX will not be significantly degraded. The plan will also address future facility needs, including details regarding space requirement, siting, and design.”

Status→ No action required at this time:

No action was required during the reporting period as there were no demolition construction, or circulation changes affecting relevant fire and police facilities in 2013.

22.0.C PS-2 Fire and Police Facility Space and Siting Requirements

The LAX Master Plan MMRP states:

“Fire and Police Facility Space and Siting Requirements. During the early design phase for implementation of the Master Plan elements affecting on-airport fire and police facilities, LAWA and/or its contractors will consult with LAFD, LAWAPD, LAPD, and other agencies as appropriate, to evaluate and refine as necessary, program requirements for fire and police facilities. This coordination will ensure that final plans adequately support future facility needs, including space requirements, siting and design.”

Status→ No action required at this time:

No action was required during the 2013 reporting period for any on-airport fire and police facilities.

23.0 Law Enforcement**23.0.A LE-1 Routine Evaluation of Manpower and Equipment Needs**

The LAX Master Plan MMRP states:

“Routine Evaluation of Manpower and Equipment Needs. LAWA will ensure that LAWAPD and LAPD LAX Detail continue to routinely evaluate and provide additional officers, supporting administrative staff, and equipment, to keep pace with forecasted increases in activity and development at LAX in order to maintain a high level of law enforcement services. This will be achieved through LAWA notification to LAWAPD and

LAPD regarding pending development and construction and through LAWA review of status reports on law enforcement services at LAX.”

Status→ Ongoing:

LAWAPD is notified of all pending development and construction activities and they update local law enforcement agencies on a regular basis and as needed.

23.0.B LE-2 Plan Review

“Plan Review. During the design phase of terminal and cargo facilities and other major airport development, the LAPD, LAWAPD, and other law enforcement agencies will be consulted to review plans so that, where possible, environmental contributors to criminal activity, such as poorly-lit areas, and unsafe design, are reduced.”

Status→ Ongoing:

This is an ongoing requirement in all LAWA design contracts.

24.0 Project-Specific Mitigations

24.0.A MM-BC (SA)-1 Replacement of Habitat Units Associated with the SAIP (Disturbed/Bare Ground and Non-Native Grassland/Ruderal Areas)

The SAIP MMRP states in part:

“Replacement of Habitat Units Associated with the South Airfield Improvement Project. LAWA or its designee shall undertake mitigation for the loss of 17.2 habitat units resulting from implementation of the SAIP. These habitat units shall be replaced at a 1:1 ratio within the FAA-owned habitat preserve at the former Marine Corps Air Station El Toro (El Toro site), or other appropriate site.”

Status→ Completed:

On August 6, 2007, the BOAC approved an MOU between LAWA and the Palos Verdes Peninsula Land Conservancy (PVPLC) for the development of approximately 21 acres of coastal sage/needle grass habitat (equivalent to 16.8 habitat units) in near fulfillment of LAWA's MM-BC (SA)-1 commitment (17.17 habitat units) and partial fulfillment of LAWA's MM-BC-8 commitment (45.43 habitat units). This mitigation plan was approved by both the USFWS and CDFG. The new location near the coast, unlike the previously proposed location at El Toro, is better suited as a replacement site. LAWA funded PVPLC in the amount of \$610,938 for this conservation work to be performed over a three year period. Each year, PVPLC will provide an annual progress report documenting the result of their effort.

PVPLC staff has monitored the progress of the project through vegetation transect sampling and bird surveys. Year 1 monitoring occurred in May 2010. The 2010 status report stated that coastal sage scrub container plants have become established and are growing, but that native plant coverage is sparse. The report stated that 2010 vegetation transects in the grassland restoration area show low germination.

