Los Angeles World Airports

BOARD OF AIRPORT COMMISSIONERS REPORT

Approved by: W. Richard Wells, Chief of Airport Planning II

Reviewed by: Roger Johnson, Deputy Executive Director

City Attorney

Gina Marie Lindsey - Executive Director

Meeting Date:

February 9, 2009

CAO Review:		
	☐	Completed
	☐	Pending
	☒	N/A

Date Reviewed & Reviewer Initials:

Budget	01/20/09	DS
CEQA	01/16/09	AE
Contract Services	01/15/09	EW

SUBJECT:

CROSSFIELD TAXIWAY PROJECT EXECUTIVE DIRECTOR'S REPORT AND ENVIRONMENTAL IMPACT REPORT

CONSIDERATION of the CROSSFIELD TAXIWAY PROJECT (TAXIWAY C13) at LOS ANGELES INTERNATIONAL AIRPORT. ADOPT the EXECUTIVE DIRECTOR'S REPORT including the RECOMMENDATION for LAX PLAN COMPLIANCE APPROVAL; CERTIFY the FINAL ENVIRONMENTAL IMPACT REPORT (FEIR); ADOPT the STATEMENT OF OVERRIDING CONSIDERATIONS, the CEQA FINDINGS, and the Project's MITIGATION MONITORING AND REPORTING PROGRAM; and APPROVE THE CROSSFIELD TAXIWAY PROJECT.

RECOMMENDATION:

Management RECOMMENDS that the Board of Airport Commissioners:

1. ADOPT the Staff Report.

2. CERTIFY that

   a) The Final Environmental Impact Report (FEIR) for the Crossfield Taxiway Project, which includes the Draft EIR, has been completed in compliance with the California Environmental Quality Act (CEQA) and the State and the City of Los Angeles CEQA Guidelines; and

   b) The Final EIR and the entire administrative record supporting the EIR were presented to the Board of Airport Commissioners (BOAC), as the decision making

body of the lead agency, and BOAC considered the information contained in the Final EIR prior to approving the project; and

c) The Final EIR represents the independent judgment and analysis of the lead agency.

3. ADOPT the

a) Statement of Overriding Considerations attached as Exhibit B; and

b) CEQA Findings attached as Exhibit C; and

c) Project's Mitigation Monitoring and Reporting Program attached as Exhibit D.

4. ADOPT the

a) Executive Director's Report attached as Exhibit A.

5. FIND that

a) The CFTP complies with the LAX Plan, any design guidelines required by the LAX Plan, and all applicable provisions of the LAX Specific Plan, as fully set forth in the Executive Director's Report, attached as Exhibit A; and

b) The CFTP has been adequately analyzed in compliance with CEQA, and the applicable LAX Master Plan commitments and mitigation measures contained in the LAX Master Plan MMRP (as may be modified by the Board of Airport Commissioners in accordance with CEQA) or identified in any subsequent environmental review have been incorporated into the CFTP to the extent feasible, as fully set forth in the Executive Director's Report attached as Exhibit A.

6. APPROVE the Crossfield Taxiway Project.

7. RECOMMEND that the City Council approve the LAX Plan Compliance as recommended in the Executive Director's Report, including adoption of required findings and imposition of all recommended conditions.

8. TRANSMIT AND RECOMMEND that the City Council concur with the actions of the Board of Airport Commissioners and affirm the certification of the CFTP Final EIR.

DISCUSSION:

1. Executive Summary

The proposed Crossfield Taxiway Project (CFTP) at LAX, also referred to as Taxiway C13, will be located west of the Tom Bradley International Terminal approximately in the center of the airport and will connect the north and south runway complexes. The existing east/west Taxiway D will be extended westerly to the northern end of the proposed north/south Taxiway C13. The project also includes construction of a new vehicle service road; realignment and suppression of a portion of World Way West; a utility corridor (utilidor); five "remain overnight" (RON) aircraft parking locations, one of which could also serve as a ground run-up enclosure; a vehicle parking lot; and a new

fire station /aircraft rescue and fire fighting (ARFF) facility. A complete, detailed description of the proposed improvements is provided in Section 2.4.1 of the CFTP Final Environmental Impact Report (EIR). Construction of these improvements would also require the removal and potential relocation of a number of ancillary and support facilities, as discussed in Section 2.4.2 of the CFTP Final EIR.
The objectives of the CFTP include the following:

- To provide taxiway improvements, including a new taxiway, which will help alleviate periodic congestion that currently occurs at or near existing crossfield Taxiways Q and S, improve the safety and efficiency of aircraft ground movement during such times, and reduce aircraft taxi time and delay.
- To provide a new crossfield taxiway designed to accommodate ADG VI aircraft (i.e., NLA such as the Airbus A380 and Boeing 747-8), recognizing that limited commercial operation of the A380 at LAX began in October 2008 and is anticipated to increase substantially by early 2012.
- To implement taxiway improvements and other related airfield operations area (AOA) improvements consistent with the design and intent of the approved LAX Master Plan, in a manner that is complementary to the systematic phased implementation of the Master Plan.
- To provide for both near-term and long-term environmental benefits, particularly as related to reduced air quality pollution, including greenhouse gas emissions, and reduced fuel consumption.

The proposed project reflects the phased implementation of improvements envisioned in the LAX Master Plan that was adopted by the BOAC and the City Council in December 2004. LAX Specific Plan Section 7 requires that the Executive Director determine whether a project, as defined by the LAX Specific Plan, is consistent with the LAX Plan, all applicable provisions of the LAX Specific Plan and with the requirements of the California Environmental Quality Act (CEQA). Upon an affirmative determination, the Executive Director must prepare a written report and recommendation to the BOAC on LAX Plan Compliance and the BOAC must set the matter for hearing. Following the hearing, the BOAC must recommend to the City Council that that it approve, approve with conditions, modify or deny a request for LAX Plan Compliance approval. The City Council must grant the LAX Plan Compliance approval prior to construction of certain projects within the LAX Specific Plan boundary. LAWA staff is recommending adoption of the Executive Director's Report (EDR) for the CFTP, certification of the Final Environmental Impact Report, adoption of the CEQA Findings, the Mitigation Monitoring and Reporting Program (MMRP) for the CFTP and the Statement of Overriding Considerations, transmittal and recommendation that the City Council grant the LAX Plan Compliance approval, affirm the certification of the CFTP Final EIR and concur in the actions of the BOAC.

2. Prior Related Actions

As part of the LAX Master Plan approval process in December 2004, the LAX Specific Plan was approved requiring that a certain approval process be followed for all projects within the LAX boundary. The LAX Specific Plan mandates that no grading permit, building permit, or use of land permit shall be issued, and no construction shall occur, for any development within the Airport Airside and Airport Landside Sub-Areas unless the City Council grants an LAX Plan Compliance approval pursuant to the procedures set forth in the Specific Plan. Based on the description of the project, it was determined that

the project would have to undergo a full LAX Plan Compliance Review prior to reaching a final decision on project approval.

3. Current Action

In accordance with the LAX Specific Plan Section 7, an EDR has been prepared and is attached as Exhibit A. The EDR addresses the proposed CFTP and its relationship to the LAX Plan, all applicable provisions of the LAX Specific Plan, and its compliance with the requirements of CEQA. It also summarizes the annual Traffic Generation Report and Aviation Activity Analysis, which are included as attachments to the EDR, and the results of consultation with the LAX Master Plan Stakeholder Liaison. As required by the LAX Specific Plan, the EDR includes written findings that (1) the CFTP complies with the LAX Plan, any design guidelines required by the LAX Plan, and all applicable provisions of the Specific Plan; and (2) the CFTP has been adequately analyzed in compliance with CEQA, and the applicable Master Plan commitments and mitigation measures contained in the Master Plan MMRP or identified in any subsequent environmental review have been incorporated into the Project to the extent feasible. Having made the requisite findings supported by facts in the record, the EDR recommends of approval of the request for LAX Plan Compliance for the CFTP.

The CFTP is proposed to occur near the center of LAX. As one of the airfield improvements included in the LAX Master Plan, the LAX CFTP encompasses improvements to a portion of the existing taxiway system that supports aircraft access between the north runway complex (i.e., Runways 6L/24R and 6R/24L) and the south runway complex (i.e., Runways 7L/25R and 7R/25L). In particular, the proposed project would provide a new crossfield taxiway in a north/south configuration, identified as Taxiway C13, and an associated connection to, and westerly extension of, the existing Taxiway D (which runs in an east/west direction). It is anticipated that the construction would take approximately 16 months to complete. In addition, a new parallel service road along the new Crossfield Taxiway (Taxiway C13) would be built and the existing aircraft remain overnight (RON) parking location would be relocated alongside the south end of Taxiway C13. A new fire station/aircraft rescue and fire fighting facility (ARFF) would also be constructed as part of the project. The subject taxiway improvements are proposed in light of airfield congestion that occurs periodically at and near the existing midfield taxiways relative to movement of aircraft on the ground, and also reflect the phased implementation of improvements that are included in the approved LAX Master Plan. The proposed ARFF would replace an existing station that is severely undersized and, similar to the taxiway improvements, would be developed consistent with the phased implementation of the LAX Master Plan.

To facilitate construction and operation of Taxiway C13, an existing public access street, World Way West, would need to be realigned and suppressed below grade at the intersection of the new taxiway with the taxiway being constructed over the street. The proposed adjacent service road that will parallel Taxiway C13 will necessitate the construction of two bridge facilities (i.e., one bridge structure for the new taxiway and one bridge structure for the new adjacent service road). Each of the two bridge structures would include construction of wing walls (i.e., retaining walls) to support the embankment on all corners of the bridge. In addition, a utilidor would be constructed adjacent to the World Way West alignment. More detailed description of the utilities and

other ancillary facilities to be constructed, removed or relocated as a result of the project are available in Section 2 of the Final EIR.

A primary objective of the CFTP is to provide wider taxiways, in compliance with FAA standards, needed to accommodate the new large aircraft that have begun, or will begin in the future, operations at the airport including the A380 and the B747-8. These improvements will expand LAWA's operational functionality within the regional airport system and as the international gateway to the Southern California region. The proposed taxiway improvements will help alleviate periodic airfield congestion that periodically occurs near the midfield area and support the safe and efficient movement of aircraft on the airfield. One of the primary benefits to be achieved as a result of the CFTP is to allow the FAA's Air Traffic Control Tower staff to take advantage of improved access to better maintain a balance in the number of aircraft arrival operations between the two runway complexes.

Environmental Impact Report and Findings:

LAWA, as the lead agency for the CFTP, developed a project-level Environmental Impact Report (EIR) that was tiered from the LAX Master Plan EIR. The LAX Master Plan was approved by the Los Angeles City Council in December 2004, along with a combination Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) to comply with both State and Federal requirements. This comprehensive plan contained four build alternatives, each of which included proposals for new crossfield taxiways and associated taxiway improvements. The LAX Master Plan EIR provided a programmatic analysis of the approved Alternative D, including the crossfield taxiway currently proposed. As more detailed design, engineering, and construction plans for the CFTP became available, LAWA determined that this new information allows for a more detailed evaluation of certain impacts, particularly those that are construction-related, and to address impacts associated with greenhouse gases. Therefore, LAWA determined that an additional, project-specific EIR was required for the CFTP. This process is referred to as tiering, which is defined in Section 15152 (a) of the State CEQA guidelines as: using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project. Based on the above defined practice, the Draft EIR for the CFTP was "tiered" from, and incorporates by reference, the LAX Master Plan Final EIR and focuses on those effects not previously considered in the Master Plan EIR. The EIR analyzed the primary subject areas where preliminary analyses within the LAX Master Plan EIR, and also in subsequent evaluations, determined the potential for significant impacts as a result of construction activities associated with the project. These subject areas included traffic, air quality, human health risk assessment, global climate change, and biotic communities. In addition, another 15 subject areas ranging from noise to energy to hazardous materials were analyzed utilizing the comprehensive analysis that was conducted in the LAX Master Plan and complemented by focused analyses tailored to the project.

Where significant adverse impacts were identified, the CFTP EIR recommended the implementation of mitigation measures that would strive to reduce the impacts to less than a significant level. All applicable mitigation measures in the Mitigation Monitoring and Reporting Plan (MMRP) of the LAX Master Plan EIR were incorporated as part of

the CFTP to maintain consistency between this project and the other projects envisioned in the Master Plan. There are approximately 114 mitigation measures and commitments contained in the MMRP. Among these, 23 of the mitigation measures and 18 of the commitments were determined to be applicable to the CFTP and are listed in the CFTP EIR and the CFTP MMRP. These are taken from various subject areas contained in the MMRP including Surface Transportation, Air Quality, Human Health Risks, Global Climate Change, Biotic Communities, Noise, Land Use, Population, Housing, Employment and Growth Inducement, Hydrology/Water Quality, Cultural Resources, Endangered and Threatened Species of Flora and Fauna, Wetlands, Energy Supply and Natural Resources, Solid Waste, Light Emissions, Hazards and Hazardous Materials, Public Utilities, and Public Services. In addition to these areas, a measure taken from the Community Benefits Agreement, dealing with construction equipment, was included in the project EIR as mitigation for the CFTP.

Some of the primary examples of measures that were considered most applicable included numerous commitments related to minimizing transportation impacts and more specifically the air quality measures contained in MM-AQ-1 and MM-AQ-2 (construction-related measures) of the MMRP, which would also address the objective of reducing greenhouse gases. As indicated in the CEQA Findings in the attached Exhibit C, the only areas where impacts could not feasibly be reduced to less than a significant level were air quality and global climate change from construction activities.

To address the air quality impacts from construction equipment, a variety of emission reduction measures will be implemented. One of the more significant air quality measures is the retrofitting of construction equipment with diesel particulate traps that will reduce particulate emissions, including PM 10 and PM 2.5, by at least 85% and probably more. These traps will also contribute to the reduction of ultra fine particles that have been linked to serious health concerns, as well as reduce nitrogen dioxide emissions. This measure was initiated with construction equipment utilized in the South Airfield Improvement Project with great success and will be pursued even more vigorously in the Crossfield Taxiway Project. It should be noted that the adverse air quality impacts were primarily associated with the construction activities that would occur over approximately a sixteen month period. Whereas, the long term operational aspects associated with the project would actually result in beneficial impacts as a result of improved operational efficiencies and reduced taxiing and idling time for aircraft.

Another example that demonstrates the range of applicability of measures from the Master Plan EIR MMRP that are designated in the CFTP EIR pertains to potential biological impacts. Mitigation measures MM-BC-1 and MM-BC-3 from the MMRP address the conservation of habitat within and adjacent to the El Segundo blue butterfly restoration area in the dunes at the western edge of the airport. These measures were deemed applicable to the CFTP. In addition, a mitigation measure, MM-BC (CFTP)-1, was added to specifically tailor the relevant Master Plan mitigation measures and commitments to the CFTP to ensure the preservation of the southern tarplant. This plant species was included in the mitigation program after a biological survey conducted during the preparation of the EIR identified the presence of the special status plant in the project area. The measure will establish a series of steps to be taken to relocate and protect the plant.

Public Review of the EIR:

A notice of preparation (NOP) of an EIR was originally published on April 10, 2008. In conjunction with continuing planning and engineering refinement for the project, a revised NOP was published on August 7, 2008. Numerous comments on the NOP were received and considered by LAWA during the scoping period, which extended until September 8, 2008. The notice of availability for the Draft EIR for public review was published in the Los Angeles Times, and local newspapers including the Daily Breeze and the Argonaut and posted at the County and City Clerk's offices on September 25, 2008. Copies of the report were placed in seven local libraries and the EIR is available for review thru the LAWA website. The EIR was available for public and agency review and comment for 45 days that began on September 25, 2008 and ended on November 10, 2008, in accordance with CEQA Guidelines Section 15105. Additionally, a public workshop was held on October 15, 2008 at the Flight Path Learning Center and Museum providing the public with the opportunity to learn more about the Project and the CFTP Draft EIR. Comment letters were received during the 45-day review period from public agencies, individuals and organizations representing communities surrounding the airport. Written responses were prepared for all written comments received during the review period. The comments and responses, as well as corrections and additions to the Draft EIR, are contained in the Final EIR. The EIR was prepared in accordance with the CEQA, Public Resources Code Section 21000 et seq. and in compliance with the State CEQA Guidelines Title 14 California Code of Regulations (CCR) Section 15000 et seq, as well as with the City of Los Angeles CEQA Guidelines.

4. Alternatives Considered

Alternatives analyzed under the LAX Master Plan EIR - The CFTP needs to be evaluated within the context of the broader scope envisioned in the LAX Master Plan. A wide range of alternatives to the airfield improvements proposed for LAX were formulated and considered during the course of developing and approving the LAX Master Plan, as evidenced in reviewing the five airport concepts addressed in the LAX Master Plan Final EIR, including Alternatives A thru D and the No Action/No Project Alternative. Each airport concept included taxiway connections between the north runway complex and the south runway complex.

Each of the four build alternatives evaluated in the Master Plan EIR called for new additional crossfield taxiways, with the number and locations of the taxiways being influenced primarily by the number and placement of midfield satellite concourses, with dual taxiways being proposed on each side of the concourse. As such, the taxiway system improvements such as those associated with the CFTP were formulated and defined particular to each of the airfield concepts, based on applicable FAA requirements and standards and professional airport planning practices. In light of several factors, including safety, cost, operational efficiency, and environmental concerns, it was ultimately determined by the Los Angeles City Council that Alternative D of the Master Plan best met the project objectives. Unlike certain conceptual plans for airport facilities, airfield configurations were developed and designed at a precise level of detail to satisfy FAA requirements related to airport layout plans. As such, consideration has already been given to a number of alternatives that include variations on crossfield taxiway systems and the ADG VI standards and this layout was determined to best meet the project objectives.

CFTP Alternatives Screened-Out from Further Consideration - In addition to alternatives considered in the LAX Master Plan EIR, the CFTP EIR considered a number of alternative sites to the project. All of these alternative sites were screened out from further consideration because they were determined to be incapable of avoiding or substantially lessening the significant effects of the CFTP and could not feasibly attain most of the basic objectives of the project. An alternative construction approach, whereby construction of the CFTP would be extended to reduce the amount of daily activity, was also considered in the CFTP Final EIR. The CFTP Final EIR analyzed the level of activity reduction that would be required to reduce air quality emissions below the level of significance and determined that it would take 184 months (approximately. 15 years) to complete the CFTP under this approach. The CFTP Final EIR determined that this approach, while reducing daily emissions to a level that is less than significant, would increase the overall duration of air pollutant emission, would increase the overall emissions, and would delay the air quality and GHG benefits associated with operation of the CFTP.

CFTP Alternative Analyzed in the CFTP EIR - Modify the Design Concept to the ADG V Standards - The CFTP EIR also considered an alternative design concept that would reduce the capacity of the proposed taxiway to only accommodate smaller Aircraft Design Group (ADG) V. Under this alternative, as described and analyzed in Section 6.4.2 of the CFTP Final EIR, the design of the proposed taxiway improvements would be geared towards a smaller size aircraft than under the current proposal, which would require smaller size taxiways and, in turn, require less construction. Less construction would result in reduced equipment operation and associated air pollutant emissions. Also considered under the Design Alternative was a variation to the proposed replacement of the AA employee vehicle parking lot, whereby more area north of the current proposal would be paved, instead of the current proposal for paving the southern portion of the site containing a sensitive plant species – the southern tarplant. Under the proposed project, impacts to the southern tarplant would be reduced to a level that is less than significant with implementation of mitigation; however, the Design Alternative would avoid the subject impact without the need for mitigation. The CFTP Final EIR determined although the Design Alternative would provide marginally less construction related emissions because of less concrete and related materials being needed, the difference between the Design Alternative and the Project as proposed is slight at best, and the Design Alternative would not avoid or lessen these impacts below the level of significance. Nor would the Design Alternative produce the long-term operations-related air quality and greenhouse gas benefits of the project. Further, it would not meet the objective of meeting the future inevitable needs of the larger ADG VI including the A380 and the B747-8. In addition, the slight emission reductions that would result from only providing ADG V facilities would only be experienced during the construction phase. The ADG VI facilities present a greater potential to reduce emissions during the operations that would subsequently occur after construction is completed due to greater airfield efficiency. The smaller taxiway would not provide as much congestion relief and therefore would not have as beneficial effect on air quality as the ADG VI taxiway would

CFTP Alternative Analyzed in the CFTP EIR – "No Project"(Retain the Existing Crossfield Taxiway System) – If the existing crossfield taxiway system is maintained, significant negative impacts on the operation of the airport would occur. Considerable modification to the number and design of gates on the west side of TBIT would be necessary, which would impact the airport's ability to accommodate Group VI aircraft. There would be increasing congestion in the middle of the airfield, affecting airfield

balance and lengthening taxiing and idling times. An additional negative impact would occur as these events would increase emissions and negatively impact air quality.

5. Economic and Cost Implications

The CFTP is among a number of projects included in the approved LAX Master Plan. The implementation of improvements to LAX will bring substantial benefits to the City of Los Angeles, including air service benefits, safety and efficiency, security, environmental benefits from improved operations, economic benefits, employment benefits, environmental justice benefits, and conformance with regional plans. These benefits are described in the LAX Master Plan Final EIR and the associated CEQA Findings adopted in conjunction with the approval of the LAX Master Plan. The primary purpose of the CFTP is to improve the efficiency of aircraft taxiing in the midfield area at LAX, and also has the benefit of providing for a new on-airport fire station/aircraft rescue and firefighting facility (ARFF) to replace the existing undersized and outdated station/ARFF.

Construction of the CFTP would provide employment opportunities to the Los Angeles region. The First Source Hiring program is an important element of the Community Benefits Agreement and will be pursued in this project, when it is approved. It is estimated that construction expenditures for the CFTP would result in the creation of many jobs over the course of the 16-month construction period. Considering the multiplier effect to account for the indirect effects on other industries, the total employment impact within the County during the construction period would be even higher.

FISCAL IMPACT STATEMENT:

Approval of this item is an administrative action and has no fiscal impact on the Los Angeles World Airports' Operating or Capital Budget.