The “Annual Status Report 2011-2012” (March 31, 2013), stated that in fall 2011, PVPLC staff implemented a grow and kill program in the grassland in preparation for drill seeding of 7.7 acres which took place in December 2011. They also weeded several times over the course of the year. Staff collected seed and propagated plants for additional fill-in planting in the coastal sage scrub area. Eight thousand container plants were installed in 2011, and 665 in 2012, increasing the native plant cover. Vegetation monitoring reports indicated plant establishment and growth in the coastal sage scrub, and low germination of the seeded grass in the grassland restoration area in 2011 and 2012. However, the 2011 and 2012 monitoring reports did show increases in percent cover of native plants in the restored grasslands while percent cover declined in the reference grasslands. The native cover in the two restored grasslands in 2011 was 14 and 19 percent, and in 2012 was 22 and 33 percent, compared to 34 percent (2011) and 38 percent (2012) in the reference grassland site. Species diversity also increased, with 21 species present in 2012 compared to 15 in 2009. Native grass numbers were low possibly due to the use of the transect survey method.

PVPLC continued to control weeds in the coastal sage scrub in 2013 to allow the installed plants to establish. PVPLC plans to switch to the California Native Plant Society vegetation assessment method rather than transects so that grasses at the peripheries can be accounted for. PVPLC also plans to continue weed control activities, as needed, to maintain the grassland in the future. The last report required of PVPLC was provided to LAWA on March 31, 2013 and includes the data presented above as documented in Appendix D. This project is complete.

24.0.B MM-BC (CFTP)-1 Conservation of Floral Resources: Southern Tarplant

The Crossfield Taxiway Project MMRP states in part:

“Conservation of Floral Resources: Southern Tarplant. LAWA or its designee shall prepare a special status plant mitigation program. The loss of the southern tarplant individuals shall be mitigated through seed collection and seeding into a suitable mitigation site within undeveloped property owned by LAWA, determined based on habitat, soil type, moisture levels, and other relevant conditions.”

Status→ In Progress:

The southern tarplant mitigation program for the Crossfield Taxiway Project was combined with the mitigation program for the Bradley West Project. The initial mitigation program that commenced in 2010 was unsuccessful. Remedial mitigation commenced in fall of 2010 for MM-BC (CFTP)-1 and MM-BC (BWP)-1 at a new mitigation site in the southwest corner of the airport near the water retention basins along Pershing Street. The new site is located east of the previous site, and contains clayey soils and existing southern tarplant individuals. The mitigation plan was revised to reflect the new site.

Monitoring completed after Year 1 showed that the mitigation project had far exceeded the requirement of approximately 200 plants flowering and setting seed for the first year with a count of about 10,000 individual flowering plants. Year 2 was a drought year in which very few southern tarplant grew and flowered. The quantitative survey for Year 3 showed 310 individual flowering southern tarplant exceeding the success criteria of 264 plants. Quarterly monitoring and annual reporting will continue as required. See Appendix E for the Southern Tarplant Third Annual Monitoring Report.

24.0.C MM-ST (BWP)-1 Trip Reduction Measures

The Bradley West Project MMRP states:

“Trip Reduction Measures. LAWA will implement the following trip reduction measures:

(a) Continue to promote and expand the FlyAway services in accordance with LAX Master Plan Mitigation Measure MM-AQ-3. It is anticipated that the continued expansion of the FlyAway service will promote a shift in mode-share away from the private vehicle mode which would reduce traffic volume using the CTA roadway system.

(b) Continue to promote the consolidation of shuttle services (e.g., hotel/motel, off-airport parking, rental cars) or programs to reduce trips associated with these modes.”

Status→ Completed:

On July 1, 2013, LAWA began FlyAway service between LAX and the Exposition Light Rail line at LaBrea Avenue. Marketing included FlyAway signage in the Exposition light rail vehicles and at prominent station platforms.

24.0.D MM-ST (BWP)-2 Improve the Intersection of Center Way and World Way South

The Bradley West Project MMRP states in part:

“Improve the Intersection of Center Way and World Way South. Widen World Way South approach on the east side of the roadway to provide an additional right turn lane. The resulting configuration would be a single left turn lane, one through-left turn lane, two through lanes, and two right turn lanes.”

Status→ In Progress:

In 2013, the design for this intersection improvement was completed.

24.0.E MM-ST (BWP)-3 Widen World Way Across from TBIT

The Bradley West Project MMRP states:

“Widen World Way Across from TBIT. Widen the arrivals-level outer roadway across from TBIT by changing the left-most lane that currently terminates at Center Way to a through/left lane and extending this lane to World Way South.”

Status→ Completed:

This improvement was completed in June 2013 as part of the Central Utility Plant upgrade.

24.0.F MM-ST (BWP)-4 Modify the Intersection of Airport Boulevard and Manchester Avenue (Intersection #9)

The Bradley West Project MMRP states in part:

“Modify the Intersection of Airport Boulevard and Manchester Avenue (Intersection #9). The eastbound approach to the Airport Boulevard and Manchester Avenue intersection shall be restriped to provide one left-turn lane, two through lanes,

and a through/right lane... Implementation of this measure shall occur if/when international passenger activity levels at TBIT increase to 19.7 million annual passengers.”

Status→ No action required at this time:

In 2013, there were 17.8 million international annual passengers at LAX. No action is required until the number of international passengers at LAX reaches 19.7 million annual passengers.

24.0.G MM-ST (BWP)-5 Modify the Intersection of Arbor Vitae Street and Aviation Boulevard (Intersection of Imperial Highway and Sepulveda Boulevard (Intersection #10)

The Bradley West Project MMRP states in part:

“Modify the Intersection of Arbor Vitae Street and Aviation Boulevard (Intersection #10). The eastbound approach to the Arbor Vitae Street and Aviation Boulevard intersection shall be widened to provide one left-turn lane, two through lanes, and a right-turn lane....Los Angeles and City of Inglewood. Implementation of this measure shall occur if/when international passenger activity levels at TBIT increase to 20.7 million annual passengers.”

Status→ No action required at this time:

In 2013, there were 17.8 million international annual passengers at LAX. This measure will be triggered when the number of international passengers at LAX reaches 20.7 million annual passengers.

24.0.H MM-ST (BWP)-6 Modify the Intersection of Imperial Highway and Sepulveda Boulevard (Intersection #71)

The Bradley West Project MMRP states in part:

“Modify the Intersection of Imperial Highway and Sepulveda Boulevard (Intersection #71). The northbound approach to the Imperial Highway and Sepulveda Boulevard intersection shall be restriped to provide one left-turn lane, three through lanes, and two right-turn lanes. Implementation of this measure shall occur if/when international passenger activity levels at TBIT increase to 19.7 million annual passengers.”

Status→ No action required at this time:

In 2013, there were 17.8 million international annual passengers at LAX. This measure will be triggered when the number of international passengers at LAX reaches 19.7 million annual passengers.

24.0.I MM-ST (BWP)-7 Modify the Intersection of La Cienega Boulevard and I-405 Ramps N/O Century Boulevard (Intersection #96)

The Bradley West Project MMRP states in part:

“Modify the Intersection of La Cienega Boulevard and I-405 Ramps N/O Century Boulevard (Intersection #96). The southbound approach to the La Cienega Boulevard

and I-405 Ramps N/O Century Boulevard intersection shall be widened to provide two left-turn lanes and two through lanes....

Implementation of this measure shall occur if/when international passenger activity levels at TBIT increase to 20.7 million annual passengers.”

Status→ No action required at this time:

In 2013, there were 17.8 million international annual passengers at LAX. This measure will be triggered when the number of international passengers at LAX reaches 20.7 million annual passengers.

24.0.J MM-ST (BWP)-8 Modify the Intersection of La Tijera Boulevard and Sepulveda Boulevard (Intersection #101)

The Bradley West Project MMRP states in part:

“Modify the Intersection of La Tijera Boulevard and Sepulveda Boulevard (Intersection #101). The westbound approach to the La Tijera Boulevard and Sepulveda Boulevard intersection shall be restriped and the traffic signal modified to provide two left-turn lanes, one through lane, and a through/right lane. ... Implementation of this measure shall occur if/when international passenger activity levels at TBIT increase to 18.7 million annual passengers.”

Status→ No action required at this time:

In 2013, there were 17.8 million international annual passengers at LAX. This measure will be triggered when the number of international passengers at LAX reaches 18.7 million annual passengers.