STANDARD PROVISIONS:

1. An Environmental Impact Report (EIR) has been prepared for this project in compliance with the California Environmental Quality Act (CEQA), and the City of Los Angeles CEQA Guidelines. Implementation of the Project will have less than significant and potentially significant environmental impacts. A Mitigation Monitoring, Reporting Program has been prepared for adoption to mitigate or avoid significant effects on the environment. The EIR also identified unavoidable significant impacts that would result from implementation of the Project. A Statement of Overriding Considerations has been prepared for adoption stating that the Project's unavoidable impacts are acceptable in light of the Project's benefits. Pursuant to State CEQA Guidelines Section 15091, the location and custodian of documents and materials related to the EIR for this project is the Los Angeles World Airports, Airports & Facilities Planning Division, 7301 World Way West, 3rd Floor, Los Angeles, California 90045.

2. This action is not subject to the provisions of the Service Contractor Worker Retention and Living Wage Ordinances.

3. This action is not subject to the provisions of the MBE/WBE/OBE/DBE Program.

4. This action is not subject to the provisions of the Affirmative Action Program.

5. This action does not require a Business Tax Registration Certificate.

6. This action is not subject to the provisions of the Child Support Obligations Ordinance.

7. This action is not subject to the insurance requirements of the Los Angeles World Airports.

8. This action is not subject to the provisions of Charter Section 1022 regarding the Use of Independent Contractors.

9. The City Attorney has reviewed and approved the Executive Director's Report.

10. Actions taken on this item by the Board of Airport Commissioners will become final pursuant to the provisions of the Los Angeles City Charter Section 250.

11. This action is not subject to the provisions of the Contractor Responsibility Program.

12. This action is not subject to the provisions of the Equal Benefits Ordinance.

13. This action is not subject to the provisions of the First Source Hiring Program.

Attachments:

Exhibit A: Executive Director's Report
- Attachment 1: Project Description
- Attachment 2: Project Drawings
- Attachment 3: Traffic Generation Report (2008)
- Attachment 4: Aviation Activity Analysis (2008)
- Attachment 5: Stakeholder Liaison Report
- Attachment 6: Department Transmittal Letters

Exhibit B: Statement of Overriding Considerations
Exhibit C: CEQA Findings
Exhibit D: Project's Mitigation Monitoring and Reporting Program

EXHIBIT A

Executive Director's Report

Los Angeles World Airports

CROSSFIELD TAXIWAY PROJECT

EXECUTIVE DIRECTOR'S REPORT

AND

ENVIRONMENTAL IMPACT REPORT

EXHIBIT A

Executive Director's Report

Los Angeles World Airports (LAWA)

RECOMMENDATION OF THE EXECUTIVE DIRECTOR

LAX PLAN COMPLIANCE REVIEW

Date: January 28, 2009

Project Name: Crossfield Taxiway Project — Case No: 001-09 LAXSP

Location: Central area of Los Angeles International Airport; Approximately .5 mile west of Tom Bradley International Terminal with Taxiway C13 extending between the northern and southern runway complexes. Refer to **Attachment 2**. Center of project area: latitude: 33º 56' 32" longitude: 118º 25' 5" Zone: LAX - A

Council District: 11TH

Plan Area: LAX Plan

Plan Land Use: Airport Airside

CEQA: Environmental Impact Report

Subject: LAX Specific Plan Compliance Approval of Crossfield Taxiway Project

Purpose: Section 7 of the LAX Specific Plan (Ordinance No. 176,345) requires that the LAWA Executive Director determine whether a project, as defined by the LAX Specific Plan, is consistent with the LAX Plan, all applicable provisions of the LAX Specific Plan and with the requirements of the California Environmental Quality Act (CEQA). Upon an affirmative determination, the Executive Director must prepare a written report and recommendation to the Board of Airport Commissioners (BOAC) for its action on the LAX Plan Compliance request. After receipt of the Executive Director's report and recommendation, the BOAC must set the matter for hearing. Following the hearing, the BOAC must recommend to the City Council that it approve, approve with conditions, modify or deny a request for LAX Plan Compliance approval.

The City Council must grant the Plan Compliance approval prior to the issuance of any grading permit, building permit, or use of land permit or initiation of construction of a project. In addition to construction or alteration of buildings, the Specific Plan defines a project as including the construction or structural alteration of land or change of use of land located in the airport. The following Plan Compliance report describes the relevant aspects of the Crossfield Taxiway Improvement Project (CFTP), which is proposed to be developed in the central portion of LAX. The report includes a project description, findings of fact to support the Executive Director's recommendation, summaries of associated reports, and a final recommendation as required in the Specific Plan. The report must also include the applicable master plan commitments and mitigation measures and any conditions of approval that shall be imposed on the project. The entire list of Master Plan commitments and Mitigation Measures as well as specific measures and conditions identified in the CFTP Final EIR are included in these submittals. These are listed in Exhibit D attached to this submittal package.

1) Project Description:

The proposed CFTP, also referred to as Taxiway C13, will be located west of the Tom Bradley International Terminal approximately in the center of the airport and will connect the north and south runway complexes. The existing east/west Taxiway D will be extended westerly to the northern end of the proposed north/south Taxiway C13. The project also includes construction of a new vehicle service road; realignment and suppression of a portion of World Way West; a utility corridor; five "remain overnight" (RON) aircraft parking locations, one of which could also serve as a ground run-up enclosure; a vehicle parking lot; and a new fire station /aircraft rescue and fire fighting (ARFF) facility. A complete, detailed description of the proposed improvements is provided in Section 2.4.1 of the CFTP Final Environmental Impact Report (EIR). Construction of these improvements would also require the removal and potential relocation of a number of ancillary and support facilities, as discussed in Section 2.4.2 of the CFTP Final EIR.

To facilitate these improvements certain ancillary and support facilities would be removed and, if necessary, relocated to other areas within the airport. The proposed taxiway improvements will help alleviate airfield congestion that periodically occurs near the midfield area and support the safe and efficient movement of aircraft on the airfield. Another primary objective of the project will be to accommodate the new large aircraft that are expected to begin operations at the airport in the near future including the A380 and the 747-8. The proposed project reflects the phased implementation of improvements envisioned in the LAX Master Plan that was adopted by the BOAC and the City Council in December 2004. Refer to **Attachments 1 and 2** of this report for further description and project drawings including the proposed site plan.

2) Description, Purpose and Need for Project

a) *Existing and proposed uses:*

1) Existing: The existing area of the proposed project is comprised of a variety of uses including airline hangars, employee parking, ground service equipment storage and maintenance, catering facilities and aircraft parking spaces.

2) Proposed: As indicated in the project description the dominant feature of the proposed CFTP will be a new north/south taxiway, also referred to as Taxiway C13, to accommodate the operation of new large aircraft that are expected to be operating on a regular basis at LAX in the near future. The taxiway will be located west of the Tom Bradley International Terminal approximately in the center of the airport and will connect the north and south runway complexes. The existing east/west Taxiway D will be extended westerly to the northern end of the proposed north/south Taxiway C13. The project also includes construction of a new vehicle service road; realignment and suppression of a portion of World Way West; a utility corridor; five "remain overnight" (RON) aircraft parking locations, one of which could also serve as a ground run-up enclosure; a vehicle parking lot on the west end of the airport, relocation of other ancillary facilities; and a new fire station /aircraft rescue and fire fighting (ARFF) facility.

b) Ownership: The Crossfield Taxiway Project, or Taxiway C13, and associated improvements are located within LAWA owned property generally in the central airfield of Los Angeles International Airport (LAX).

c) Safety Considerations: The Crossfield Taxiway Project (CFTP) will improve the safety of the airport by upgrading airfield facilities to accommodate the operations of new large aircraft that are

expected to arrive in the near future. Currently, two of the primary north/south taxiways, Q and S, are located immediately west of the Tom Bradley International Terminal (TBIT). These two taxiways, which connect the north and south runway complexes, do not adhere to the Federal Aviation Administration (FAA) standards for Aircraft Design Group (ADG) VI size aircraft in terms of minimum width. The ADG VI aircraft include the new larger aircraft such as the A380 that will soon assume regular operations at LAX. The CFTP will be designed to meet the FAA standards for ADG VI aircraft and thereby alleviate this potential shortcoming. In addition, at the southern end of taxiways Q and S there are periodic conflicts between aircraft turning in the vicinity of TBIT or transitioning from one taxiway onto another. The commensurate problems experienced with congestion because of confined turning space necessitate holding involved aircraft in place by the FAA's Air Traffic Control (ATC) while the conflicting aircraft complete their movements. The CFTP will address these problems by providing adequate space and thereby enhance safety by eliminating the congestion and inherent conflict between taxiing aircraft.

In addition to safety considerations related to aircraft, the CFTP will provide for the construction of a new Aircraft Rescue and Firefighting Facility (ARFF). The new ARFF, which is operated by Los Angeles Fire Department personnel, will approximately double the size of the existing ARFF, increase the number of bays for emergency vehicles from four to six, improve and expand training capabilities and promote sustainability objectives associated with a Leadership in Energy and Environmental Design (LEED) certified building. These needed improvements will greatly enhance the emergency response abilities of ARFF personnel and thereby increase safety on the airfield.

d) Operational Efficiency: The improvements described under the Safety category above will also have a positive effect on operational efficiency. By not having to hold aircraft, because of conflict and congestion, taxiing and idling time will be decreased and aircraft will be able to reach the gates or runways in less time and more efficiently. Also, with improved access the FAA's ATC will be able to better maintain a balance in the number of aircraft arrival operations between the two runway complexes. The larger ARFF will also provide more efficient operational capabilities by improved training and enhanced functionality of the storage, maintenance and dispatching of emergency equipment.

e) Environmental Analysis: A project-level Environmental Impact Report (EIR) was prepared for the CFTP according to the requirements of the California Environmental Quality Act (CEQA), the State CEQA guidelines and the City of Los Angeles CEQA guidelines. The CFTP EIR "tiers" off of the LAX Master Plan Final EIR, which was prepared and certified by LAWA for the entire LAX Master Plan.[1] The EIR's analysis focused on the potential for significant impacts as a result of construction activities associated with the project with respect to traffic, air quality, human health risk assessment, global climate change, and biotic communities. In addition, another 15 subject areas ranging from noise to energy to hazardous materials were analyzed, tiering off of the comprehensive analysis that was conducted in the LAX Master Plan EIR and complemented by focused analysis tailored to the project. The environmental analysis in the CFTP EIR identified all applicable Master Plan Mitigation Measures and Commitments, which will be implemented as part of the CFTP as required in the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP). To the extent that those measures would not reduce significant environmental effects to a less than significant level, and project level information revealed additional feasible mitigation measures, new mitigation measures were separately identified and proposed for adoption as conditions of project approval. It should be noted the adverse impacts were primarily associated with the construction activities that would occur over approximately a sixteen month period, whereas the long term operational aspects

[1] The tiering process under CEQA is explained in more detail in Section 3(b) of this Report.

associated with the project would result in beneficial impacts as a result of improved operational efficiencies.

f) Project Consistency with the LAX Master Plan: The conceptual development and evaluation of the Master Plan was conducted in phases. A final phase of the LAX Master Plan Study included a thorough evaluation of the potential environmental effects associated with four build alternatives that were considered in the planning process. This evaluation was conducted in accordance with federal and State of California environmental review procedures. The environmental review process was conducted as a joint Environmental Impact Statement (EIS), under federal environmental law, and Environmental Impact Report (EIR), under California law.

The Master Plan EIS/EIR provided descriptions of the environmental conditions in and around LAX, analyzed the potential impacts of the improvements associated with each alternative on the physical environment, and recommended mitigation measures to address potential impacts. The Draft EIS/EIR that addressed three build alternatives and the No Action/No Project Alternative was released for public and agency review in January 2001, and the Supplement to the Draft EIS/EIR, addressing the fourth build alternative, was released for public and agency review in July 2003. All four of the build alternatives included new crossfield taxiways and associated taxiway improvements, with the locations and designs of those taxiway improvements being tailored to the overall airfield configuration of each alternative.

The currently proposed CFTP is reflected in the airfield plan for Alternative D, which was ultimately selected as the approved LAX Master Plan. The main elements of the CFTP are reflected in the airfield plan and the airport concept plan associated with the approved Master Plan, and elsewhere within the Master Plan and Master Plan EIR as identified in Section 2.2 of the CFTP EIR. The subject taxiway improvements were also accounted for in the technical airside analysis that was conducted for Alternative D, which is the basis for the approved Master Plan. As discussed above, all applicable Master Plan Mitigation Measures and Commitments will be implemented in conjunction with the CFTP as required in Mitigation Monitoring and Reporting Plan (MMRP) of the LAX Master Plan. The mitigation measures in the MMRP were utilized wherever applicable to maintain consistency between this project and the other projects envisioned in the Master Plan.

3) Findings of Fact:

a). THAT THE PROPOSED PROJECT COMPLIES WITH THE LAX PLAN, ANY DESIGN GUIDELINES REQUIRED BY THE LAX PLAN, AND ALL APPLICABLE PROVISIONS OF THE LAX SPECIFIC PLAN.

LAX Plan

Compliance with Purpose of LAX Plan: The CFTP complies with the purpose and vision of the LAX Plan, as set forth in Section 1 of that Plan. Specifically, construction of the CFTP will allow LAX to respond to emerging technologies, trends and needs by accommodating new large aircraft operations, including the Airbus A380 and Boeing 747-8.

Compliance with Goals, Objectives and Policies of LAX Plan: The LAX Plan identifies six goals and supporting objectives to advance the LAX Plan vision and guide airport development. It also identifies specific policies and programs that will be used to implement these goals and objectives. Goals identified in the LAX Plan that address air traffic safety and passenger security (Goal 2),

improvement of ground access to LAX and encourage improved access to other regional airports (Goal 6) are not specifically applicable to this project. The CFTP complies with the following goals, objectives and policies of the LAX Plan, as explained below.

1) Goal 1 (page 2 of LAX Plan): Strengthen LAX's unique role within the regional airport network as the international gateway to the Southern California region.

Objective 3: Provide and upgrade needed facilities to accommodate current and next generation larger aircraft associated with international and long- haul domestic travel.

-- The CFTP will provide wider taxiways, in compliance with FAA standards, needed to accommodate the A380 and other new large aircraft thereby improving LAWA's operational functionality within the regional airport system and as the international gateway to the Southern California region.

2) Goal 3 (page 3 of LAX Plan): Optimize LAX's critical role in supporting the economy as a major generator of economic activity.

Objective 1: Operate LAX in an efficient and competitive manner to benefit local, regional and state economies.

-- By providing improved facilities the project should enhance LAWA's ability to maintain competitiveness with other airports and complement efforts to attract new airline activity.

3) Goal 4 (page 3 of LAX Plan): Recognize the responsibility to minimize intrusions on the physical environment.

Objective 2: Where feasible, implement measures to improve air quality or limit the extent to which air quality is degraded by auto, aircraft, and construction equipment emissions.

-- The project will require the construction equipment used to be retrofitted with the most efficient particulate traps to reduce particulate emissions and nitrogen dioxides. The operational improvements from the project will result in reduced emissions from shortened taxiing time.

Objective 3: Incorporate mitigation measure and master plan commitments from LAX Master Plan environmental analyses into project design and operation.

-- The project identifies and incorporates numerous mitigation measures and commitments from the MMRP that are applicable and beneficial to the project parameters.

4) Goal 5 (page 3 of LAX Plan) Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods.

Objective 3 Provide opportunities for community participation in Master Plan Program decisions that could affect stakeholders by consultation with an LAX Master Plan Stakeholder Liaison who will communicate with stakeholders, including: adjacent residential and business communities; airline representatives; airport concessionaires; cargo freight forwarders; labor representatives; business organizations and neighborhood councils.

-- A community meeting was held on October 15, 2008 to present the draft Environmental Impact Report (dEIR) for the CFTP and provide an opportunity for stakeholders to discuss the project and provide their comments directly at the meeting and subsequently by written form. Mass mailings were sent that notified interested parties of the initial Notice of Preparation (NOP), the revised NOP, the dEIR and the action on the project by the Board of Airport Commissioner, requesting review and

comment. Responses to all comments were incorporated in the final EIR. In addition, the LAWA Stakeholder Liaison Office solicited separate comments from Stakeholders, which are represented in the Stakeholder Liaison's report included as an attachment to the Executive Director's Report.

5) Safety Policy 1 (page 4 of LAX Plan): Study and address runway realignment and taxiway separation to provide for larger aircraft maneuvering areas and clearances.

-- The new taxiway will provide increased separation and maneuvering areas for enhanced safety.

6) Airport Airside Policy 1 (page 6 of LAX Plan): Develop a balanced airfield to provide for more efficient and effective use of airport facilities.

-- One of the primary benefits to be achieved as a result of the CFTP is to allow the FAA's Air Traffic Control to take advantage of improved access to better maintain a balance in the number of aircraft arrival operations between the two runway complexes.

7) Noise Policy 2 (page 12 of LAX Plan): Update facilities, gates, and runways to accommodate the New Large Aircraft (NLA) and the next generation of quieter jets.

-- The project will provide new facilities to accommodate the NLA and the next generation of quieter aircraft that are expected to be operating at LAX in the near future.

8) Air Quality Policy 1 (page 13 of LAX Plan): Modify runways and taxiways to reduce airfield delays and congestion in order to lessen air emissions through reduced idle time.

-- A notable benefit to be derived from the project will be the reduction of taxiing and idle time, which equates to lower emissions including volatile organic compounds that dominate aircraft emissions at lower thrust settings such as those experienced during taxiing.

LAX Specific Plan – Purpose and Land Uses:

Relationship to LAX Plan: The LAX Specific Plan establishes zoning and development regulations and standards consistent with the LAX Plan for the airport and the LAX Northside. It is a principle mechanism by which the goals and objectives of the LAX Plan are achieved and the policies and programs are implemented. It establishes procedures for processing specific project and activities under the LAX Master Plan Program.

Compliance with LAX Plan Compliance Review Requirements: The CFTP is a project as defined by the LAX Specific Plan and is located within the Airport Airside Sub-Area, as designated on Map 2 of the LAX Specific Plan. As such, it is subject to the LAX Plan Compliance Review process set forth in Section 7 of the LAX Specific Plan. This Executive Director's Report is one component of compliance with the requirements of the LAX Specific Plan. LAWA will comply with all applicable LAX Plan Compliance Review requirements as the process moves forward.

1) LAX Specific Plan, Section 2.3 (page 1): Ensure the orderly development of infrastructure consistent with the intensity and design of the LAX Plan by establishing general procedures for development within the Specific Plan Area.

-- The Crossfield Taxiway Project is consistent with this purpose in the LAX Specific Plan by providing for the transfer of operations to an improved taxiway from existing taxiways that do not comply with standards for larger aircraft. As indicated, these larger aircraft are expected to be in use

at the airport in the near future. This transfer of operations will allow for the orderly redevelopment of those undersized taxiways in subsequent projects.

2) LAX Specific Plan, Section 9B (pages 14 and 15): The following uses shall be permitted in the Airport Airside Sub-Area, also designated as the LAX-A Zone, within the Specific Plan Area, subject to approval by the Executive Director:

1…. All of the uses permitted in the C2 Zone, as specified in LAMC Section 12.14, including, but not limited to:

(e) Surface and structured parking lots (including those at-grade, above- grade and subterranean).

2…. All of the uses permitted in the M2 Zone, as specified in LAMC Section 12.19, including, but not limited to:

(j) Runways, Taxiways, aircraft parking aprons, and service roads.

3….In addition the following uses shall be permitted:

(c) Aircraft rescue, fire fighting and training facilities.

3) LAX Specific Plan, Section 12.A.3., Transportation Regulations, addresses the need for internal airport roadways to be designed to the satisfaction of the City Engineer where these internal roadways intersect with public streets. World Way West will be impacted by the CFTP, however the point at which it intersects with Pershing Drive will not be affected by the project. No other streets internal to the airport are affected by this regulation.

4) LAX Specific Plan, Section 13, describes parking regulations that could be applicable to the CFTP. The Project does involve the removal of employee parking spaces from one location, the existing American Airlines employee parking lot, to an area south and west where Taxiways AA and C intersect. The exchange of location will not result in the number of parking spaces exceeding the 35,712 parking spaces described as the maximum on airport parking spaces allowed by the LAX Specific Plan. The parking spaces for the ARFF, similarly, do not add anywhere near the numbers necessary to exceed this threshold.

-- Therefore, the Crossfield Taxiway Project and all its components, and the associated service roads comply with the permitted land uses, the Transportation and the Parking Regulations, as referenced in this section of the LAX Specific Plan.

Design Guidelines developed pursuant to the LAX Master Plan primarily address street and landscape design and buffer areas where along the northern and southern boundaries where the airport interfaces with the community. The requirements do not apply to the CFTP. The ARFF will comply with applicable LAWA and City design standards.

b). THAT THE PROPOSED PROJECT HAS BEEN ADEQUATELY ANALYZED IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND THE APPLICABLE MASTER PLAN COMMITMENTS AND MITIGATION MEASURES CONTAINED IN THE LAX MASTER PLAN MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) AS WELL AS THOSE MEASURES IDENTIFIED IN THE PROJECT SPECIFIC ENVIRONMENTAL REVIEW, HAVE BEEN INCORPORATED INTO THE PROJECT TO THE EXTENT FEASIBLE.

The LAX Master Plan was approved by the Los Angeles City Council in December 2004, along with a combination Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) to comply with both State and Federal requirements. 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 EIR addresses the environmental impacts associated with those improvements, both in terms of impacts specific to particular improvements as well as to the combination of improvements. As such, the public, agencies, surrounding jurisdictions, and decision-makers have been provided with a comprehensive look at the long-term plan for improvements at LAX and the environmental impacts associated with those improvements. The LAX Master Plan EIR is a "program EIR" that analyzed a variety of related actions within LAX that are under the authority of LAWA and are governed by a common set of criteria.

This comprehensive plan contained four build alternatives, each of which included new crossfield taxiways and associated taxiway improvements. The chosen Alternative D provided a programmatic analysis of the crossfield taxiway that is currently being proposed with the intent of completing a more specific analysis in an EIR tailored for the CFTP. As more detailed design, engineering, and construction plans for the CFTP provided information that was not available at the time of the LAX Master Plan EIR, LAWA determined that this new information allows for a more detailed evaluation of certain impacts, particularly those that are construction-related, and the relatively new practice of addressing impacts associated with greenhouse gases. Therefore, LAWA determined that an additional, project-specific EIR was required for the CFTP. In accordance with CEQA, the CFTP EIR examines the project in light of the programmatic Master Plan EIR to determine what additional environmental analysis is required. This process is referred to as tiering, which is defined in Section 15152 (a) of the State CEQA guidelines as:

> "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

An EIR was prepared for the CFTP according to the requirements of the California Environmental Quality Act (CEQA), the State CEQA guidelines and the City of Los Angeles CEQA guidelines. Based on the above, this Draft EIR for the CFTP is "tiered" from, and incorporates by reference, the LAX Master Plan Final EIR and focuses on those effects not previously considered in the Master Plan EIR. The EIR analyzed the primary subject areas where preliminary analyses within the LAX Master Plan EIR, and also in subsequent evaluations, determined the potential for significant impacts as a result of construction activities associated with the project. These subject areas included traffic, air quality, human health risk assessment, global climate change, and biotic communities. In addition, another 15 subject areas ranging from noise to energy to hazardous materials were analyzed utilizing the comprehensive analysis that was conducted in the LAX Master Plan and complemented by focused analysis tailored to the project. In compliance with State CEQA Guidelines the draft EIR was subject to a 45 day public review period that began on September 25, 2008 and ended on November 10, 2008.

As explained above, the CFTP incorporates applicable Master Plan Mitigation Measures and Commitments. Where significant adverse impacts were identified the EIR recommended the implementation of mitigation measures that would strive to reduce the impacts to less than a significant level. The mitigation measures in the Mitigation Monitoring and Reporting Plan (MMRP) of the LAX Master Plan EIR were utilized wherever applicable. To the extent that those measures

alone would not reduce significant environmental effects to a less than significant level, the CFTP EIR identified new mitigation measures. As indicated, the mitigation measures in the Mitigation Monitoring and Reporting Plan (MMRP) of the LAX Master Plan were utilized wherever applicable to maintain consistency between this project and the other projects envisioned in the Master Plan. There are approximately 114 mitigation measures and commitments contained in the MMRP. Among these 23 of the mitigation measures and 18 of the commitments were determined to be applicable to the CFTP and are listed in the project EIR. These are taken from various subject areas contained in the MMRP including Surface Transportation; Air Quality; Human Health Risks; Global Climate Change; Biotic Communities; Noise; Land Use; Population, Housing, Employment and Growth Inducement; Hydrology/Water Quality; Cultural Resources; Endangered and Threatened Species of Flora and Fauna; Wetlands; Energy Supply and Natural Resources; Solid Waste; Light Emissions; Hazards and Hazardous Materials; Public Utilities; and Public Services. In addition to these a measure taken from the Community Benefits Agreement, dealing with construction equipment, was included in the project EIR. These are listed in **Exhibit D** as the Project's Mitigation Monitoring and Reporting Program included in this package and attached to the Staff Report to the Board of Airport Commissioners.

Primary examples of applicable measures included numerous commitments related to minimizing transportation impacts and more specifically the air quality measures contained in MM-AQ-1 and MM-AQ-2 (construction-related measures) of the MMRP, which would also address the objective of reducing greenhouse gases. One of the more significant air quality measures is the retrofitting of construction equipment with diesel particulate traps that will reduce particulate emissions by at least 85% and probably more, as well as reducing nitrogen dioxide emissions. This measure was initiated with construction equipment utilized in the South Airfield Improvement Project with great success and will be pursued even more vigorously in the Crossfield Taxiway Project. It should be noted the adverse air quality impacts were primarily associated with the construction activities that would occur over approximately a sixteen month period. Whereas, the long term operational aspects associated with the project would actually result in beneficial impacts as a result of improved operational efficiencies.

With respect to potential biological impacts, mitigation measures MM-BC-1 and MM-BC-3 from the MMRP, which pertain to the conservation of habitat within and adjacent to the El Segundo Blue Butterfly restoration area, were designated as applicable to the CFTP. In addition, a mitigation measure, MM-BC (CFTP)-1, was added to specifically tailor the relevant Master Plan mitigation measures and commitments to the CFTP to ensure the preservation of the Southern Tarplant. This was included after a biological survey conducted during the preparation of the EIR identified the presence of this special status plant in the project area. The measure will establish a series of steps to be taken to protect the plant. (See **Exhibit D**, as described above).

An important element of CEQA review is the consideration and analysis of alternatives to the proposed project. The CFTP needs to be evaluated within the context of the broader scope envisioned in the LAX Master Plan. A wide range of alternatives to the airfield improvements proposed for LAX were formulated and considered during the course of developing and approving the LAX Master Plan. As evidenced in reviewing the five airport concepts addressed in the LAX Master Plan Final EIR, including Alternatives A thru D and the No Action/No Project Alternative. Each airport concept included taxiway connections between the north runway complex and the south runway complex.

Each of the four build alternatives evaluated in the Master Plan EIR called for new additional crossfield taxiways, with the number and locations of the taxiways being influenced primarily by the number and placement of midfield satellite concourses, with dual taxiways being proposed on each

side of the concourse. As such, the taxiway system improvements such as those associated with the CFTP were formulated and defined particular to each of the airfield concepts, based on applicable FAA requirements and standards and professional airport planning practices. In light of several factors, including safety, cost, operational efficiency, and environmental concerns, it was ultimately determined by the Los Angeles City Council that Alternative D of the Master Plan best met the project objectives. Unlike certain conceptual plans for airport facilities, airfield configurations were developed and designed at a precise level of detail to satisfy FAA requirements related to airport layout plans. As such, consideration has already been given to a number of alternatives that include variations on crossfield taxiway systems.

In addition to alternatives considered in the LAX Master Plan EIR, the CFTP EIR considered a number of alternative sites to the project. (See CFTP EIR, Section 6.4.1.1.) All of these alternative sites were screened out from further consideration because they were determined to be incapable of avoiding or substantially lessening the significant effects of the CFTP and could not feasibly attain most of the basic objectives of the project. An alternative construction approach, whereby construction of the CFTP would be extended to reduce the amount of daily activity, was also considered in the CFTP Final EIR in Section 6.4.1.2. The CFTP Final EIR analyzed the level of activity reduction that would be required to reduce air quality emissions below the level of significance and determined that it would take 184 months (approximately. 15 years) to complete the CFTP under this approach. The CFTP Final EIR determined that this approach, while reducing daily emissions to a level that is less than significant, would increase the overall duration of air pollutant emission, would increase the overall emissions, and would delay the air quality and GHG benefits associated with operation of the CFTP.

The CFTP EIR also evaluated a Design Alternative that would reduce the capacity of the proposed taxiway to only accommodate smaller Aircraft Design Group (ADG) V. Under this alternative, as described and analyzed in Section 6.4.2 of the CFTP Final EIR, the design of the proposed taxiway improvements would be geared towards a smaller size aircraft than under the current proposal, which would require smaller size taxiways and, in turn, require less construction. Less construction would result in reduced equipment operation and associated air pollutant emissions. Also considered under the Design Alternative was a variation to the proposed replacement of the American Airlines employee vehicle parking lot, whereby more area north of the current proposal would be paved, instead of the current proposal for paving the southern portion of the site containing a sensitive plant species – the southern tarplant. Under the proposed project, impacts to the southern tarplant would be reduced to a level that is less than significant with implementation of mitigation; however, the Design Alternative would avoid the subject impact without the need for mitigation.

The CFTP Final EIR determined although the Design Alternative would provide marginally less construction related emissions because of less concrete and related materials being needed, the difference between the Design Alternative and the Project as proposed is slight at best, and the Design Alternative would not avoid or lessen these impacts below the level of significance. Nor would the Design Alternative produce the long-term operations-related air quality and greenhouse gas benefits of the project. Further, it would not meet the fundamental objective of meeting the future inevitable needs of the larger ADG VI including the A380 and 747-8. In addition, the slight emission reductions that would result from only providing ADG V facilities would only be experienced during the construction phase. The ADG VI facilities would present a greater potential to reduce emissions during the operations that would subsequently occur after construction is completed due to greater airfield efficiency. It was therefore not considered to be feasible to only pursue the smaller sized taxiway.

Finally, the CFTP EIR evaluated a "No Project" alternative, as required by CEQA. Under the No Project Alternative, none of the construction-related significant impacts described in Chapter 4 of the CFTP Final EIR would occur; however, none of the basic objectives of the CFTP would be met either. Additionally, none of the operational benefits of the proposed project would occur under the No Project Alternative. Such benefits include reduced air quality criteria pollutant emissions and reduced greenhouse gas generation due to improved movement of taxiing aircraft in the midfield area, with fewer stops and delays than under current conditions with periodic aircraft movement congestion. Similarly, the reduction in "start and stop" taxiing movements that would result with implementation of the proposed project offers certain noise benefits (i.e., less aircraft engine powering up and down) that would not occur under the No Project Alternative.

4) Reports Received:

The LAX Specific Plan requires that the Executive Director, in making recommendations, consider input generated from a number of sources. These include the Annual Traffic Generation Report, the Annual Aviation Activity Analysis, the updated status of the Mitigation Monitoring and Reporting Program, the LAX Master Plan Stakeholder Liaison Report, and comments and recommendations received from the General Manager of the Department of Transportation and the City Engineer.

a) Traffic Generation Report:

The Annual Traffic Generation Report was prepared pursuant to Section G of the LAX Specific Plan by the Regional Planning & Transportation Engineering Section of the Airports and Facilities Planning Division at LAWA. The full report, dated August 2008, is included as **Attachment 3** and highlights are described here. The Annual Traffic Generation Report is used to determine if Master Plan Projects under evaluation generate vehicular trips beyond a threshold established in the LAX Specific Plan. If that threshold is reached, a Specific Plan Amendment Study must be conducted. The Report identifies the number of trips currently being generated by LAX, the number of trips anticipated to be generated at the completion of any Master Plan Project(s) in development at the time of the report, and the number of trips anticipated to be developed at the completion of the Master Plan.

The analysis shows that as compared to 2007, the current number of trips is slightly higher. While base year trips for the peak hour (11 am to noon) in August 2007 was 15,077, the current peak hour trip count for August 2008 is 15,107. Most of these trips are generated within the Central Terminal Area (about 62% for 2008) but they also account for trips in the rental car facilities, parking lots, World Way West, and the cargo facilities of the airport. Although, this figure of 15,107 reflects a slight increase over the preceding year it also represents a decrease of 2,618 trips below the threshold of 17,725 trips that was established in 1996. Therefore, the 2008 trip generation total for the airport peak hour does not trigger the preparation of a Specific Plan Amendment Study.

There are various trip reduction programs which have either been initiated or expanded by LAWA since approval of the LAX Master Plan. The LAX FlyAway, which is a low-cost shuttle service operating between a remote parking facility and LAX has been operating from Van Nuys Airport since 1975. The FlyAway program was expanded in March 2006 to include Union Station in downtown Los Angeles and again in June 2007 to serve Westwood Village/UCLA. The overall ridership on the FlyAway network increased over 215% (from 50,360 to 159,568) during the period from August 2005 to August 2008. The success of the FlyAway program has helped to reduce the number of private vehicles into and out of the LAX Central Terminal Area.

Trip reduction programs implemented by LAWA staff have also been successful in helping to eliminate unnecessary courtesy shuttle trips between the airport and car rental companies and between the airport and hotels/motels which serve airport customers. The total number of these shuttles was reduced from 116,385 in August 2005 to 86,224 in August 2008, a reduction of over 25%. However, the number of courtesy shuttles between the private off-airport parking facilities and the airport has increased from 61,775 trips in August 2005 to 64,307 in 2008. A shuttle trip reduction program for the off-airport parking industry is currently being studied by LAWA staff.

b) Aviation Activity Analysis:

The Annual Aviation Activity Analysis Report was prepared pursuant to the LAX Specific Plan, Section G, by the Regional Planning & Transportation Engineering Section of the Airports and Facilities Planning Division at LAWA. The report identifies the current number of passengers, volume of air cargo and aircraft operations at LAX. It also provides activity statistics for other airports in the Los Angeles region and the proportion of regional aviation activity served at each of these airports. The full report, dated December 2008, is enclosed as **Attachment 4** and highlights are summarized here. The report states that in 2008, LAWA had a decrease of 4.2% in passenger volumes over the previous year 2007, going from 62.44 million annual passengers (MAP) to 59.8 MAP. International passenger volumes in 2008 experienced a 3.3% decrease from 2007 levels, from 17.25 MAP to 16.69 MAP.

Cargo volumes decreased between 2007 and 2008 by 11.9% to 1.8 million tons. About 55% of cargo at LAX was international in 2008, a similar percentage as in 2007.

The report observes that LAX remains the primary airport for the Southern California region's six commercial airports, particularly with respect to international passenger traffic. Other regional airports have been serving an increasingly larger role in recent years by serving short haul markets. However, economic conditions and airline operating costs have hit the regional airports proportionately harder in 2008 and many of the regional airports have seen reductions in flights and in markets served. The LAX share of the region's passengers of 84.5 MAP has increased slightly from 69.3% in 2007 to about 70.5% in 2008.

c) LAX Master Plan Mitigation Monitoring and Reporting Program:

The annual update status report on the Mitigation Monitoring and Reporting Program (MMRP) was prepared pursuant to Section G of the LAX Specific Plan by the Mitigation Compliance Division of LAWA. The most recent update to the status on compliance of the MMRP for the LAX Master Plan was completed in December 2007 and can be viewed on the LAWA web site under Our LAX - publications.

As described above, the EIR for the project incorporates numerous measures from the MMRP, which were deemed applicable to the various subject areas that were analyzed. The annual update to the report is currently underway.

d) LAX Master Plan Stakeholder Liaison Report:

The Stakeholder Liaison's Report was received by LAWA and describes the outreach efforts of the Stakeholder Liaison's Office and details the comments received from stakeholders. Three comments were received by the deadline of January 16, 2009. One comment was received which generally supported the project but described concerns over the environmental document tiering off of the LAX Master Plan Final EIR. One email requested a copy of the Final EIR and another considered that this

request for comments was similar to the request for comments on the Draft EIR. This last comment requested an extension of time to add to previously submitted comments on the Draft EIR. The Stakeholder Liaison's Report is included as **Attachment 5.**

e) Department of Transportation

In accordance with the LAX Specific Plan, Section 7.F.2 (a), LAWA transmitted a written description of the Crossfield Taxiway Project to the General Manager of the Department of Transportation. The Department of Transportation indicated that because the CFTP is internal to the LAX Airport boundary and does not affect general traffic operation and circulation on public roads, they had no comments.

f) Department of Public Works - Bureau of Engineering

In accordance with the LAX Specific Plan, Section 7.F. 2 (a), LAWA transmitted a written description of the Crossfield Taxiway Project to the City Engineer, Bureau of Engineering. The Bureau of Engineering indicated that they reviewed the Crossfield Taxiway Project at LAX and had no comments.

g) Attached Transmittal Letters

Copies of the transmittal letters to the Office of Councilman Bill Rosendahl, Department of Transportation, Department of Public Works – Bureau of Engineering and the Stakeholder Liaison's Office are attached for reference as **Attachment 6**.

5) Recommendations:

Under the authority granted by Section 7. C of the LAX Specific Plan, I hereby take the following actions:

a) Find:
   1) That the Crossfield Taxiway Project complies with the LAX Plan, any design guidelines required by the LAX Plan, and all applicable provisions of the LAX Specific Plan; and
   2) That the Crossfield Taxiway Project has been adequately analyzed in compliance with CEQA, and that the applicable Master Plan Commitments and Mitigation Measures contained in the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP) and identified in the project-specific environmental review for the Crossfield Taxiway Project have been incorporated to the extent feasible.

b) Recommend approval of request for LAX Plan Compliance for the Crossfield Taxiway Project.

c) Recommend that BOAC make the above prescribed findings.

Sincerely,

Gina Marie Lindsey
Executive Director

Date: 2/6/09

Reviewed by:

Roger Johnson
Deputy Executive Director

Reviewed by:

Rick Wells
Chief Airport Planner

Reviewed by:

Herbert Glasgow
Senior City Planner

Prepared by:

Dennis Quilliam
City Planner

Attachments
DQ:dq

ATTACHMENT 1

Project Description

Project Description for Crossfield Taxiway Project:

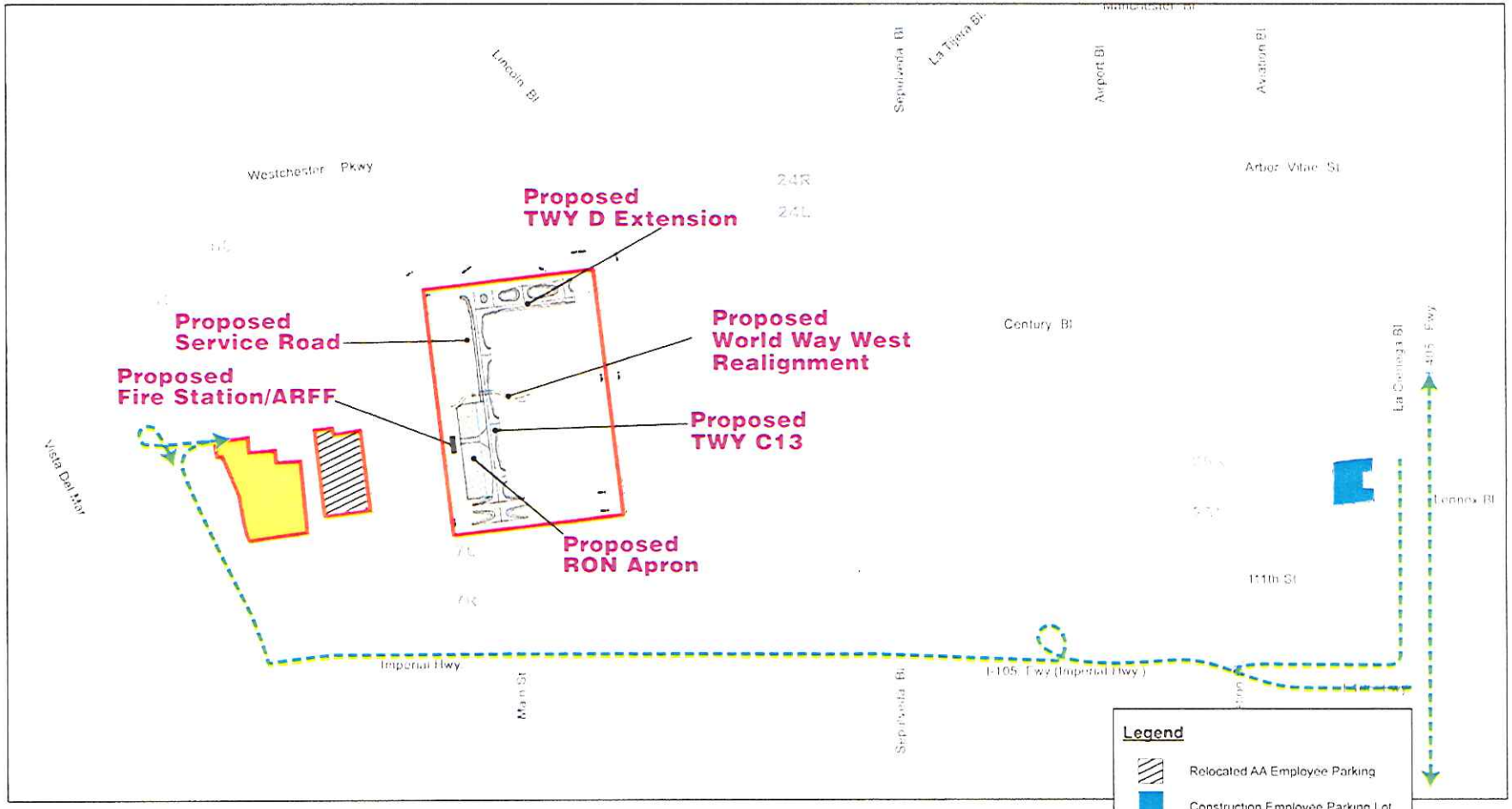
The proposed Crossfield Taxiway Project (CFTP) is located near the center of LAX, as shown in Figures 1-1 and 1-2 of the Final CFTP EIR. As one of the airfield improvements included in the LAX Master Plan, the LAX CFTP encompasses improvements to a portion of the existing taxiway system that supports aircraft access between the north runway complex (i.e., Runways 6L/24R and 6R/24L) and the south runway complex (i.e., Runways 7L/25R and 7R/25L). In particular, the proposed project would provide a new crossfield taxiway, identified as Taxiway C13, and an associated connection to, and extension of, the existing Taxiway D.

In addition, a new parallel service road along Taxiway C13 would be built and the existing aircraft parking location would be relocated alongside the south end of Taxiway C13. A new fire station/aircraft rescue and fire fighting facility (ARFF) would also be constructed as part of the project. The subject taxiway improvements are proposed in light of airfield congestion that occurs periodically at and near the existing midfield taxiways relative to movement of aircraft on the ground, and also reflect the phased implementation of improvements that are included in the approved LAX Master Plan. The proposed ARFF would replace an existing station that is severely undersized and, similar to the taxiway improvements, would be developed consistent with the phased implementation of the LAX Master Plan.

To facilitate construction and operation of Taxiway C13, World Way West would need to be realigned and suppressed below grade at the intersection with Taxiway C13 and the proposed adjacent service road, requiring construction of two bridge facilities (i.e., one bridge structure for the new taxiway and one bridge structure for the new adjacent service road). Each of the two bridge structures would include construction of wing walls (i.e., retaining walls) to support the embankment on all corners of the bridge. In addition, a utilidor would be constructed adjacent to the World Way West alignment. More detailed description of the utilities and other ancillary facilities to be constructed, removed or relocated as a result of the project are available in the Final EIR.