24.0.K MM-ST (BWP)-9 Modify the Intersection of Sepulveda Boulevard and 76th/77th Street (Intersection #136)

The Bradley West Project MMRP states in part:

“Modify the Intersection of Sepulveda Boulevard and 76th/77th Street (Intersection #136). The eastbound approach to the Sepulveda Boulevard and 76th/77th Street intersection shall be restriped to provide two left-turn lanes, a through/left-turn lane, and one right-turn lane.... Implementation of this measure shall occur if/when international passenger activity levels at TBIT increase to 19.7 million annual passengers.”

Status→ No action required at this time:

In 2013, there were 17.8 million international annual passengers at LAX. This measure will be triggered when the number of international passengers at LAX reaches 19.7 million annual passengers.

24.0.L MM-ST (BWP)-10 Modify the Intersection of Imperial Highway and Main Street (Intersection #68)

The Bradley West Project MMRP states:

“Modify the Intersection of Imperial Highway and Main Street (Intersection #68). Modify the median island on the east leg of the intersection to provide a second left turn lane. The resulting westbound configuration would be comprised of a dual left-turn lane and two through lanes.”

Status→ Completed:

This project was completed on February 14, 2012.

24.0.M MM-ST (BWP)-11 Modify the Intersection of Imperial Highway and Pershing Drive (Intersection #69)

The Bradley West Project MMRP states:

“Modify the Intersection of Imperial Highway and Pershing Drive (Intersection #69). Widen the north side of the westbound approach of Imperial Highway to provide a second right-turn lane. The resulting westbound lane configuration would be comprised of one left turn lane, two through lanes, and two right turn lanes.”

Status→ Completed:

This project was completed on February 14, 2012.

24.0.N MM-ST (BWP)-12 Distribution of Contractor Employee Parking between the Northwest Construction Staging/Parking Area and the East Contractor Employee Parking Area or Southeast Construction Staging/Parking Area

The Bradley West Project MMRP states in part:

“Distribution of Contractor Employee Parking between the Northwest Construction Staging/Parking Area and the East Contractor Employee Parking Area or Southeast Construction Staging/Parking Area. General parking for Bradley West Project contractor employees within the Northwest Construction Staging/Parking Area and within the East Contractor Employee Parking Area or Southeast Construction Staging/Parking Area shall be distributed such that neither the northwest area (i.e., Northwest Construction Staging/Parking Area) or the east/southeast area (i.e., East Contractor Employee Parking Area or Southeast Construction Staging/Parking Area) is assigned parking for more than 601 vehicles.”

Status→ Ongoing:

This is an ongoing requirement until construction is completed.

24.0.O MM-HA (BWP)-1 Conformance with LAX Master Plan Archaeological Treatment Plan

The Bradley West Project MMRP states in part:

“Conformance with LAX Master Plan Archaeological Treatment Plan. Prior to initiation of grading and construction activities, LAWA will retain an on-site Cultural Resource Monitor (CRM), as defined in the LAX Master Plan MMRP ATP, who will determine if the proposed project area is subject to archaeological monitoring.”

Status→ Ongoing:

LAWA has retained an on-site CRM. This is an ongoing requirement until construction is completed.

24.0.P MM-PA (BWP)-1 Conformance with LAX Master Plan Paleontological Management Treatment Plan

The Bradley West Project MMRP states in part:

“Conformance with LAX Master Plan Paleontological Management Treatment Plan. Prior to the initiation of grading and construction activities, LAWA will retain a professional paleontologist, as defined in the Final LAX Master Plan MMRP PMTP, who will determine if the project site exhibits a high or low potential for subsurface resources.”

Status→ Ongoing:

LAWA has retained a professional paleontologist for the Bradley West Project site. This is an ongoing requirement until construction is completed.

24.0.Q MM-PA (BWP)-2 Construction Personnel Briefing

The Bradley West Project MMRPs states:

“Construction Personnel Briefing. In accordance with the PMTP, construction personnel will be briefed by the consulting paleontologist in the identification of fossils or fossiliferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.”

Status→ Ongoing:

This is an ongoing requirement until construction is completed.