ATTACHMENT 2

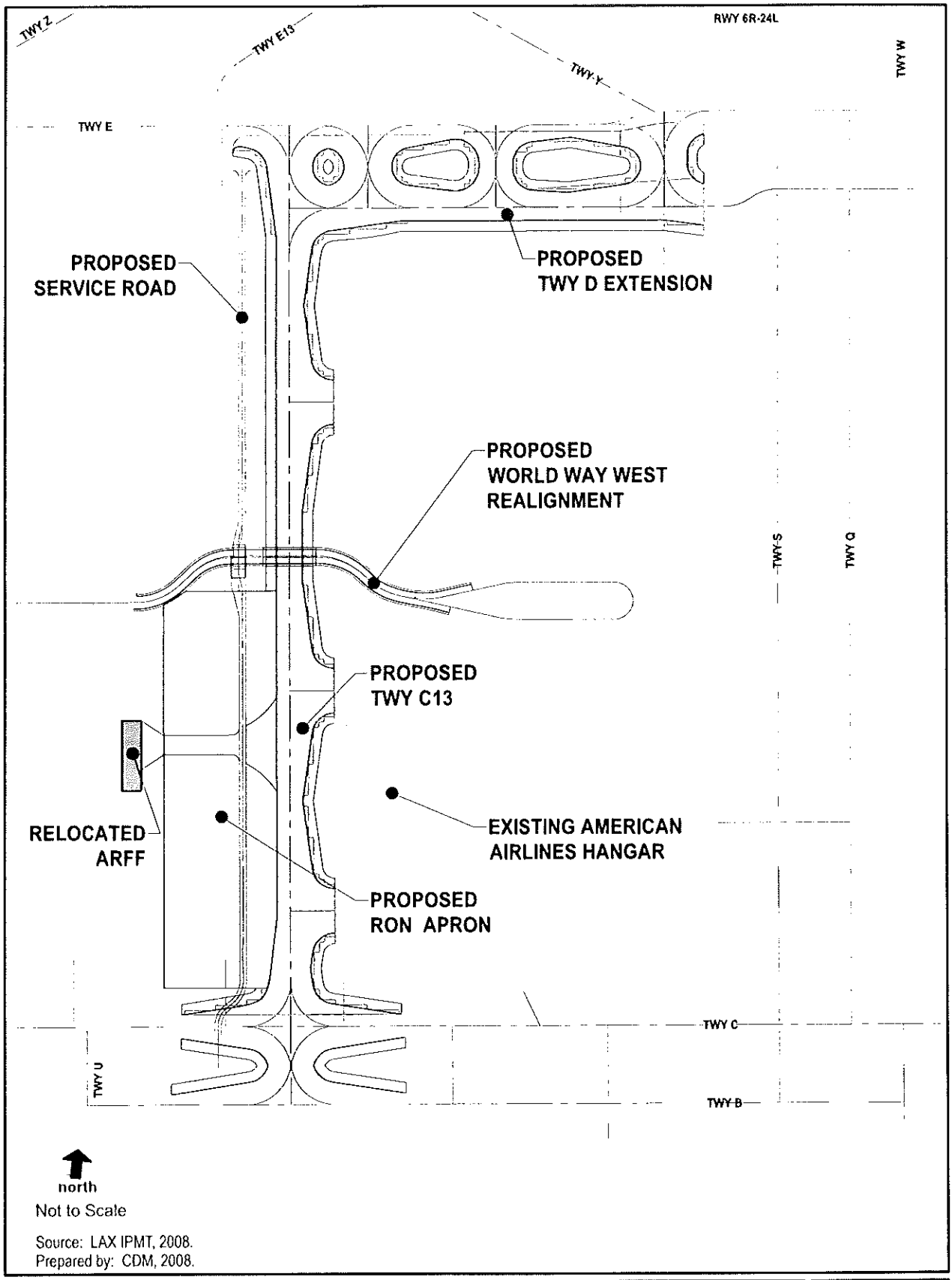
Project Drawings



north
Not to Scale

Source: CDM, 2008
Prepared by: CDM, 2008

LAX Crossfield Taxiway Project Draft EIR	Proposed Crossfield Taxiway Project	Figure 2-9



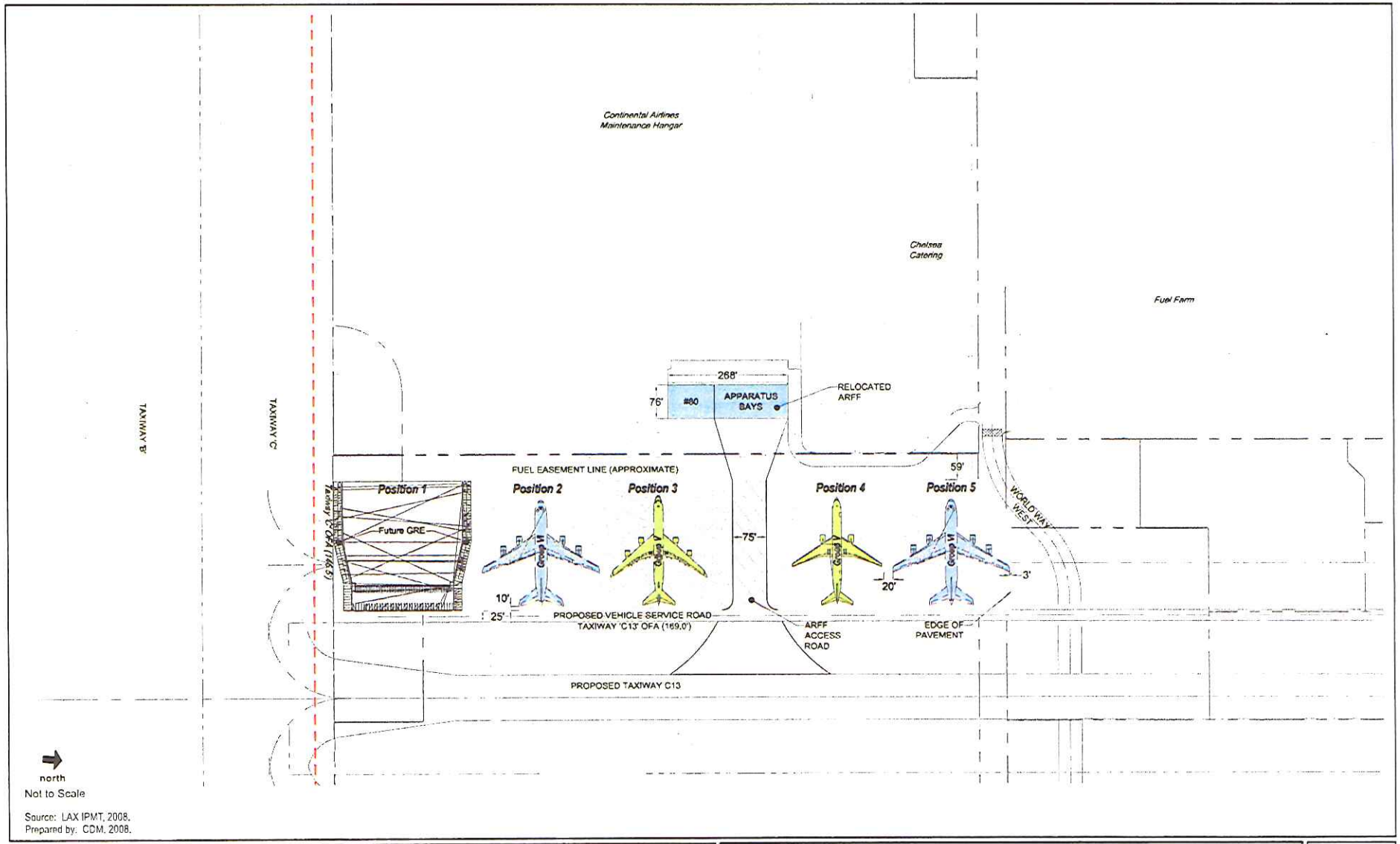
LAX Crossfield Taxiway Project Draft EIR	Proposed CFTP Improvements	Figure 2-10

north
Not to Scale

Note: Due to the oblique aerial angle of the photograph, the objects in the exhibit, including the proposed CFTP improvements do not appear at scale (i.e., Taxiway D Extension appears larger than TWY C13). Please refer to Figure 2.2 for a scaled-drawing of the proposed improvements.

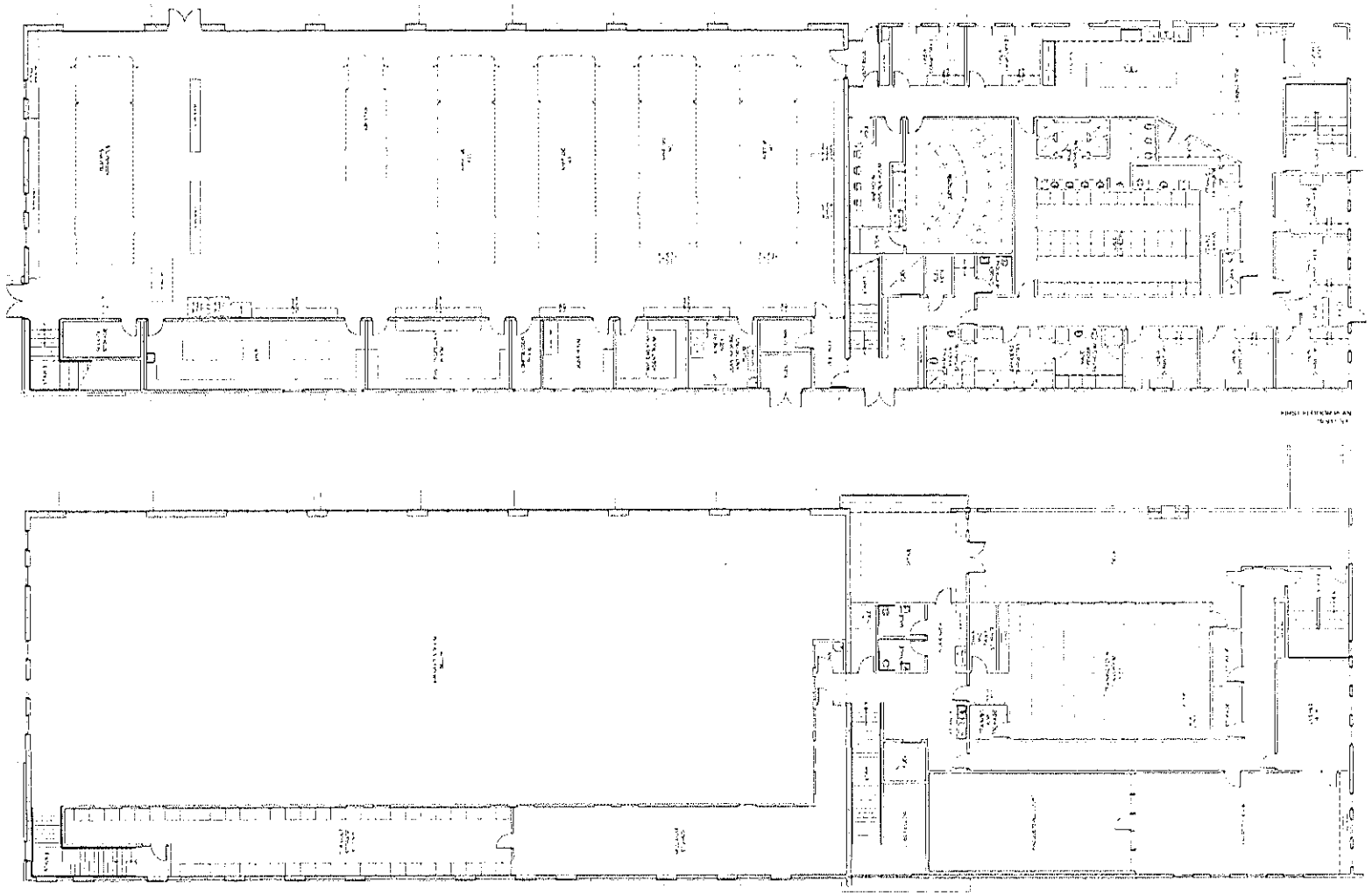
Source: HNTB, as modified by LAX IPMT, 2008.
Prepared by: CDM, 2008.

LAX Crossfield Taxiway Project Draft EIR	Aerial View of Proposed Improvements	Figure 2-11



Source: LAX IPMT, 2008.
Prepared by: CDM, 2008.

LAX Crossfield Taxiway Project Draft EIR	RON Layout	Figure 2-12



north
Not to Scale

Source: LAX IPMT, 2008.
Prepared by: CDM, 2008.

LAX Crossfield Taxiway Project Draft EIR	ARFF Floor Plan	Figure 2-13

ATTACHMENT 3

Traffic Generation Report

ANNUAL TRAFFIC GENERATION REPORT

[Los Angeles International Airport / August 2008]

Los Angeles World Airports

Prepared by Airports and Facilities Planning Division / November 2008

Executive Summary:

Per Section G, *Monitoring and Reporting*, of the Los Angeles International Airport Specific Plan, Los Angeles World Airports (LAWA) is required to prepare an annual Traffic Generation Report. This traffic report shall identify "the current number of Trips being generated by LAX, the number of Trips anticipated to be generated at the completion of any Master Plan Project(s) in development at the time of the report, the Trips proposed to be generated following the implementation of the Master Plan as informed by current and Project-based Trip counts, and the number of Trips anticipated to be generated by on-going Master Plan construction activities."

This study is the fourth Traffic Generation Report to be completed since the Los Angeles City Council's approval of the LAX Master Program in December 2004.

The Environmental Impact Report (EIR) for the LAX Master Plan forecasts 8,236 net new trips during the airport peak hour at full build-out and after implementation of mitigation measures. If the annual Traffic Generation Report shows that the number of new airport peak-hour trips is likely to be exceeded, a Specific Plan Amendment Study is required.

The typical design day used for the LAX Master Plan is a Friday in August. The following summarizes the total number of trips for the airport peak hour of 11 am to noon, per the LAX Master Plan EIR:

1996 Airport Peak Hour Volume (Base Year)	17,725 trips
2008 Airport Peak Hour Volume	15,107 trips
2015 Airport Peak Hour Volume (Projected)	26,011 trips

These volumes show that the August 2008 airport peak-hour volume does not exceed 8,236 additional trips above the base-year total of 17,725 trips and is, in fact, 2,618 trips less than the 1996 base year volumes.

The results of the August 2008 traffic volume study also reveal that there were 11,338 trips recorded at LAX during the 8 am to 9 am peak hour and 13,092 trips in the 5 pm to 6 pm peak hour. This represents 640 fewer trips during the morning peak hour in August 2008 than during the same hour in the 1996 base year, and 205 more evening peak hour trips in August 2008 than during the 1996 base year.

Methodology:

The following methodology was used in calculating the overall traffic volumes accessing and egressing LAX. The Land Use and Development Section of the Los Angeles Department of Transportation (LADOT) approved this methodology, which has been used consistently for the LAX Trip Generation reports in 2005, 2006, 2007 and now in 2008.

LAX Central Terminal Area (CTA) Roadways:

All traffic entering and exiting the LAX CTA is recorded by existing loop detectors imbedded in each travel lane of the roadways. Vehicle type is not distinguished by these loops; therefore, each vehicle regardless of size is considered as a single trip either into or out of the LAX CTA. A "trip" is defined as the entrance or exit of a vehicle from the airport or airport-related property as studied in the LAX Master Plan Final EIR. Traffic information is continuously recorded on a computer database and is retrievable by LAWA staff for a variety of time intervals, including hourly counts.

Counts for the LAX Master Plan design day (a Friday in August) were retrieved from the database and averaged for the morning (8 am to 9 am), airport (11 am to noon) and evening (5 pm to 6 pm) peak hours. **Table 1** shows the number of inbound and outbound trips for the three peak periods studied during each Friday in August 2008, along with the average number of trips.

LAX Central Terminal Area - Traffic Volumes by Direction

	Inbound			Outbound		
Date	**8-9 AM**	**11AM- Noon**	**5-6 PM**	**8-9 AM**	**11AM- Noon**	**5-6 PM**
8/01/08	N/A	N/A	N/A	3,323	4,668	4,283
8/08/08	3,385	4,562	3,586	3,139	5,030	4,364
8/15/08	3,494	4,787	3,649	3,052	4,998	4,218
8/22/08	3,249	4,422	3,401	2,850	4,575	4,027
8/29/08	3,299	4,426	3,990	3,064	4,874	4,971
Average	**3,357**	**4,549**	**3,657**	**3,086**	**4,829**	**4,373**

N/A = Information was not available for this hour.

Table 1

The total number of trips into and out of the LAX CTA on each of the Fridays in August 2008, along with their averages, is summarized in **Table 2.**

LAX Central Terminal Area - Total Traffic Volumes

	Total		
Date	**8-9 AM**	**11AM- Noon**	**5-6 PM**
8/01/08	N/A	N/A	N/A
8/08/08	6,524	9,592	7,950
8/15/08	6,546	9,785	7,867
8/22/08	6,099	8,997	7,428
8/29/08	6,363	9,300	8,961
Average	6,383	9,419	8,052

N/A = Information was not complete for this hour.

Table 2

World Way West:

All traffic eastbound and westbound on World Way West east of Pershing Drive was recorded through the use of automated traffic counters placed by the Los Angeles Department of Transportation at the request of LAWA. The volumes recorded on World Way West account for traffic heading to and leaving airport facilities on the west side of LAX.

Driveways

Traffic during the three peak hours was manually counted at 69 driveways by Quality Traffic Data, a privately owned and operated traffic data collection company under contract by LAWA. Manual counts were required because traffic volumes are not recorded at these locations through the automated system. See **Figure 1** for a map of the facilities at which driveway counts were recorded. Traffic entering and exiting a roadway or driveway was counted in three separate vehicular categories – cars, trucks and shuttles. All counts were recorded on a Friday in August 2008. The details of these driveway counts are described below:

Cargo/Ancillary Facilities:

Aviation Blvd (west leg of intersection) locations:

- 104th Street
- 111th Street

Century Blvd (south leg of intersection) locations:

- Avion Drive
- Airport Blvd
- Postal Road
- International Road

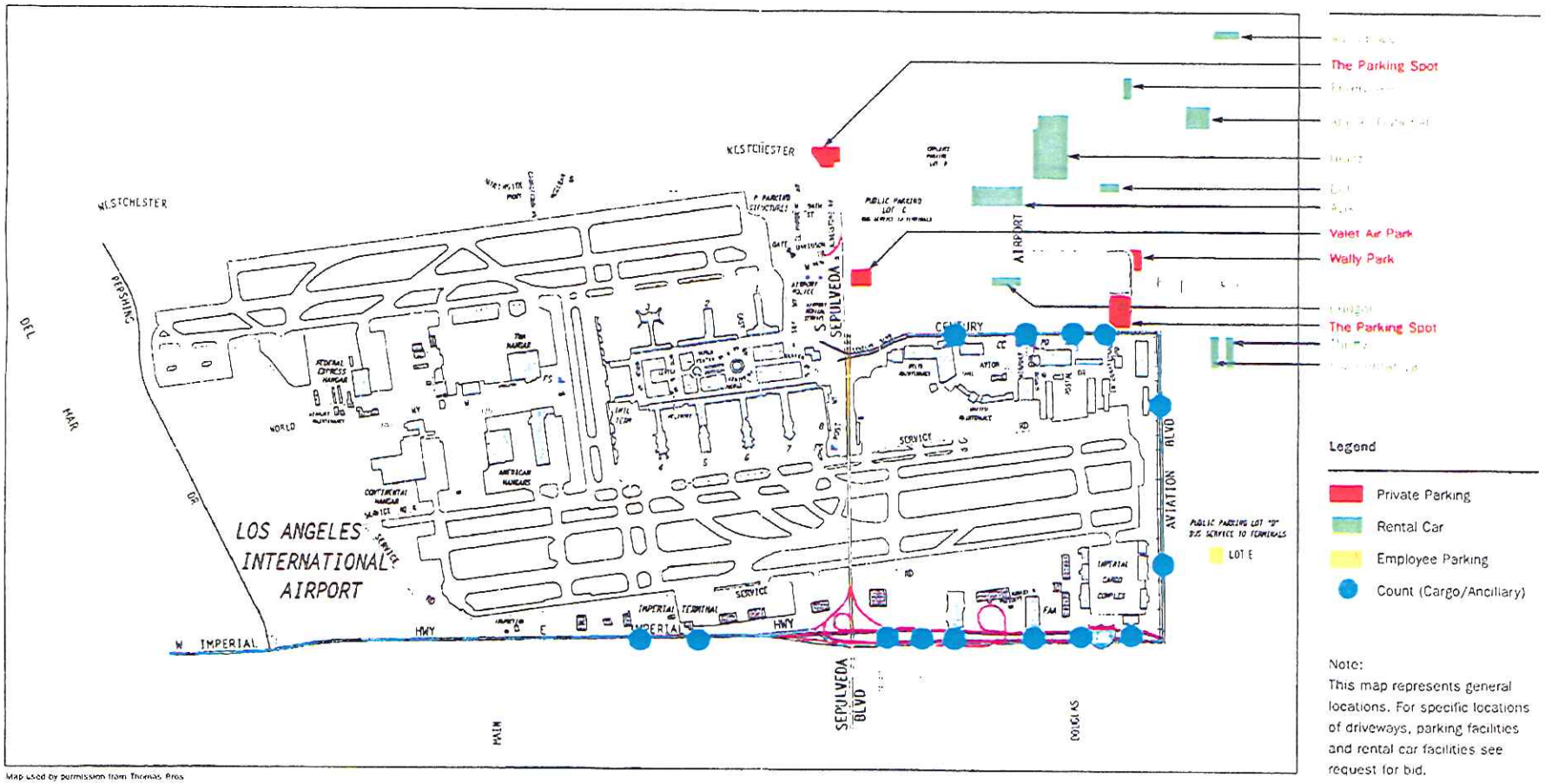
Imperial Highway (north leg of intersection) locations:

- Imperial Terminal
- California Street
- Hughes Way
- Unsignalized driveway east of Hughes Way
- Kilroy Center Drive
- Douglas Street
- Unsignalized driveway between Kilroy Center Drive and Aviation Blvd

Five driveways along the north side of Imperial Highway and one driveway along the south side of Century Blvd have very limited traffic volumes throughout the day. For the purposes of this study, a total of 50 vehicles was added to the cargo/ancillary traffic volumes recorded for each peak hour to account for the traffic using these six driveways. Because traffic entering and exiting these minor driveways is infrequent, this estimate represents a conservatively high volume of traffic for these six driveways.

LAX
Los Angeles World Airports

North



Note:
This map represents general locations. For specific locations of driveways, parking facilities and rental car facilities see request for bid.

Map used by permission from Thomas Bros.

Figure 1

Airport Operated Public Parking Lots

Traffic counts were conducted at the following airport-operated surface parking lot driveways:

- Lot B - Driveway on 111th Street
- Lot B - Entrance on La Cienega Blvd at Lennox Blvd
- Lot C - Three driveways on 96th Street
- Lot C - Exit driveway on Jenny Avenue
- Lot C - Entrance driveway on Westchester Parkway

Airport Operated Employee Parking Lots

- Lot D North - Driveway on Westchester Pkwy
- Lot D South – Driveway on Jenny Street
- Lot E – Driveway on 111th Street
- Airport Police – Three driveways on 96th Street (two driveways west of Alverstone Avenue and one driveway east of Alverstone Avenue)

Rental Car Locations:

There are ten car rental companies that are allowed to provide shuttle service between the LAX CTA and their facility. The number of autos and shuttles entering and exiting the following locations were recorded at the following locations:

Advantage Rent a Car – Manchester Blvd between Isis Ave and Hindry Ave

- Driveway on Manchester Blvd east of Isis Ave
- Car return driveway on Isis Ave south of Manchester Blvd

Alamo and National – Aviation Blvd and Hillcrest Blvd, SE corner:

- Three driveways on Aviation Blvd south of Hillcrest Blvd
- Car return driveway on Hillcrest Blvd east of Aviation Blvd

Avis – Airport Blvd/Westchester Pkwy/Jenny Ave:

- Driveway on Airport Blvd south of Westchester Parkway
- Three driveways on Jenny Ave

Budget – Airport Blvd and 98th Street, NW corner:

- Two driveways on Airport Blvd
- Two driveways on 96th Place
- Driveway on 98th Street

Dollar – Arbor Vitae Street, south side, west of Bellanca Ave:

- Three driveways on Arbor Vitae Street
- Car return driveway on Bellanca Ave south of Arbor Vitae Street

Enterprise – Bellanca Ave between Manchester Ave and Arbor Vitae St:

- Four driveways on Bellanca Ave

Fox/Payless – Century Blvd, south side, between Aviation Blvd and Concourse Way:

- Driveway at 5500 West Century Blvd

Hertz – Airport Blvd between Interceptor Street and Arbor Vitae Street:

- Shuttle entrance driveway on Airport Blvd north of Arbor Vitae Street
- Driveway on Interceptor Street east of Airport Blvd
- Two exit driveways on Arbor Vitae Street

Thrifty – Century Blvd, south side, between Aviation Blvd and Concourse Way:

- Driveway on Century Blvd
- Driveway on Concourse Way south of Century Blvd

Off-Airport Rental Car Companies:

Off-airport car rental companies are not permitted to drop off or pickup customers in the CTA. Unlike the on-airport car rental companies, no off-airport car rental driveways were included in the traffic count. The official pickup and drop-off location for these companies is located within a portion of Lot C, on the north side of 96th Street immediately west of Vicksburg Avenue. This driveway was included in the manual traffic counts listed under the category of Airport Operated Public Parking Lots, above.

Private Airport Parking Facilities:

Traffic was recorded at the following private parking facility driveways. These facilities are exclusively used for parking and are not affiliated with a hotel or office building. It was conservatively assumed that all traffic entering or exiting these facilities is airport related. Since in reality these facilities cater to customers unrelated to the airport, the traffic volumes used in this report are likely to be somewhat inflated. Consistent with the methodology used in the LAX Master Plan, vehicle trips to parking facilities that offer shuttle service to LAX but are part of another business such as an office building or a hotel were not counted.

Park One – Sepulveda Blvd from Century Blvd to 96th Street:

- Driveway on 96th Street west of Alverstone Ave (also to airport police parking lot)
- Driveway on "Little" Century Blvd

The Parking Spot – Bellanca Ave from Century Blvd to 98th Street:

- Driveways on Bellanca Ave
- Driveway on 98th Street
- Car entrance driveway on Century Blvd

Valet AirPark – Sepulveda Blvd and 96th Street, SE corner:

- Driveway on 96th Street east of Sepulveda Blvd
- Driveway on Vicksburg Ave south of 96th Street
- Driveway on Sepulveda Blvd south of 96th Street

Wally Park – Bellanca Ave, east side, north of 98th Street:

- Two driveways on Bellanca Ave

Westchester Parking Spot – Sepulveda Blvd/Westchester Pkwy/Sepulveda Eastway:

- Driveway on Sepulveda Westway
- Driveway on Westchester Pkwy

Other Private Airport Parking Facilities:

Like the private parking facilities referenced above, other off-airport, private parking operators also provide shuttle service for their customers to and from LAX terminals. However, these parking operators also cater to customers who park in their facilities but who are not going to the airport. Therefore, the following methodology was established to estimate the volume of airport trips at these joint-use parking facilities where manual traffic counts were not conducted.

Using the volume of car trips and the volume of shuttle trips manually recorded at large parking facilities such as Wally Park and The Parking Spot, the following trip generation factors were calculated:

Private Parking Car Trips per Inbound Shuttle

AM	189 trips/ 74 shuttles = 2.55 trips/shuttle
AP	171 trips/ 65 shuttles = 2.63 trips/shuttle
PM	101 trips/ 83 shuttles = 1.22 trips/shuttle

Private Parking Car Trips per Outbound Shuttle

AM	72 trips/ 74 shuttles = 0.97 trips/shuttle
AP	99 trips/ 77 shuttles = 1.29 trips/shuttle
PM	167 trips/ 70 shuttles = 2.39 trips/shuttle

The number of shuttles recorded in the LAX CTA on four Fridays in August 2008 by the joint-use parking businesses was obtained from the LAWA computer database. It is assumed that the same number of car trips per shuttle trip made by facilities such as Wally Park or The Parking Spot would also be generated by other off-airport parking facilities. The total number of shuttle trips made during each peak hour in four Fridays in August 2008 by the joint-use, off-airport parking facilities is shown in **Table 3.**

Shuttle Trips by Other Off-Airport Parking Facilities - Inbound to Lot

	Peak Hour		
Date	AM	AP	PM
8/1/2008	37	44	48
8/8/2008	37	35	60
8/15/2008	45	41	57
8/22/2008	37	35	41
Average	**39**	**38.75**	**51.5**

Shuttle Trips by Other Off-Airport Parking Facilities - Outbound From Lot

	Peak Hour		
Date	AM	AP	PM
8/1/2008	46	47	48
8/8/2008	55	41	47
8/15/2008	56	49	44
8/22/2008	57	44	41
Average	**53.5**	**45.25**	**45**

Table 3

Multiplying the calculated trips-per-shuttle ratios with the average number of shuttle trips attributable to the off-airport private parking facilities where driveways were not manually recorded results in the totals shown in **Table 4.** This provides an estimate of the number of inbound and outbound car trips generated at the remaining parking facilities that is related to LAX.

Inbound Car Trips for Off-Airport Parking Facilities Where Driveways Were Not Counted

Peak Hour	Adjustment Factor (Trips per Shuttle)		Number of Shuttles		No. of Trips
AM	2.55	X	39	=	100
Airport	2.63	X	39	=	103
PM	1.22	X	52	=	64

Outbound Car Trips for Off-Airport Parking Facilities Where Driveways Were Not Counted

Peak Hour	Adjustment Factor (Trips per Shuttle)		Number of Shuttles		No. of Trips
AM	0.97	X	54	=	54
Airport	1.29	X	45	=	58
PM	2.39	X	45	=	108

Table 4

To be consistent with the methodology used in the Environmental Impact Report for the LAX Master Plan, shuttle trips from private and public parking lots and from rental car facilities are counted as they enter and exit the CTA. To avoid "double counting," the shuttles are not counted again when they enter and exit the off-site facility. For example, a shuttle bus that exits the Avis rental car facility and enters the terminal area is only counted as a single CTA trip. This shuttle is counted as a second CTA trip once it exits the airport, but would not be counted again as it enters the Avis driveway.

LAX Master Plan Projects:

There were no LAX Master Plan projects under construction in August 2008. However other stand-alone construction activities that are not part of the LAX Master Plan are underway. These are:

- **Tom Bradley International Terminal (TBIT) Interior Improvements Program**

  This project provides for the renovation of interior public spaces within TBIT including the departure lobby, departure and arrival concourses, bus hold room, "meeter-greeter" area, in-transit lounge, in-bound and out-bound baggage systems, upgrade of the building's paging and Information Technology systems, and upgrade of the existing elevators, escalators, and moving walks. Construction activities began in February 2007 and are anticipated to be completed by February 2010.

- **In-Line Baggage Screening Systems**

  This project calls for the construction of in-line baggage screening systems in the CTA. The project includes replacement of the existing airline baggage handling spaces, construction of new baggage screening rooms, replacement of the outbound baggage conveyor systems, and installation/integration of Explosive Detection System machines. Construction activities for the installation of the in-line baggage screening systems within Terminal 3 began in August 2007 and are anticipated to be completed by January 2010. Similar projects within Terminals 1, 2, 4, 5 and 6 will be implemented by tenants, with Terminal 4 possibly underway in early 2009.

- **Theme Building Restoration**

  Construction is currently underway on the LAX Theme Building. Improvements include structural and seismic enhancements, new cladding to the exterior support structure, and pedestrian access upgrades.

- **Airfield Intersection Improvements, Phase II**

  This project will improve various airfield intersections and modify service road locations to provide safe taxiing routes for the A-380 aircraft and future New Large Aircraft. Phase II of the project includes widening five intersections throughout the north and south airfield complex at LAX. Construction on this project began in July 2008 with completion anticipated by August 2009.

- **Security Access Posts Upgrade**

  This project will install additional vehicular crash-rated road barriers at both the entrance and exit lanes of security access posts 1, 3, 4 and 5. In addition, the existing automated 6-foot high chain-link fence sliding gates will be replaced by new automated 8-foot high chain-link fence sliding gates.

Summary of Peak Hour Counts:

Subsection C, *Project Trip Generation*, of Section 12, *Transportation Regulations*, of the Los Angeles International Airport Specific Plan uses the airport peak hour as its basis for comparison between the 1996 base year volume, the current traffic volume and the projected 2015 traffic volume under the LAX Master Plan EIR.

A summary of the final traffic data is presented in **Table 5** (AM Peak), **Table 6** (Airport Peak) and **Table 7** (PM Peak). The Los Angeles International Airport Specific Plan uses the Airport Peak Hour (11 AM to Noon) as its basis for comparison between the 1996 base year volume, the current traffic volume and the projected 2015 traffic volume with the full build-out of the LAX Master Plan. For 2008, the total volume of traffic is 15,107 vehicle trips in the Airport Peak Hour on a Friday in August. This total is lower than the 17,725 vehicles estimated for the 1996 base year of the LAX Master Plan Environmental Impact Report. The Airport Peak Hour traffic volumes for the last four years, along with the traffic volume projected in the LAX Master Plan EIR for 2015, are shown on **Figure 2.**

TRIP GENERATION SUMMARY FOR LAX - 8 AM TO 9 AM

Airport Facility	1996 Vehicles (Tech'l Report 3b, Attachment "A")	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2015 Alt. D Vehicles (Tech'l Report S-2b, Attachment "A")
CTA	6,989	6,437	7,750	6,771	6,383	1,204
GTC	0	0	0	0	0	5,466
ITC	0	0	0	0	0	2,793
RAC/Rental Car Facilities	775	1,195	1,342	1,261	1,239	716
LAX Public Parking Lots	114	185	149	145	165	115
Employee Parking	269	448	493	534	524	853
Private Parking (1)	275	230	389	427	388	243
World Way West	525	536	649	580	648	1,688
Cargo and Ancillary (2)	3,031	1,953	1,891	2,036	1,971	3,412
LAX Northside (3)	0	0	0	0	20	4,134
Trip Reduction Adjustment	0	0	0	0		-2,150
TOTAL	**11,978**	**10,984**	**12,663**	**11,754**	**11,338**	**18,474**

(1) Park One traffic on "Little" Century Boulevard is included in the CTA traffic count

(2) 50 vehicle trips were added to the 2005, 2006, 2007 and 2008 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy.)

(3) 20 vehicle trips were added to the 2008 counts to account for traffic at the fire station on Westchester Parkway at Emerson Avenue

Table 5

TRIP GENERATION SUMMARY FOR LAX - 11 AM TO NOON

Airport Facility	1996 Vehicles (Tech'l Report 3b, Attachment "A")	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2015 Alt. D Vehicles (Tech'l Report S-2b, Attachment "A")
CTA	11,439	9,995	9,841	9,346	9,419	48
GTC	0	0	0	0	0	12,061
ITC	0	0	0	0	0	5,837
RAC/Rental Car Facilities	1,493	1,891	1,890	1,829	1,727	1,697
LAX Public Parking Lots	183	171	177	226	172	216
Employee Parking	285	398	394	384	548	467
Private Parking (1)	755	411	294	461	405	398
World Way West	1,000	682	668	737	833	1,241
Cargo and Ancillary (2)	2,570	2,194	1,993	2,094	1,983	2,956
LAX Northside (3)	0	0	0	0	20	2,260
Trip Reduction Adjustment	0	0	0	0	0	-1170
TOTAL	**17,725**	**15,742**	**15,257**	**15,077**	**15,107**	**26,011**

(1) Park One traffic on "Little" Century Boulevard is included in the CTA traffic count

(2) 50 vehicles were added to the 2005, 2006 and 2007 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy.)

(3) 20 vehicle trips were added to the 2008 counts to account for traffic at the fire station on Westchester Parkway at Emerson Avenue

Table 6

TRIP GENERATION SUMMARY FOR LAX - 5 PM TO 6 PM

Airport Facility	1996 Vehicles (Tech'l Report 3b, Attachment "A")	2005 Traffic Counts	2006 Traffic Counts	2007 Traffic Counts	2008 Traffic Counts	2015 Alt. D Vehicles (Tech'l Report S-2b, Attachment "A")
CTA	7,755	8,329	8,714	8,120	8,052	1,330
GTC	0	0	0	0	0	5,978
ITC	0	0	0	0	0	3,033
RAC/Rental Car Facilities	827	1,216	1,242	1,172	1,120	776
LAX Public Parking Lots	148	199	180	257	206	122
Employee Parking	521	605	548	591	637	1,025
Private Parking (1)	384	358	395	601	423	256
World Way West	400	420	451	373	506	1,539
Cargo and Ancillary (2)	2,852	2,429	2,359	2,411	2,128	3,061
LAX Northside (3)	0	0	0	0	20	4,654
Trip Reduction Adjustment	0	0	0	0	0	-1,973
TOTAL	**12,887**	**13,556**	**13,889**	**13,525**	**13,092**	**19,801**

(1) Park One traffic on "Little" Century Boulevard is included in the CTA traffic count

(2) 50 vehicles were added to the 2005, 2006, 2007and 2008 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy.)

(3) 20 vehicle trips were added to the 2008 counts to account for traffic at the fire station on Westchester Parkway at Emerson Avenue

Table 7

Airport Peak Hour (11 AM - Noon) Traffic Volumes

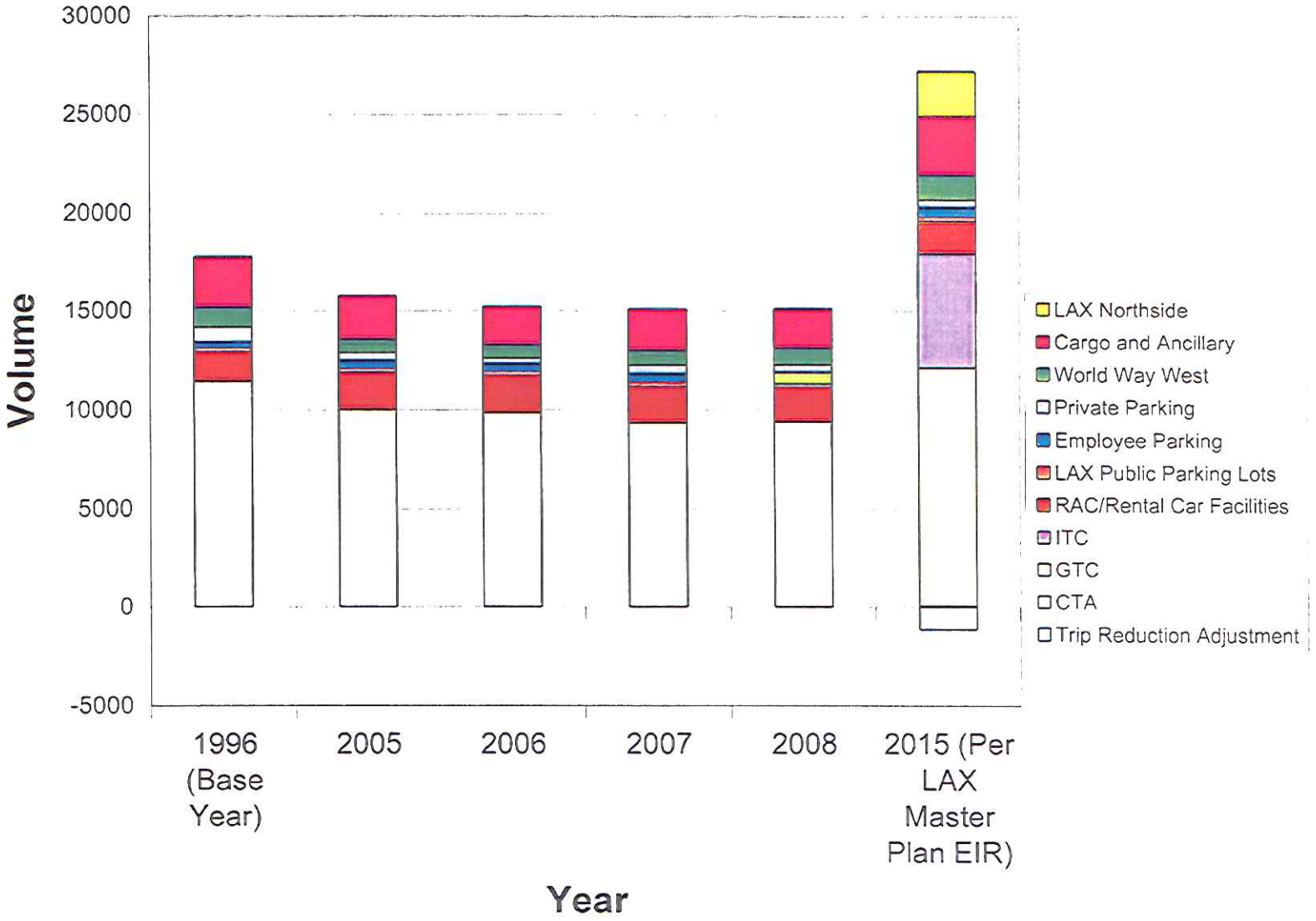


Figure 2

As expected, the Airport Peak Hour traffic count total is higher than the counts recorded for the AM and PM peak hours. The August 2008 AM peak hour volume is 11,338 (compared with 11,978 vehicles in 1996) and the PM peak hour volume is 13,092 (compared with 12,887 vehicles in 1996).

Trip Reduction Programs:

There are various trip reduction programs which have either begun or been expanded since City Council approval of the LAX Master Plan in December 2004. The LAX FlyAway, which is a low-cost shuttle service operating between a remote parking facility and LAX has been operating from Van Nuys Airport since 1975. The FlyAway program was expanded in March 2006 to include Union Station in downtown Los Angeles and again in June 2007 to serve Westwood Village/UCLA. The ridership totals for the month of August during the last four years are shown in **Figure 3**. The overall ridership on the FlyAway network increased over 215% from August 2005 to August 2008. The success of the FlyAway program has helped to reduce the number of private vehicles into and out of the LAX Central Terminal Area.

Trip reduction programs implemented by LAWA staff have also been successful in helping to eliminate unnecessary courtesy shuttle trips between the airport and car rental companies and between the airport and hotels/motels which serve airport customers. **Figure 4** shows that the total number of these shuttles was reduced from 116,385 in August 2005 to 86,224 in August 2008, a reduction of over 25%.

Figure 4 also shows that the number of courtesy shuttles between the private off-airport parking facilities and the airport has increased from 61,775 trips in August 2005 to 64,307 in 2008. A shuttle trip reduction program for the off-airport parking industry is currently being studied by LAWA staff.