24.0.R MM-BC (BWP)-1 Conservation of Floral Resources: Southern Tarplant

The Bradley West Project MMRP states in part:

“Conservation of Floral Resources: Southern Tarplant. LAWA or its designee shall prepare a special status plant mitigation program for the southern tarplant. The loss of the southern tarplant individuals shall be mitigated through seed collection and seeding into a suitable mitigation site within undeveloped property owned by LAWA or at a suitable off-site location, determined based on habitat, soil type, moisture levels, and other relevant conditions. One suitable off-site location is the Three Sisters Reserve located on the Palos Verdes Peninsula.”

Status→ In Progress:

The southern tarplant mitigation program for the Bradley West Project was combined with the mitigation program for the Crossfield Taxiway Project. See the Crossfield Taxiway project-specific discussion of Mitigation Measure MM-BC (CFTP)-1, Conservation of Floral Resources: Southern Tarplant, in Section 24.0.B. As indicated in that discussion, the initial mitigation program that commenced in 2010 was unsuccessful, and was, therefore, followed by a remedial effort in 2011 in a different site on LAWA property. The remedial effort exceeded Year 1 and 3 success criteria.

24.0.S MM-BC (BWP)-2 Conservation of Floral Resources: Lewis' Evening Primrose

The Bradley West Project MMRP states in part:

“Conservation of Floral Resources: Lewis' Evening Primrose. *Prior to any work activities (i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) on the project site, including construction staging areas, pre-construction focused surveys shall be conducted during the period of March through May by a qualified biologist to determine the presence or absence of Lewis' evening primrose.”*

Status→ Completed:

Prior to the implementation of construction staging, laydown, and parking areas associated with the Bradley West Project, LAWA conducted focused plant surveys in November 2008 for the Lewis' evening-primrose (*Camissonia lewisii*) and California spineflower (*Mucronea californica*). Neither species was observed during the focused surveys. No additional mitigation is required.

24.0.T MM-BC (BWP)-3 Conservation of Floral Resources: California Spineflower

The Bradley West Project MMRP states in part:

“Conservation of Floral Resources: California Spineflower. *Prior to any work activities (i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) on the project site, including construction staging areas, pre-construction focused surveys shall be conducted during the period of March through July by a qualified biologist to determine the presence or absence of California spineflower.”*

Status→Completed:

See status of MM-BC (BWP)-2 above.

24.0.U MM-BC (BWP)-4 Conservation of Faunal Resources: Burrowing Owl

The Bradley West Project MMRP states in part:

“Conservation of Faunal Resources: Burrowing Owl. *Prior to any work activities (i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within the Southeast Construction Staging/Parking Area (also known as the Continental City site), a survey for burrows by a qualified biologist will be conducted by*

walking through the suitable habitat within the site in accordance with CDFG-accepted protocols.”

Status→ Completed:

Prior to the implementation of construction staging, laydown, and parking areas associated with the Bradley West Project, LAWA conducted focused surveys in June 2009 for the western burrowing owl (*Athene cunicularia hypugea*). The burrowing owl was not observed during the spring surveys. However, based on previous reports of burrowing owl within the western portion of LAX, it was recommended that monthly surveys be conducted between September and January, during development of the West Construction Staging Area. These surveys were undertaken by the LAX USDA wildlife biologist under contract to LAWA. No burrowing owls were observed during these monthly surveys. No additional mitigation is required.

24.0.V MM-BC (BWP)-5 Conservation of Faunal Resources: Loggerhead Shrike

The Bradley West Project MMRP states in part:

“Conservation of Faunal Resources: Loggerhead Shrike. If construction is scheduled to occur during the nesting season for the loggerhead shrike (March 15 to August 15), vegetation that will be impacted by the proposed project shall be removed outside the nesting season if feasible.”

Status→ Completed:

Vegetation that was required to be removed in order to develop construction staging and parking areas associated with the Bradley West Project was removed in 2010 prior to the nesting season for the loggerhead shrike.

24.0.W MM-BC (BWP)-6 Conservation of Faunal Resources: San Diego Black-Tailed Jackrabbit

The Bradley West Project MMRP states in part:

“Conservation of Faunal Resources: San Diego Black-Tailed Jackrabbit. Prior to the commencement of clearing operations or other activities involving significant soil disturbance at locations identified in Table 4.7-2 with suitable habitat, a survey shall be conducted to locate black-tailed jackrabbits within 100 feet of the outer extent of projected soil disturbance activities.”