LAX FlyAway Ridership

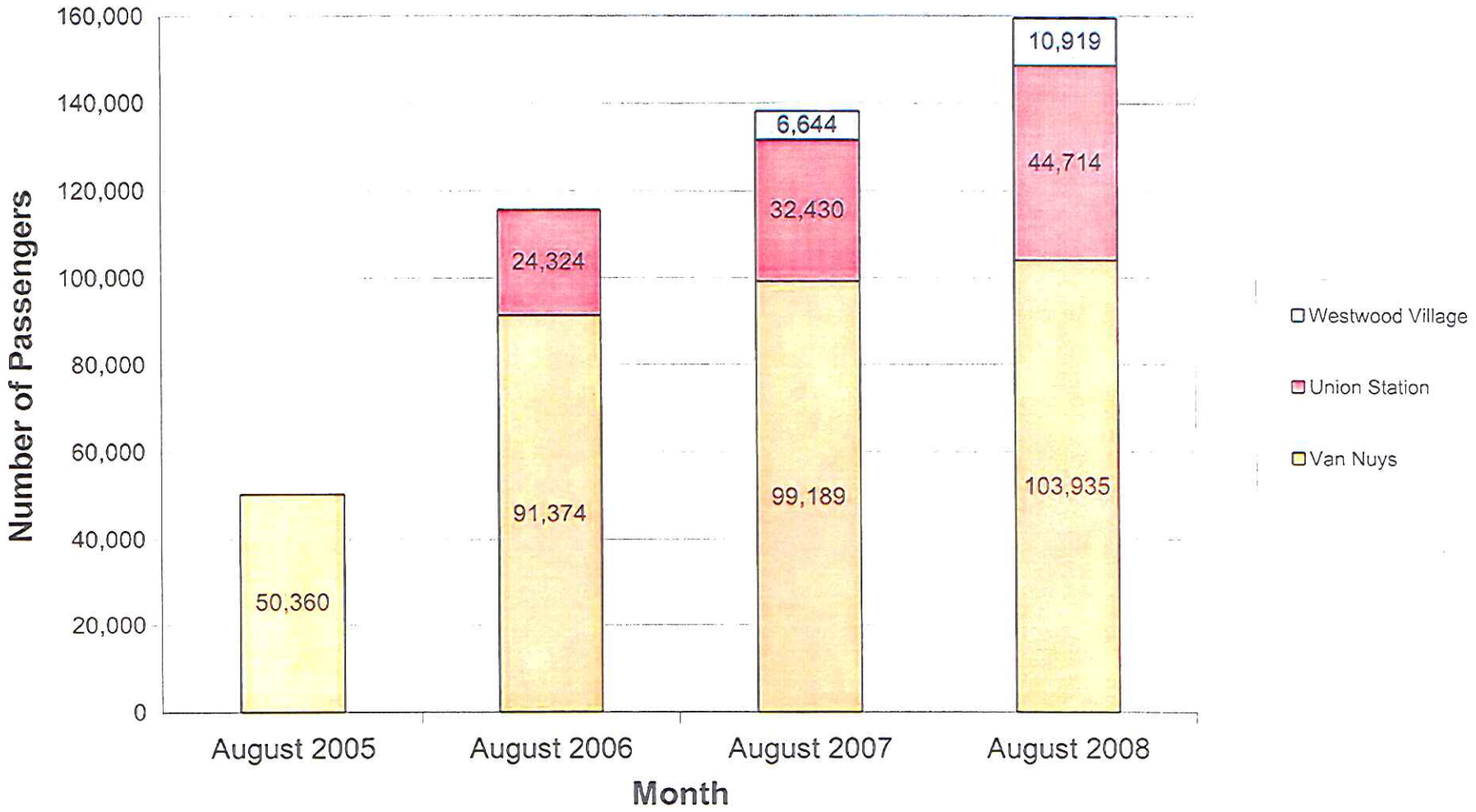


Figure 3

Outbound Courtesy Vehicle Shuttle Trips at LAX

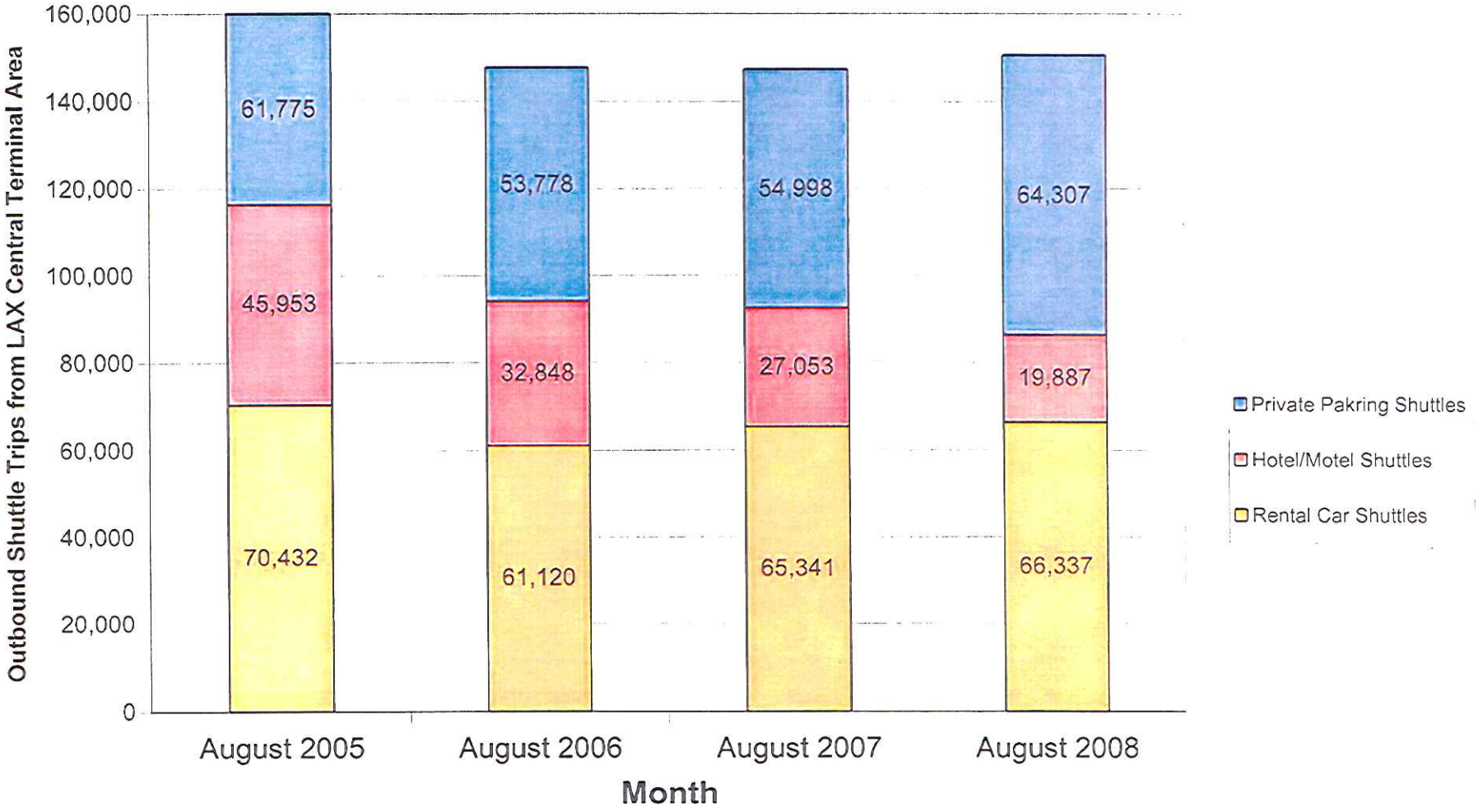


Figure 4

LAX Trip Generation Table - August 2008

LOCATION	Date Recorded	Day of Week	Traffic Volumes Inbound												Traffic Volumes Outbound											
			AM (6 AM - 9 AM)				AP (11 AM - Noon)				PM (5 PM - 6 PM)				AM (6 AM - 9 AM)				AP (11 AM - Noon)				PM (5 PM - 6 PM)			
			Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total
Airport Public Parking Lots																										
Lot B - driveway on 111th Street	8/1/2008	FRI	50	2	12	64	40	0	10	50	46	0	13	59	12	2	11	25	26	0	12	38	50	1	14	65
Lot B - entrance on La Cienega Boulevard at Lennox Boulevard	8/6/2008	FRI	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Lot C - 96th Street public entrance	8/7/2008	FRI	55	0	0	55	35	0	0	35	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0
Lot C - 96th Street shuttle entrance	8/7/2008	FRI	0	0	14	14	0	1	13	14	1	0	14	15	1	0	0	1	1	0	0	1	1	0	0	1
Lot C - 96th Street shuttle exit	8/1/2008	FRI	0	2	1	3	0	0	0	0	1	0	2	3	0	3	12	15	1	0	15	16	2	1	18	21
Lot C - exit driveway on Jenny Street	8/1/2008	FRI	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	46	0	0	46	59	0	0	59
Lot C - entrance driveway on Westchester Parkway	8/1/2008	FRI	21	0	0	21	22	1	0	23	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal			126	4	27	157	97	2	23	122	92	0	29	121	30	5	23	58	73	0	27	100	112	2	32	146
Airport Employee Parking																										
Lot E - driveway on 111th Street	8/1/2008	FRI	116	0	0	116	97	0	0	97	112	0	0	112	67	0	0	67	81	0	0	81	140	0	0	140
Airport Police - driveway on 96th Street e/o Aviation Avenue	8/1/2008	FRI	16	0	0	16	14	0	0	14	6	0	0	6	3	0	0	3	4	0	0	4	13	0	0	13
Airport Police - 2 driveways on 96th Street w/o Aviation Avenue	8/1/2008	FRI	29	0	0	29	43	0	0	43	19	1	0	19	20	0	0	20	16	0	0	16	11	0	0	11
Lot D North - driveway on Westchester Parkway	8/1/2008	FRI	168	3	0	171	132	0	0	132	110	0	0	110	18	1	0	19	42	0	0	42	160	0	0	160
Lot D South - driveway on Jenny Street	8/1/2008	FRI	68	0	10	78	74	0	8	82	141	0	0	141	15	0	7	22	45	0	8	53	15	0	7	22
World Way West	8/22/2008	FRI	394	0	0	394	404	0	0	404	141	0	0	141	254	0	0	254	429	0	0	429	365	0	0	365
Subtotal			791	3	10	804	764	0	8	772	429	1	6	436	377	1	7	385	617	0	8	625	712	0	7	720
Cargo Facilities																										
Aviation Boulevard and 10 th Street (west leg)	8/15/2008	FRI	85	35	0	120	43	44	0	87	42	37	0	79	52	27	0	79	64	60	0	124	91	24	0	115
Aviation Boulevard and 11th Street (west leg)	8/8/2008	FRI	82	78	0	160	60	80	0	140	65	71	0	136	52	50	0	102	56	76	0	132	133	27	7	167
Century Boulevard and Avion Drive (south leg)	8/6/2008	FRI	133	21	9	163	69	15	9	93	52	18	1	71	44	26	8	78	76	26	7	109	71	25	0	96
Century Boulevard and Airport Boulevard (south leg)	8/8/2008	FRI	66	16	0	82	75	17	0	92	50	20	0	70	47	20	0	67	76	24	0	100	26	12	0	38
Century Boulevard and Pasta Road (south leg)	8/22/2008	FRI	29	12	0	41	21	22	0	43	38	19	0	57	21	16	0	37	19	10	0	29	26	12	0	38
Century Boulevard and International Road (south leg)	8/15/2008	FRI	45	6	0	51	30	13	0	43	58	19	1	78	80	5	1	86	26	11	0	37	29	15	0	44
Imperial Highway and Airport Terminal (north leg)	8/22/2008	FRI	41	16	0	57	56	20	0	76	28	15	0	43	30	25	2	57	53	26	0	79	40	13	3	56
Imperial Highway and California Street (north leg)	8/15/2008	FRI	33	20	0	53	33	27	0	60	46	13	0	59	14	16	0	30	38	24	0	62	64	16	2	82
Imperial Highway and Hughes Way (north leg)	8/15/2008	FRI	115	40	0	155	80	43	0	123	101	25	0	126	89	30	0	119	63	46	0	109	102	30	2	132
Imperial Highway and unsignalized driveway e/o Hughes Way (north leg)	8/15/2008	FRI	50	19	0	69	36	24	0	60	114	23	0	137	16	9	0	25	30	14	0	44	19	3	0	22
Imperial Highway and Douglas Street (north leg)	8/15/2008	FRI	4	0	0	4	5	1	0	6	12	3	0	15	7	0	0	7	6	1	0	7	5	2	0	7
Imperial Highway and long gooseneck driveway w/o Aviation Blvd. (north leg)	8/15/2008	FRI	101	25	0	126	72	42	0	114	55	37	0	92	45	24	0	69	73	37	0	110	102	33	0	135
Subtotal			33	12	0	45	17	11	0	28	22	7	0	29	20	0	0	37	22	10	0	32	16	7	0	23
			817	300	9	1126	595	359	9	963	693	307	2	992	529	294	11	705	607	361	7	970	795	280	10	1085
Rental Car Facilities																										
Advantage - Car return driveway on Isis Avenue south of Manchester Boulevard	8/1/2008	FRI	30	0	10	40	23	0	11	31	28	0	10	38	0	0	0	0	0	0	0	0	0	0	0	0
Advantage - driveway on Manchester Boulevard e/o Isis Avenue	8/1/2008	FRI	0	0	0	0	0	0	0	0	3	0	0	3	28	0	10	38	28	0	11	39	22	0	12	34
Alamo/National - 3 driveways on Aviation Boulevard s/o Hillcrest Boulevard	8/1/2008	FRI	0	0	16	16	0	0	21	21	3	0	15	15	0	0	14	70	59	1	22	82	47	0	15	62
Alamo/National - entry driveway on Hillcrest Boulevard e/o Aviation Boulevard	8/22/2008	FRI	129	0	2	130	137	0	0	137	93	0	0	93	0	0	0	0	0	0	0	0	0	0	0	0
Avis - driveway on Airport Boulevard s/o Westchester Parkway	8/1/2008	FRI	114	1	0	115	128	0	0	128	111	2	0	113	31	0	0	31	55	0	0	55	27	0	0	27
Avis - three driveways on Jenny Street	8/1/2008	FRI	21	2	39	62	29	0	47	76	18	1	40	59	129	6	42	177	132	3	56	191	56	0	38	32
Budget - 2 driveways on Airport Boulevard between 96th Place and 98th Street	8/8/2008	FRI	36	1	0	37	60	3	0	63	42	1	0	43	0	0	12	12	0	0	16	16	0	0	25	25
Budget - two driveways on 96th Place w/o Airport Boulevard	8/1/2008	FRI	0	0	17	17	0	0	20	20	0	0	16	16	55	0	0	55	87	1	0	88	26	0	0	26
Budget - driveway on 98th Street w/o Airport Boulevard	8/15/2008	FRI	20	0	0	20	22	0	0	22	0	0	14	14	17	0	0	17	27	0	0	27	33	0	0	33
Dollar - three driveways on Arbor Vitae Street	8/8/2008	FRI	0	0	18	18	5	2	13	20	33	0	14	47	40	1	15	56	83	0	14	97	60	0	12	72
Dollar - driveway on Bellanca Avenue s/o Arbor Vitae Street	8/8/2008	FRI	60	0	0	60	87	0	0	87	49	0	0	49	7	0	0	7	7	0	0	7	7	0	0	7
Enterprise - four driveways on Bellanca Avenue s/o Manchester Boulevard	8/8/2008	FRI	78	0	16	94	75	0	17	92	60	0	12	72	35	0	15	50	90	0	15	105	55	0	9	64
Fox/Payless - Century Boulevard e/o Aviation Boulevard	8/8/2008	FRI	17	0	0	17	43	0	0	43	13	0	0	13	20	0	0	20	40	0	0	40	16	0	3	19
Hertz - three driveways on Airport Boulevard and Arbor Vitae Street	8/15/2008	FRI	0	0	15	15	0	0	27	27	0	0	18	18	70	0	0	70	163	0	24	187	95	0	20	115
Hertz - driveway on Interceptor Street off of Airport Boulevard	8/8/2008	FRI	141	0	1	142	163	0	0	163	106	0	0	106	21	0	0	21	30	0	0	30	34	0	0	34
Thrifty - driveways on Century Boulevard and on Concourse Way	8/6/2008	FRI	38	0	0	38	60	0	0	60	34	0	0	34	27	0	0	27	78	0	0	78	53	0	0	53
Subtotal			692	4	134	830	835	8	156	999	567	4	125	716	536	7	126	671	879	5	158	1042	529	0	131	660
Off Airport Parking Facilities																										
The Parking Spot - driveways on Bellanca Avenue s/o 96th Street	8/15/2008	FRI	4	0	0	4	0	0	0	0	0	0	0	0	20	0	0	20	22	0	0	22	31	0	0	31
The Parking Spot - driveway on 96th Street w/o Bellanca Avenue	8/22/2008	FRI	4	0	14	18	5	1	12	18	2	0	14	16	3	1	15	19	5	0	15	20	4	0	13	17
The Parking Spot - driveway on Century Boulevard w/o Bellanca Avenue	8/1/2008	FRI	25	0	0	25	27	0	0	27	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0
Park One - driveway on 96th street west of Alverstone Avenue - police parking lot	8/1/2008	FRI	28	0	16	44	30	0	10	40	4	0	17	21	5	1	15	22	21	0	13	34	51	0	12	63
Park One - driveway on 96th Street w/o Aviation Avenue	8/22/2008	FRI	27	0	0	27	26	0	0	26	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0
Park One - driveway on "Little" Century Boulevard w/o Sepulveda Blvd.	8/22/2008	FRI	2	0	2	4	6	0	5	11	5	0	1	6	2	0	3	5	3	0	5	8	6	0	1	7
Valet Air/Park - driveway on 96th Street e/o Sepulveda Boulevard	8/1/2008	FRI	9	0	0	9	5	0	0	5	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Valet Air/Park - driveway on Sepulveda Boulevard s/o 96th Street	8/22/2008	FRI	2	0	7	9	1	0	6	7	1	0	12	13	3	0	7	10	3	0	8	11	6	0	12	18
Valet Air/Park - driveway on Yorkbury Avenue e/o 96th Street	8/1/2008	FRI	42	0	18	60	41	0	19	60	20	0	20	40	25	1	17	43	25	0	19	44	40	0	17	57
Wally Park - two driveways on Bellanca Avenue near 98th Street	8/8/2008	FRI	31	0	0	31	18	0	0	18	18	0	4	22	3	0	0	3	0	0	2	2	15	0	5	20
Westchester Parking Spot - driveway on Sepulveda West Way s/o Westchester Parkway	8/1/2008	FRI	15	0	17	32	11	0	13	24	6	0	15	21	7	0	17	24	11	0	15	26	12	0	10	24
Westchester Parking Spot - Westchester Parkway w/o Sepulveda Boulevard	8/7/2008	FRI	189	0	74	263	170	1	65	236	101	0	83	184	69	3	74	146	99	0	77	176	102	0	70	237
Subtotal																										

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: November 20, 2008

To: Mike Doucette, Chief of Airport Planning
Los Angeles World Airports

From: for Rita L. Robinson, General Manager
Department of Transportation

Subject: LAX TRAFFIC VOLUMES REPORT FOR 2008

The Department of Transportation (DOT) has completed it's review of the Los Angeles International Airport (LAX) Traffic Volumes Report for 2008. This report is the fourth of an annual monitoring requirement established when the Los Angeles City Council approved the LAX Master Plan and Specific Plan last December 2004. Pursuant to Section G of the LAX Specific Plan, LAWA is required to submit a traffic generation report that identifies the current number of vehicle trips generated by LAX-related land uses.

As required by the Specific Plan, the monitoring of the airport trips shall be conducted during the airport's peak weekday hour of 11 a.m. to noon and during the month of August - the peak travel month. The LAX Specific Plan requires DOT approval of the annual report before submittal to the Department of City Planning, to the Board of Airport Commissioners and to the City Council. According to the traffic forecasts in the LAX Master Plan environmental documents, at full build-out of the approved alternative (Alternative D), the total trip generation of all airport-related uses will be 26,011 during the airport peak hour. This represents a net increase of 8,236 trips when compared to baseline conditions of 1996 at 17,775. If the annual traffic volume report reveals that the development of the LAX Master Plan is likely to increase airport trips by more that 8,236 trips, then LAWA shall be responsible for completing a Specific Plan Amendment Study pursuant to Section 7H of the LAX Specific Plan.

The results of the survey indicate that LAX-related uses generated **15,107** vehicle trips during the airport peak hour for August 2008, which is approximately 0.2% higher than the 15,077 airport peak hour trips generated for the same period in 2007.

The total airport trip generation of 15,107 for survey year 2008 is well below the projected Master Plan build-out total of 26,011 airport peak hour trips. These results are not unexpected, as the counts do not include any traffic from LAX Master Plan projects since none of these airport projects have yet been constructed. The attached table summarizes the results of the 2008 survey.

DOT agrees that the LAX Traffic Volume Report for 2008 adequately identifies the trip generation for all LAX-related uses. Since the total 2008 trip generation of 15,107 is well below the estimated trip generation projected for LAX after build-out of the Master Plan, a Specific Plan Amendment Study is not required at this time. If you have any questions, please call Eddie Guerrero, of my staff, at (310) 642-1625.

RLR:egjr.
I:\Special Projects\LAX Master Plan\lax_tripgenreview_2008.wpd

Attachment

c: Jim Ritchie, Pat Tomcheck, LAWA
Jay Kim, Sean Haeri, Eddie Guerrero, DOT

LAX TRAFFIC VOLUME SUMMARY
SURVEY YEAR 2008

Year	Peak Hour Volumes		
	AM	PM	AP
1996 - LAX Master Plan Study Base Year	11,978	12,887	17,725
2005 - First Survey Year	10,984	13,556	15,742
2006 - Second Survey Year	12,663	13,889	15,257
2007 - Third Survey Year	11,754	13,525	15,077
2008 - Fourth Survey Year	**11,338**	**13,092**	**15,107**
2015 - LAX Master Plan Projected Build-Out Year	18,474	19,801	26,011

Notes:

AM = a.m. peak hour of 8 to 9 a.m.
PM = p.m. peak hour of 5 to 6 p.m.
AP = airport peak hour of 11 a.m. to noon

ATTACHMENT 4

Aviation Activity Report

Los Angeles International Airport
Aviation Activity Analysis

2008

Prepared by LAWA Airports and Facilities Planning Division
February 2009

AVIATION ACTIVITY ANALYSIS
LAX PLAN COMPLIANCE REVIEW
February 2009

Purpose of This Study

Per Section 7 Subsection G, Monitoring and Reporting, of the Los Angeles International Airport Specific Plan, Los Angeles World Airports (LAWA) is required to prepare and submit an annual Aviation Activity Analysis Report to the Board of Airport Commissioners, the Department of City Planning, Los Angeles Department of Transportation, and the City Council. This report is to include an "analysis that identifies the current number of passengers, volume of air cargo and aircraft operations at LAX". The report is also to compile aviation activity statistics for other airports in the Los Angeles region and the proportion of regional aviation activity served at each of these airports for monitoring and reporting purposes.

The following is an updated version of the third Aviation Activity Analysis to be completed and submitted since the Los Angeles City Council's approval of the LAX Plan and Mitigation Monitoring and Reporting Program in December 2004.

Summary and Conclusions

An analysis of LAX and regional air traffic activity for January through December 2008 led to the following conclusions:

- Passenger volume at LAX totaled 59.8 Million Annual Passengers (MAP) in 2008, a 4.2% decrease compared to the previous year.

- Cargo volume at LAX decreased 11.9% in 2008 compared to 2007 to 1.8 Million Annual Tons.

- Commercial aircraft operations (landings and takeoffs) at LAX decreased about 7.2% in 2008 to 585,453 from 631,177 operations in 2007. Commercial operations have declined nearly 22% from the peak level of 748,077 observed in 2000.

- LAX handled 70.5% of the regional passenger traffic in 2008, a slightly larger share than in 2007. Airline reductions in flights and markets hit the regional airports proportionately harder than LAX in 2008.

LAX Air Traffic Activity

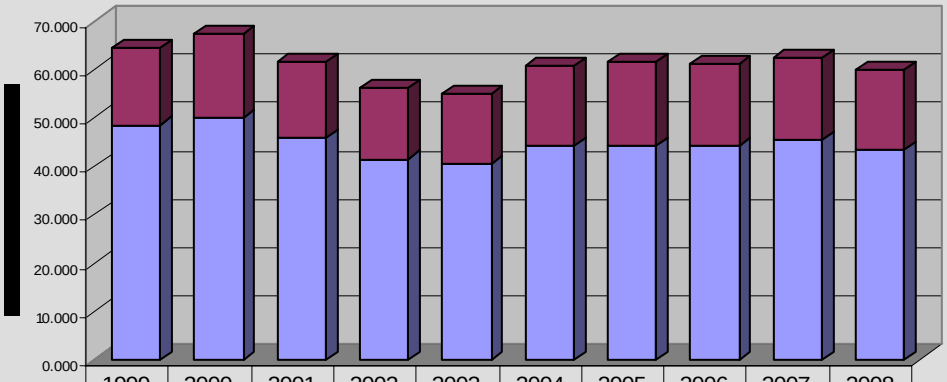
LAWA reports air traffic activity on a monthly basis throughout the year. Reports are generally available within 30 days of the end of the reporting month and are posted each month on the LAWA web site (www.lawa.org). This information is a consolidation of the individual airline reports submitted to LAWA each month as required by LAWA's airline operating agreements. These reports were used as the source of data for the following analysis.

The attached December 2008 reports titled "Traffic Comparison Report (TCOM)" and "Volume of Air Traffic (VOAT)" provide passenger, cargo and aircraft operations activity statistics for Los Angeles International Airport for the Calendar Year 2008.

LAX Passenger Volume

As shown in the attached reports, passenger volume totaled 59.8 Million Annual Passengers (MAP) in 2008, a 4.2% decrease compared to the previous year. As shown on Figure 1 below, LAX passenger volume reached its peak in 2000 at 67.3 MAP. The terrorist attacks of September 11, 2001 greatly impacted the air travel industry and recently high fuel prices and poor economic conditions worldwide have limited growth. LAX passenger levels remain nearly 7.5 MAP below 2000 levels. LAX passenger traffic would need to increase by at least 12.5% to reach the previous peak passenger level.

Figure 1
LAX Annual Passengers in Millions
1999-2008



	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Intl PAX	15.815	17.416	15.935	14.819	14.624	16.482	17.486	16.911	17.248	16.685
Dom PAX	48.465	49.887	45.660	41.374	40.359	44.232	44.003	44.130	45.191	43.131

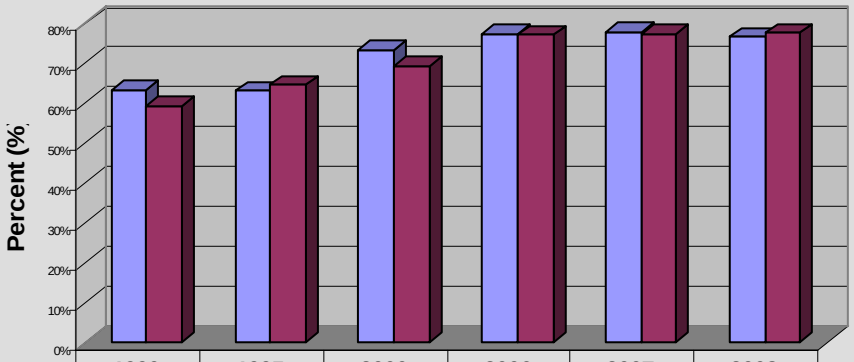
In 2008, international passengers decreased by 3.3% compared to 2007 to 16.7 MAP. The percentage share of international passengers has increased over the last 8 years from about

25% in 1999 to 28% in 2008. The share is expected to continue to grow as LAX expands its role as the primary international gateway for the region.

A number of national and regional factors can impact growth at LAX. Extreme fuel price increases and the poor economic environment in 2008 impacted the cost of operating flights. Airlines are reducing both the number of flights to existing markets and the number of markets they are serving with the goal of driving up load factors, reducing operating costs and increasing the productivity of their route system. On the passenger side, ticket prices have increased, the number of seats available at a discount has been reduced and the airlines have added fees for previously free services. All of these changes are making travel less affordable and less appealing and, in the end, reduce overall demand for air travel.

Load factors (the percentage of seats filled per aircraft) have risen significantly at LAX over the years. Figure 2 below shows the change in load factors at LAX since 1990. To the extent that existing seats are fully utilized, future passenger growth will be limited without expansion of service.

Figure 2
LAX Load Factors



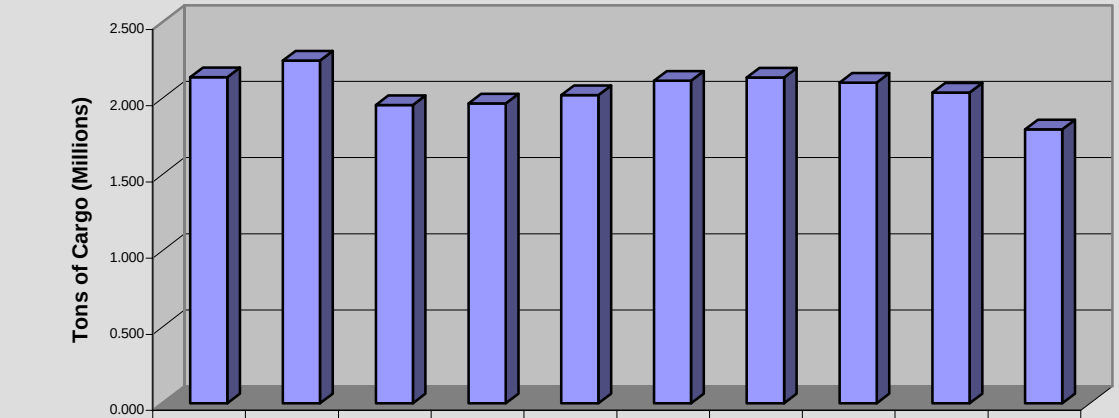
	1990	1995	2000	2006	2007	2008
International	63.4%	63.1%	73.3%	77.3%	77.8%	76.6%
Domestic	59.2%	64.5%	69.4%	77.0%	77.4%	77.7%

Data Source: U.S. DOT T100 Segment Data
International through June 2008/Domestic through October 2008

LAX Cargo Volume

As shown on the attached TCOM and VOAT reports, total cargo volume in Calendar Year 2008 decreased 11.9% compared to 2007 to 1.8 Million Annual Tons. Figure 3 shows historical cargo volumes for LAX between 1999 and 2008. About 55% of cargo at LAX was international in 2008.

Figure 3
LAX Annual Cargo Tonnage
1999-2008



	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total-Cargo	2.138	2.248	1.956	1.967	2.021	2.115	2.137	2.103	2.038	1.797

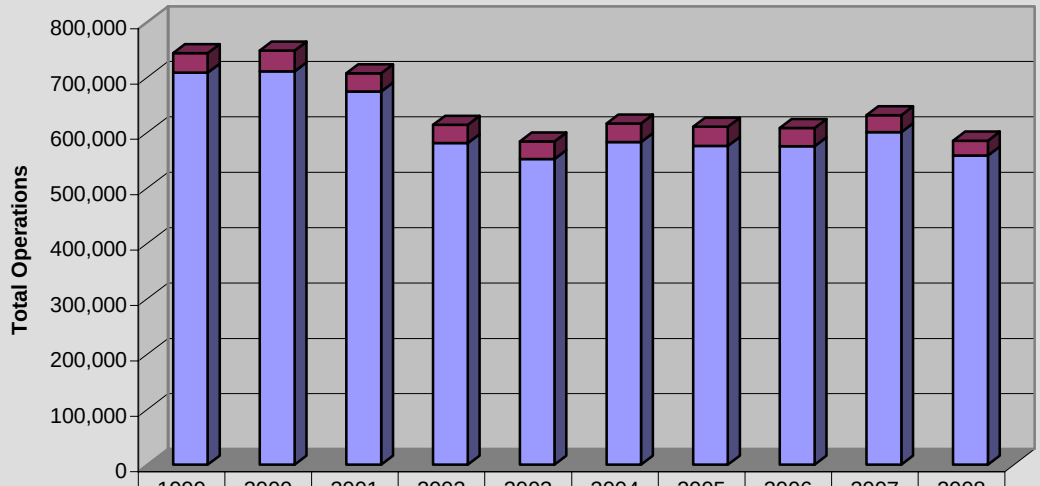
LAX Commercial Aircraft Operations

The number of commercial aircraft operations (landings and takeoffs) at LAX has dropped significantly since 2001 after reaching a peak of 748,077 annual operations in 2000. Commercial operations totaled 585,453 in 2008. In 2008, the number of aircraft operations was 7.2% lower than in 2007.

Passenger operations have decreased 21.4% since 2000 compared to an 11.6% decrease in passenger volume. The difference is best explained by the increasing load factors that have occurred at LAX and industry wide. In 2008, airlines also trimmed their schedules substantially to eliminate flights serving thin and unprofitable markets from their route systems. The average number of passengers per passenger operation at LAX increased from 95 in 2000 to 104 in 2007 and 107 in 2008. Figure 4 shows the change in operations at LAX between 1999 and 2008.

In 2008, 17.6% of the passenger operations served nonstop international markets and 82.4% were domestic. International operations made up a slightly higher share of passenger operations in 2008 than in 2007 (17.3%). All-cargo operations made up about 4.6% of total operations and 10.3% of international operations in 2008. In 2008, all-cargo operations decreased 11.4% compared to 2007.

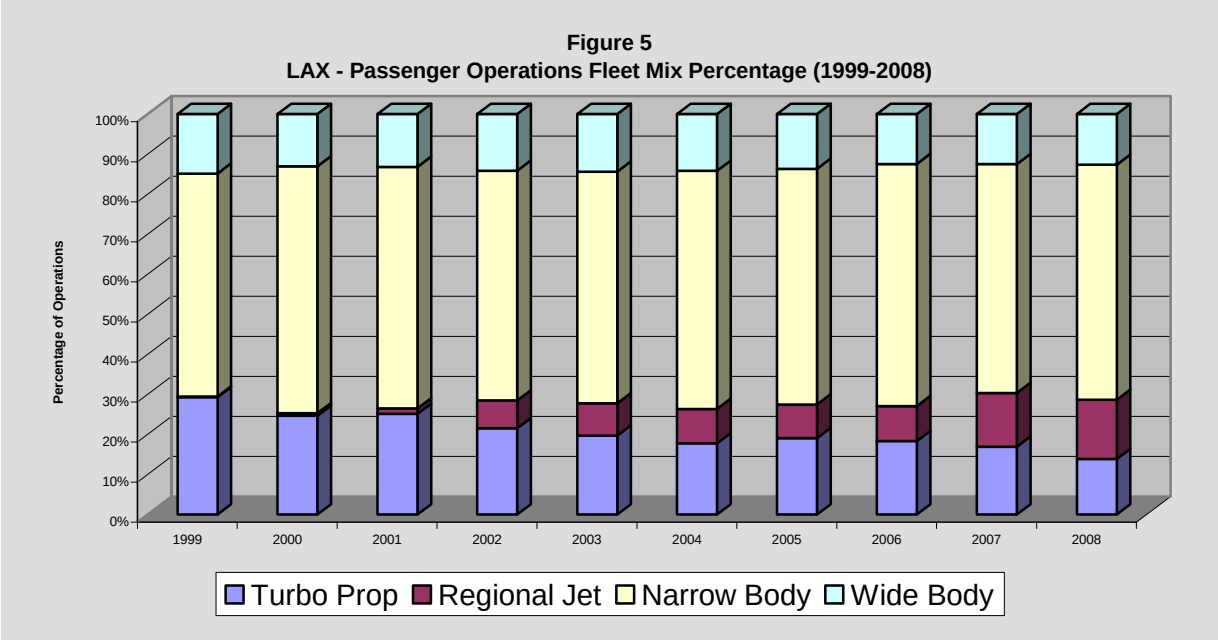
Figure 4
LAX Annual Operations
1999-2008



	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Ops-Cargo	35,056	37,368	32,812	32,673	31,936	33,854	34486	33,247	30,511	27,048
Ops-PAX	708,504	710,709	674,469	581,222	552,091	582,584	576142	575,222	600,666	558,405

The fleet mix or types of aircraft used at LAX changes as airlines seek to match aircraft size to markets and lower operating costs over their route system. The percentage of regional jets in the fleet increased dramatically from 2000 through 2008 with regional jets comprising less than 1% of scheduled operations at LAX in 2000 and nearly 15% in 2008. The share of turboprop aircraft has declined significantly since 2000. In 2000, nearly 25% of LAX passenger operations were turboprop aircraft compared to about 14% in 2008.

The share of wide body and jumbo jet passenger operations of all passenger operations at LAX increased between 2000 and 2002, reaching a peak at nearly 17%. The share has since decreased to 12.7% of the total in 2008. The share of narrow body aircraft operations in 2008 was a bit higher than in 2007: 58.7% in 2008 compared to 57.1% in 2007. Narrow body aircraft continue to dominate the fleet at LAX.



Data Source: Official Airline Guide

Aviation Activity in the Los Angeles Region

There are six primary commercial airports in the six-county Southern California region. These airports served 90 million air passengers and 2.8 million tons of air cargo in 2007. They generated about 1.8 million take-offs and landings of commercial and private aircraft. Additional operations were generated at the regions' numerous general aviation airports serving private and corporate aviation.

The Southern California Association of Governments (SCAG) collects and reports passenger, cargo and operations activity for commercial airports within the SCAG five county area. The 2007 report attached is the latest available at this time. Table 1 below details 2007 passenger, cargo and operations totals by airport and also shows the 2008 passenger totals. The 2007 LAX passenger total reflects an update not incorporated into the SCAG report.

Although LAX remains the primary airport for the region, growth of the regional airports has reduced the share of passenger traffic served by LAX from 74.4% in 1996 to 69.3% in 2007. LAX handled about 75% of the air cargo in the region in 2007. Table 2 shows the share of total regional passenger demand handled by each airport in 2007 in terms of operations, cargo and passengers.

In 2008, regional passenger volume dropped 5.8% compared to 2007 to 84.8 MAP. All airports in the region saw a decline in passenger traffic in 2008 except Long Beach Airport. Information on air cargo volume and aircraft operations for 2008 is not yet available from all the regional airports.

TABLE 1 AVIATION ACTIVITY SCAG REGION AIR CARRIER AIRPORTS					
	2007				2008
Airport	Air Carrier	Total Operations	Cargo (tons)	Passengers	Passengers
Bob Hope	71,949	123,521	53,735	5,921,336	5,331,404
John Wayne	91,368	331,452	22,230	9,979,699	8,989,603
LAX	467,193	680,954	2,077,527	62,438,583	59,815,646
Long Beach	26,636	398,433	51,652	2,906,556	2,913,926
Ontario	88,280	147,678	532,865	7,207,150	6,232,761
Palm Springs	11,520	84,629	19	1,610,943	1,542,925
Palmdale/Other	NA	NA	46,905	12,022	21,805
Total	**756,946**	**1,766,667**	**2,784,933**	**90,065,960**	**84,848,070**

TABLE 2 MARKET SHARE BY AIRPORT SCAG REGION AIR CARRIER AIRPORTS					
	2007				2008
Airport	Air Carrier	Total Operations	Cargo	Passengers	Passengers
Bob Hope	9.5%	7.0%	1.9%	6.6%	6.3%
John Wayne	12.1%	18.8%	0.8%	11.1%	10.6%
LAX	61.7%	38.5%	74.6%	69.3%	70.5%
Long Beach	3.5%	22.6%	1.9%	3.2%	3.4%
Ontario	11.7%	8.4%	19.1%	8.0%	7.3%
Palm Springs	1.5%	4.8%	0.0%	1.8%	1.8%
Palmdale/Other	NA	NA	1.7%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Historically, LAX has maintained the role of the primary passenger airport in the region. Its size and its location within the population core of the region have attracted a broad range of air service both domestic and international. LAX handles nearly all of the international passenger traffic in the region at this time. However, the regional airports have been playing a larger role, particularly in serving short-haul markets. As shown in Table 3, the share of regional passengers handled by the regional airports increased from 25.6% in 1996 to 30.7% in 2007. Airline reductions in flights and markets served have hit the regional airports proportionately harder than LAX in 2008. Passenger statistics for 2008 indicate a temporary

reversal in the regionalization trend as airlines tighten up their route systems to regain profitability.

Table 3
Airport Share of Regional Passenger Traffic
SCAG Region Air Carrier Airports
1996-2008

	Los Angeles (LAX)	Ontario (ONT)	Long Beach (LGB)	John Wayne (SNA)	Burbank (BUR)	Palm Springs (PSP)	Regional Total
1996	74.4%	8.0%	0.6%	9.4%	6.2%	1.4%	100.0%
1997	74.6%	7.8%	0.8%	9.6%	5.8%	1.5%	100.0%
1998	74.9%	7.9%	0.8%	9.1%	5.8%	1.5%	100.0%
1999	75.4%	7.7%	1.0%	8.8%	5.6%	1.5%	100.0%
2000	76.1%	7.6%	0.7%	8.8%	5.3%	1.4%	100.0%
2001	75.2%	8.2%	0.7%	8.9%	5.5%	1.4%	100.0%
2002	72.2%	8.4%	1.9%	10.2%	5.9%	1.4%	100.0%
2003	69.7%	8.3%	3.6%	10.8%	6.0%	1.6%	100.0%
2004	70.5%	8.1%	3.4%	10.8%	5.7%	1.6%	100.0%
2005	69.6%	8.2%	3.4%	10.9%	6.2%	1.6%	100.0%
2006	69.6%	8.0%	3.1%	11.0%	6.5%	1.7%	100.0%
2007	69.3%	8.0%	3.2%	11.1%	6.6%	1.8%	100.0%
2008	70.5%	7.3%	3.4%	10.6%	6.3%	1.8%	100.0%

Los Angeles World Airports (LAWA)
Traffic Comparison (TCOM)
Los Angeles International Airport

	December 2008			Calendar YTD December		
	2008	2007	***%Change***	2008	2007	***%Change***
Passenger Traffic Totals						
Domestic	3,380,533	3,716,251	-9.03%	43,130,864	45,190,615	-4.56%
International	1,277,392	1,471,467	-13.19%	16,684,782	17,247,968	-3.27%
Total	4,657,925	5,187,718	-10.21%	59,815,646	62,438,583	-4.20%
Domestic Passengers						
Scheduled Carriers	3,110,019	3,373,416	-7.81%	39,599,588	41,333,320	-4.2%
Commuter Carriers	267,503	339,270	-21.15%	3,507,601	3,830,943	-8.4%
Charter Carriers	3,011	3,565	-15.54%	23,675	26,352	-10.2%
Totals	3,380,533	3,716,251	-9.03%	43,130,864	45,190,615	-4.56%
International Passengers						
Tom Bradley Intl	728,548	756,820	-3.74%	9,103,372	9,192,901	-0.97%
Terminal 2	297,992	320,378	-6.99%	3,749,614	3,851,891	-2.66%
Terminal 4	69,611	119,498	-41.75%	1,311,629	1,324,111	-0.94%
Terminal 5	50,695	91,379	-44.52%	744,964	914,205	-18.51%
Terminal 7	49,972	89,729	-44.31%	798,875	838,790	-4.76%
All Other Terminals	80,574	93,663	-13.97%	976,328	1,126,070	-13.30%
Totals	1,277,392	1,471,467	-13.19%	16,684,782	17,247,968	-3.27%
US Customs Arrivals						
Tom Bradley Intl	416,030	401,864	3.53%	5,228,995	5,246,231	-0.33%
Terminal 2	105,214	115,145	-8.62%	1,349,037	1,416,674	-4.77%
Terminal 4	39,314	86,998	-54.81%	840,313	844,712	-0.52%
Terminal 5	23,613	41,684	-43.35%	382,168	459,411	-16.81%
Terminal 7	23,206	47,383	-51.02%	391,188	462,558	-15.43%
Totals	607,377	693,074	-12.36%	8,191,701	8,429,586	-2.82%
Air Cargo (Tons)						
Mail	6,420	7,181	-10.59%	73,505	66,706	10.19%
Freight	121,696	160,826	-24.33%	1,723,038	1,971,619	-12.61%
Total	128,116	168,007	-23.74%	1,796,543	2,038,325	-11.86%
FAA Aircraft Movement						
Air Carrier	37,194	38,773	-4.07%	453,232	467,193	-2.99%
Air Taxi	7,889	17,959	-56.07%	150,561	193,930	-22.36%
General Aviation	1,245	1,645	-24.32%	16,397	17,217	-4.76%
Military	168	160	5.00%	2,316	2,614	-11.40%
Total	46,496	58,537	-20.57%	622,506	680,954	-8.58%

Los Angeles World Airports (LAWA)
Volume of Air Traffic (VOAT)
Los Angeles International Airport

	December 2008			Calendar Year to Date December 2008		
	Domestic	***International***	***Total***	***Domestic***	***International***	***Total***
Passenger Traffic Totals						
Scheduled Carriers						
Departures	1,569,708	652,527	2,222,235	19,845,768	8,276,705	28,122,473
Arrivals	1,540,311	616,779	2,157,090	19,753,820	8,274,626	28,028,446
Total	3,110,019	1,269,306	4,379,325	39,599,588	16,551,331	56,150,919
Scheduled Commuters						
Departures	131,130	3,939	135,069	1,729,096	63,237	1,792,333
Arrivals	136,373	4,147	140,520	1,778,505	62,273	1,840,778
Total	267,503	8,086	275,589	3,507,601	125,510	3,633,111
Charter						
Departures	876	0	876	12,332	3,847	16,179
Arrivals	2,135	0	2,135	11,343	4,094	15,437
Total	3,011	0	3,011	23,675	7,941	31,616
Grand Total	***3,380,533***	***1,277,392***	***4,657,925***	***43,130,864***	***16,684,782***	***59,815,646***
Air Cargo (Tons) Cargo figures may not add up due to rounding						
Freight						
Departure	33,622	26,746	60,368	396,236	403,866	800,102
Arrival	27,396	33,932	61,327	356,662	566,273	922,936
Total	61,018	60,678	121,696	752,898	970,140	1,723,038
Mail						
Departure	2,472	1,376	3,848	26,929	14,203	41,133
Arrival	1,583	989	2,572	20,211	12,161	32,372
Total	4,056	2,364	6,420	47,140	26,365	73,505
Grand Total	***65,073***	***63,042***	***128,116***	***800,039***	***996,504***	***1,796,543***
Flight Operations (Excludes Cargo Operations)						
Scheduled						
Departure	12,811	3,668	16,479	171,677	47,774	219,451
Arrival	12,796	3,678	16,474	171,186	47,782	218,968
Total	25,607	7,346	32,953	342,863	95,556	438,419
Commuter						
Departure	4,294	71	4,365	58,485	1,228	59,713
Arrival	4,294	71	4,365	58,485	1,228	59,713
Total	8,588	142	8,730	116,970	2,456	119,426
Charter						
Departure	35	0	35	239	45	284
Arrival	38	2	40	240	36	276
Total	73	2	75	479	81	560
Grand Total	***34,268***	***7,490***	***41,758***	***460,312***	***98,093***	***558,405***

MEMO

DATE: May 22, 2008

TO: Aviation Technical Advisory Committee

FROM: Michael Armstrong
Aviation Program Manager
213-236-1914/armstron@scag.ca.gov

SUBJECT: SCAG Region Aviation Activity 2005-2007 (Air Carrier Airports)

In 2007 air carrier airports in the region served **89.52 million air passengers (MAP)**, which represents a 2.10% increase from 2006 (87.68 MAP).