Status→ Completed:

Prior to clearing operations associated with development of construction staging and parking areas for the Bradley West Project, surveys for the presence of black-tailed jackrabbits were conducted by the LAX USDA wildlife biologist from September 2009 through February 2010 under contract to LAWA. No black-tailed jackrabbits were observed. No additional mitigation is required.

24.0.X MM-BC (BWP)-7 Conservation of Floral Resources: Mature Tree Replacement

The Bradley West Project MMRP states in part:

“Conservation of Floral Resources: Mature Tree Replacement. LAWA or its designee shall compensate at a ratio of 2:1 for the loss of mature trees, which would occur as a result of implementation of Northwest Construction Staging/Parking Area.”

Status→ Completed:

In conjunction with the implementation of the Bradley West Project’s Northwest Construction Staging Area, LAWA entered into letters of agreement with TreePeople, a non-profit environmental organization, and funds were provided to plant 66 native mature trees at Westchester Park and 64 trees at Morningside High School and the adjacent, student-run Empowerment Community Garden. The mature tree plantings were initiated in 2010 and were completed by June 2012. As of June 2012, 67 trees had been planted at Westchester Park as part of the TreePeople project, 66 of which are associated with Mitigation Measure MM-BC (BWP)-7. In addition, TreePeople led six tree care events in Westchester Park in 2012.

The Morningside High School/Empowerment Community Garden project was expanded to encompass a large-scale greening plan in the City of Inglewood, in conjunction with the non-profit Social Justice Learning Institute. In addition to the 41 trees that had been planted in in 2011, TreePeople and community volunteers planted 32 trees at Vincent Park in Inglewood. As of June 2012, 73 trees had been planted as part of the TreePeople project in Inglewood, 64 of which are associated with Mitigation Measure MM-BC (BWP)-7. The trees were planted at the Empowerment Community Garden, Warren Lane Elementary School (a feeder school to Morningside High School), Queen Park and Vincent Park. The Orchard that was planted at the Empowerment Community Garden is growing and the trees are already bearing fruit. In addition, three Tree Care follow-up events were held in 2012.

24.0.Y MM-BC (BWP)-8 Conservation of Faunal Resources: Nesting Birds/Raptors

The Bradley West Project MMRP states in part:

“Conservation of Faunal Resources: Nesting Birds/Raptors. To comply with the Migratory Bird Treaty Act, for those areas of the project site that are not actively maintained and have a potential for nesting birds/raptors, if construction is scheduled to occur during the nesting season for birds/raptors (generally February 1 to June 30 for raptors and March 15 to August 15 for nesting birds), vegetation that will be impacted by the proposed project shall be removed outside the nesting season if feasible.”

Status→Completed:

Prior to the removal of trees associated with implementation of the North Construction Staging Area for the Bradley West Project, LAWA conducted surveys for nesting raptors in April 2010. No birds exhibiting breeding behavior or active nests were observed during the survey. Moreover, according to the LAX USDA wildlife biologist, the West Construction Staging Area does not contain suitable habitat for raptors to nest and no nesting raptors have been observed in this area in the past 8 years. As a result, surveys

for nesting raptors were not conducted for this construction staging area prior to the removal of vegetation. No additional mitigation is required.

24.0.Z MM-ET (BWP)-1 Mitigation for Riverside Fairy Shrimp

The Bradley West Project MMRP states in part:

“Mitigation for Riverside Fairy Shrimp. *If Riverside fairy shrimp are found to be located on-site, LAWA shall coordinate with FAA and USFWS to initiate consultation under the federal Endangered Species Act and prepare a Mitigation Plan in consultation with the USFWS.”*

Status→Completed:

Prior to the implementation of the Southeast Construction Staging/Parking Area associated with the Bradley West Project, two wet season surveys and one focused dry season survey for Riverside fairy shrimp (*Streptocephalus woottoni*) were conducted in 2009 and 2010 in accordance with USFWS protocol guidelines. No federally-listed Riverside fairy shrimp were observed within the survey area.