The regional air cargo market continued to decline in 2007, to **2.785 million tons** handled at air carrier airports, compared to 2.801 million tons in 2006, a 0.58% drop following a 1.55% decrease from 2005 to 2006. March Inland Port had a 115% increase in air cargo volume from 21,786 in 2006 to 46,905 in 2007. Transmile brought in the added volume from China via Anchorage which began operations at MIP since last March. The regional total is still under pre-9/11 levels (2.869 millions tons in 2000).

A breakdown of passenger and cargo activity from 2005 to 2007 by all air carrier airports in the region handling regularly scheduled commercial air service is shown in Table 1 and Table 2 below.

Table 1
Air Passenger Activity 2005-2007
SCAG Region Air Carrier Airports
Million of Air Passengers (MAP)

Airport	2005	2006	% 2005-2006	2007	% 2006-2007
Bob Hope	5,512,619	5,689,291	3.20%	5,921,336	4.08%
John Wayne	9,627,032	9,613,540	-0.14%	9,979,699	3.81%
LAX	61,489,398	61,041,066	-0.73%	61,896,075	1.40%
Long Beach	3,034,032	2,758,362	-9.09%	2,906,556	5.37%
Ontario	7,213,528	7,049,904	-2.27%	7,207,150	2.23%
Palm Springs	1,419,087	1,529,005	7.75%	1,610,943	5.36%
Palmdale	N/A	N/A	N/A	1,693	N/A
Total	**88,295,696**	**87,681,168**	-0.70%	**89,523,452**	2.10%

Table 2
Air Cargo Activity 2005-2007
SCAG Region Air Carrier Airports
Tons of Air Cargo

Airport	2005	2006	% 2005-2006	2007	% 2006-2007
Bob Hope	52,867	57,577	8.91%	53,735	-6.67%
John Wanye	24,073	24,180	0.44%	22,330	-7.65%
LAX	2,137,188	2,103,082	-1.60%	2,077,527	-1.22%
Long Beach	54,298	49,947	-8.01%	51,652	3.41%
March	N/A	21,786	N/A	46,905	115.30%
Ontario	576,791	544,600	-5.58%	532,865	-2.15%
Palm Springs	75	27	-64.00%	19	-29.63%
Total	**2,845,292**	**2,801,199**	-1.55%	**2,785,033**	-0.58%

MEMO

DATE: May 22, 2008

TO: Aviation Technical Advisory Committee

FROM: Michael Armstrong
Aviation Program Manager
213-236-1914/armstron@scag.ca.gov

SUBJECT: SCAG Region Aircraft Operations 2005-2007 (Air Carrier Airports)

Table 1 below shows aircraft operations at the six established air carrier airports in the SCAG Region in 2007. Compared to 2006, total operations at these airports increased by 1.78%. Bob Hope Airport continued to experience loss of mainly general aviation operations, which declined from 44,007 in 2005 to 33,678 in 2007 (a 63% loss since reaching 91,571 general aviation operations in 2003). Air taxi operations dropped as well from 25,846 in 2005 to 21,275 in 2006 and 17,623 in 2007. Air carrier operations rose with an average annual increment of 4.77% since 2005. At John Wayne Airport, the loss of general aviation traffic had accelerated by 7% in 2007 from 1.6% in 2006. Air carrier operations increased by 1.17% in 2006 to 3.64% in 2007 from two years of near zero growth, 87,130 in 2004 to 87,134 in 2005. Ontario Airport could be on its way to recovery from an extensive loss in general aviation operations since 2004 with 20,560 in 2007, declining from 24,714 in 2005 to 17,996 in 2006. Air Taxi operations experienced a significant boost from 26,244 in 2006 to 38,681 in 2007 (32.1% growth). Air carrier operations declined by 3.9%. 2007 was another growth year for Long Beach Airport which showed a 12.87 % increase in total operations from 2006. Air Taxi operations at LGB grew by 35.6% in 2006 and 22.4% in 2007, and General Aviation operations grew by 5.4% in 2006 and 7.7% in 2007. Total operations at Palm Springs Airport dropped by 10.52% from 2006 to 2007, with General Aviation operations declining by 18.3% during that period.

Table 1
Aircraft Operations 2007
SCAG Region Air Carrier Airports

Airport	Air Carrier	Air Taxi	General Aviation	Military	total	% 2006-2007	%2005-2007
Bob Hope	71,949	17,623	33,678	271	123,521	-5.86%	-8.93%
John Wayne	91,368	14,023	225,938	123	331,452	-4.53%	-5.28%
LAX	467,193	193,930	17,217	2,614	680,954	3.67%	4.66%
Long Beach	26,636	11,546	359,580	671	398,433	7.76%	12.87%
Ontario	88,280	38,681	20,560	157	147,678	8.38%	3.09%
Palm Springs	11,520	24,371	47,428	1,310	84,629	-10.52%	-8.86%
Total	**756,946**	**300,174**	**704,401**	**5,146**	**1,766,667**	**1.78%**	**2.40%**

ATTACHMENT 5

Stakeholder Liaison Report

Stakeholder Liaison Office
ONE WORLD WAY, LOS ANGELES, CA 90045
TEL: (800) 919-3766 • FAX: (310) 646-9501 • E-MAIL: OURLAX.ORG

To: Gina Marie Lindsey, Executive Director
Los Angeles World Airports

From: Brenda Martinez-Sidhom, Stakeholder Liaison
LAX Master Plan Stakeholder Liaison Office

Date: January 29, 2009

Subject: LAX Master Plan Liaison Office Report on Consultations with Stakeholders for the LAWA Executive Director's Report

Project Name: Cross Field Taxiway Project (CFTP)

State Clearinghouse Number: 2008041058
City Clerk File Number: AD034-08

This report is an official submission from the LAX Master Plan Stakeholder Liaison Office (SLO) to the Los Angeles World Airports (LAWA) Executive Director, as part of the consultation required under the LAX Plan Compliance Review, compliant with Section 7.F of Ordinance No. 716,345 the LAX Specific Plan on the subject project.

In accordance with the LAX Specific Plan, the SLO will facilitate meetings with the stakeholders during the public review and comment periods of appropriate California Environmental Quality Act (CEQA) documents. The SLO will submit stakeholder comments on the environmental document to both the authors of the CEQA document and LAWA's Executive Director. Included with the full set of comments to the Executive Director will be a report summarizing stakeholder input and concerns. This SLO report will become a part of the Executive Director's report to the Board of Airport Commissioners (BOAC), and/or various reports to the City of Los Angeles. What follows herein is the aforementioned SLO report.

As part of the LAX Plan Compliance requirements of the Specific Plan, the Executive Director shall consider comments and concerns of the stakeholders prior to submitting any recommendation(s) to the Board of Airport Commissioners (BOAC). In addition, the Executive Director must make written findings for the

LAX Plan Consistency and Environmental Compliance in order to recommend to BOAC that the project be granted an LAX Plan Compliance Review approval. The findings must establish that the project complies with the LAX Plan, any design guidelines required by the LAX Plan, applicable provisions of the LAX Specific Plan and that it has been adequately analyzed in compliance with CEQA.

I. PROJECT DESCRIPTION

Based on the Notice of Preparation, Draft Environmental Impact Report and Final Environmental Report, the project consists of the construction of a crossfield taxiway between the north runway complex (i.e., Runways 6L/24R and 6R/24L) and the south runway complex (i.e., Runways 7L/25R and 7R/25L) and an associated connection to, and westerly extension of, the existing Taxiway D. As part of the CFTP, a new vehicle service road would be constructed parallel to and immediately west of the new crossfield taxiway, identified as Taxiway C13. Construction of these proposed improvements would require removal and potential relocation of certain ancillary and support facilities. To facilitate construction and operation of Taxiway C13, World Way West would need to be realigned and suppressed below grade at the intersection with Taxiway C13 and the proposed adjacent service road, requiring construction of two bridge facilities. A utility corridor (utilidor) would be constructed adjacent to the World Way West alignment. Existing "remain overnight" (RON) aircraft parking locations within the proposed alignment of Taxiway C13 would be resituated to a new location adjacent to Taxiway C13. A vehicle parking lot would be constructed west of the main project area to replace the American Airlines employee parking lot that currently occupies the area proposed for the resituated RON. Also occurring in conjunction with the aforementioned taxiway improvements would be the construction of a new fire station/aircraft rescue and fire fighting (ARFF) facility.

II. STAKEHOLDER NOTIFICATIONS

Notification for comments began December 30, 2008 and ended January 16, 2009. Notification to stakeholders consisted of the following (all documents referenced are enclosed):

A.	Date of Notification:	December 30, 2008
	Method of Notification:	Electronic mail (E-mail) blast (See attachment I)

Stakeholders Notified: 2,265 registered stakeholders (see attachment III)

III. STAKEHOLDER COMMENTS

Stakeholders were sent a request to comment on the Crossfield Taxiway Project for the Executive Directors report on December 30, 2008, with a deadline of January 16, 2009. Three comments were received by the deadline. One of which, was received indirectly and generally supported the project but described concerns over the environmental document tiering off of the LAX Master Plan Final EIR. The commenter also noted that the comment period for the Draft EIR was already closed. The commenter subsequently learned that these comments were a request from the Stakeholder Liaison and were separate from those required for the Draft EIR. These comments were required in order to allow the Stakeholder Liaison to prepare a report for the Executive Director prior to completion of the EDR as required by the LAX Specific Plan. One e-mail requested a copy of the Final EIR and another considered that this request for comments was the same as the request for comments on the Draft EIR. This last comment asked for an extension of time to add to previously submitted comments on the Draft EIR. Staff responded with an explanation that this comment period was only intended to provide an opportunity to comment for the Stakeholder Liaisons Office report and could not accommodate additional comments on the Draft EIR. Comments are included as **Attachment III**

ATTACHMENT I

Electronic Notification

Los Angeles World Airports

LAX MASTER PLAN
STAKEHOLDER LIAISON OFFICE – LAX PLAN COMPLIANCE REVIEW PROCESS

PROJECT NAME: Crossfield Taxiway Project

DOCUMENTS AVAILABLE FOR REVIEW AT: www.ourlax.org under Projects-Publications or can be mailed by calling the Stakeholder Liaison Office at (800) 919-3766.

SEND COMMENTS TO: Los Angeles World Airports, Stakeholder Liaison Office
Attention: Brenda Martinez-Sidhom
One World Way, Suite 208
Los Angeles, CA 90047

REVIEW PERIOD: The review and comment period ends Friday, January 16, 2009 at 5:00 p.m.

ATTACHMENT II

Registered E-mail Addresses

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ATTACHMENT III

Comments Received

From: Denny Schneider [mailto:DennySchneider@WeLiveFree.com]
Sent: Friday, January 16, 2009 8:53 AM
To: GLASGOW, HERB
Subject: FW: Crossfield Taxiway Comments due January 16, 2009

Hi Herb, good seeing you Wednesday night for a few minutes. Just want to make sure you get this in a timely way... Denny

From: Denny Schneider [mailto:DennySchneider@WeLiveFree.com]
Sent: Thursday, January 15, 2009 10:41 PM
To: LINDSEY, GINA MARIE
Cc: Robert Acherman; jcb@cbcearthlaw.com; Roger A Johnson (RogerJohnson@LAWA.org); Mike Molina (MMolina2@lawa.org)
Subject: Crossfield Taxiway Comments due January 16, 2009

I mailed a letter to you today that I believe preserves our rights on the Crossfield Taxiway project. We continue to be committed to strongly support your efforts to rapidly fix LAX but are unable to make a positive, supportive comment to the Executive Declaration at this time as noted in the letter below.

Denny Schneider,
310 641-4199 voice 213 675-1817 mobile

AIRSAC Alliance for a Regional Solution to Airport Congestion
322 Culver Blvd., #231 Playa del Rey, CA 90293
310 641-4199 info@regionalsolution.org

January 15, 2009

Ms. Gina Marie Lindsey, Executive Director
Los Angeles World Airports
1 World Way
Los Angeles, CA 90045

Re: Determination that the Crossfield Taxiway project is in compliance with the LAX Specific Plan and meets CEQA

The LAWA Stakeholder Liaison circulated a December 30, 2008 e-mail announcement soliciting comments about the Crossfield Taxiway Project by January 16, 2009 for an unspecified document. It referenced a LAWA website location to review documentation. Although initially no Crossfield Taxiway documentation was posted, subsequently only a September 2008 Crossfield taxiway draft EIR was posted for which the comment period was long past.

We concur with LAWA's desire for rapid project implementation and are generally supportive of the Crossfield Taxiway Project concept despite several project questions remaining unanswered. We question the validity of the LAWA interpretation that this project is green lighted by the

Stipulated Settlement and the innovative use of tiered documentation based on the old, fatally flawed environmental documents.

Knowing the schedule pressures that you are under, we agree that LAWA should take all actions necessary to plan this project and to have it ready to start construction the day after approval by BOAC and City Council.

I recently determined that the January 16 due date is for soliciting comments to the Executive Director's Report in accordance with the LAX Specific Plan dated September 29, 2004, Section F.2 which requires Executive Director certification that the project meets CEQA and conforms with Specific Plan requirements.

Since we have seen neither the Director Certification nor answers to the draft EIR comments, we can neither make specific certification comments nor concur with any finding of conformance. If LAWA moves forward in the approval process at this time we reserve the right to challenge this at a later time.

Sincerely,

Denny Schneider,
President, ARSAC

MARTINEZ-SIDHOM, BRENDA

From: Saenz, Edgar [Edgar.Saenz@mail.house.gov]
Sent: Tuesday, December 30, 2008 10:37 AM
To: MARTINEZ-SIDHOM, BRENDA
Subject: RE: An Annoucement from the Stakeholder Liaison

Hello Brenda,
Please mail me a copy of the EIR. Thanks and have a prosperous new year!

Edgar Saenz
Office of Congresswoman Maxine Waters
(310) 642-4610

From: MARTINEZ-SIDHOM, BRENDA [mailto:BSIDHOM@lawa.org]
Sent: Tuesday, December 30, 2008 8:04 AM
To: undisclosed-recipients
Subject: An Annoucement from the Stakeholder Liaison

MARTINEZ-SIDHOM, BRENDA

From: Chevalier, Allen & Lichman, LLP [cal@calalrlaw.com]

Sent: Tuesday, December 30, 2008 11:44 AM

To: MARTINEZ-SIDHOM, BRENDA

Subject: REQUEST FOR EXTENSION OF COMMENT PERIOD; LAX CROSSFIELD TAXIWAY REVISED NOP

This is to request that the January 16, 2009 deadline for submitting comments on the Revised Notice of Preparation of a Draft Environmental Impact Report for the LAX Crossfield Taxiway Project, which was issued today, December 30th, be extended to January 28, 2009. The revised NOP contains substantial changes to the Project, and the January 16, 2009 deadline does not allow sufficient time for meaningful comment. Moreover, the public scoping meeting on the related Tom Bradley International Terminal (TBIT) Reconfiguration Project is scheduled on January 14, 2009, and comments on the TBIT Project NOP are due on January 28, 2009. We therefore request that the Crossfield Taxiway Project Revised NOP comment period be extended to a reasonable time after the TBIT scoping meeting and to coincide with TBIT Project NOP comment deadline.
Also, the December 30 Notice to Stakeholders states that comments on the Revised NOP are to be addressed to the LAWA Stakeholder Liaison Office, whereas the Revised NOP states that comments are to be submitted to Dennis Quilliam, City Planner. Please provide clarification as to where and to whom comments are to be submitted.
Thank you for your assistance in this regard.

Berne C. Hart
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695 Town Center Drive, Suite 700
Costa Mesa, CA 92626
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cal@calalrlaw.com

ATTACHMENT 6

Transmittal Letters Requesting Comments

Three letters with one set of attachments used with each

TM

Los Angeles World Airports

December 18, 2008

Rita L. Robinson
General Manager
Department of Transportation
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

Re: Transmittal for Review of LAX Master Plan Project - Crossfield Taxiway Project (CFTP)

Dear Ms. Robinson:

Under the procedures of the LAX Specific Plan, a Los Angeles World Airports (LAWA) Executive Director's Review is required for projects developed under the LAX Master Plan. Section 7.F.2(a) of the Specific Plan provides for review and comment on such projects by certain officials of the City of Los Angeles including the General Manager of the Department of Transportation. We are hereby transmitting to your office for your review the following items for the CFTP:

1. Relevant Excerpt of the LAX Specific Plan
2. CFTP Project Description including a Conceptual Site Plan
3. CFTP Draft EIR (previously transmitted to the Department of Transportation when the document was released for public review on September 25, 2008 and the Draft EIR comment period closed on November 10, 2008. The Draft EIR may be viewed on LAWA's website at www.ourlax.org, and accessed through the "Projects-Publications" button).

The LAX Specific Plan Ordinance #176345 requires that written comments, if any, pursuant to the subject review be provided to LAWA within fifteen (15) working days from the date the documents are received. We are therefore requesting a written response from your Department no later than January 9, 2009. Any reports or written comments provided by the General Manager in response to this request will be included with the Executive Director's Review report for consideration by the Board of Airport Commissioners when taking action on the project.

Should you or your staff have any questions on this matter or would like to discuss in detail the enclosed information, please contact Dennis Quilliam of my staff at (310) 646-7614, Ext. 1017 or at dquilliam@lawa.org.

Thank you for your cooperation and assistance in this matter and we look forward to hearing from you.

Sincerely,

Roger A. Johnson
Deputy Executive Director

RAJ:HG:DQ

cc: Dennis Quilliam

Enclosures

TM

Los Angeles World Airports

December 18, 2008

Gary Lee Moore
City Engineer
Bureau of Engineering
650 S. Spring Street
Los Angeles, CA 90014

Re: Transmittal for Review of LAX Master Plan Project - Crossfield Taxiway Project (CFTP)

Dear Mr. Moore:

Under the procedures of the LAX Specific Plan, a Los Angeles World Airports (LAWA) Executive Director's Review is required for projects developed under the LAX Master Plan. Section 7.F.2(a) of the Specific Plan provides for review and comment on such projects by certain officials of the City of Los Angeles including the City Engineer. We are hereby transmitting to your office for your review the following items for the CFTP:

1. Relevant Excerpt of the LAX Specific Plan
2. CFTP Project Description including a Conceptual Site Plan
3. CFTP Draft EIR (previously transmitted to the Bureau of Engineering when the document was released for public review on September 25, 2008 and the Draft EIR comment period closed on November 10, 2008. The Draft EIR may be viewed on LAWA's website at www.ourlax.org, and accessed through the "Projects-Publications" button).

The LAX Specific Plan Ordinance #176345 requires that written comments, if any, pursuant to the subject review be provided to LAWA within fifteen (15) working days from the date the documents are received. We are therefore requesting a written response from your Department no later than January 9, 2009. Any reports or written comments provided by the City Engineer in response to this request will be included with the Executive Director's Review report for consideration by the Board of Airport Commissioners when taking action on the project.

Should you or your staff have any questions on this matter or would like to discuss in detail the enclosed information, please contact Dennis Quilliam of my staff at (310) 646-7614, Ext. 1017 or at dquilliam@lawa.org.

Thank you for your cooperation and assistance in this matter and we look forward to hearing from you.

Sincerely,

Roger A. Johnson
Deputy Executive Director

RAJ:HG:DQ

cc: Dennis Quilliam

Enclosures

Los Angeles World Airports

December 30, 2008

Councilman Bill Rosendahl
c/o Chad Molnar
LAX Community Liaison
7166 W. Manchester Ave.
Los Angeles, CA 90045

Subject: Transmittal for Review of LAX Master Plan Project-
Crossfield Taxiway Project (CFTP)

Dear Councilman Rosendahl

Under the procedures of the LAX Specific Plan (Ordinance #176,345), a Los Angeles World Airports (LAWA) Executive Director's Review is required for projects developed under the LAX Master Plan. Section 7.F.2(a) of the Specific Plan provides that a written description of the project under review shall be transmitted to the Councilmember of the district in which the Specific Plan Area is located. We are hereby transmitting to your office for your review the following items related to the Crossfield Taxiway Project (CFTP):

1) Relevant excerpt of the LAX Specific Plan;
2) CFTP Project Description including conceptual site plans;
3) CFTP draft EIR (previously transmitted to the Councilman's Office when the document was released for public review on September 25, 2008, with the comment period closing November 10, 2008. The draft EIR may be viewed on LAWA's website at www.ourlax.org, and accessed through the "Projects-Publications" button).

We are requesting any comments you may have on the project be sent to us no later than January 16, 2009. All comments provided by your office in response to this request will be included with the Executive Director's Review report for consideration by the Board of Airport Commissioners when they take action on the project.

Should you or your staff have any questions on this matter or would like to discuss in detail the enclosed information, please contact Dennis Quilliam of my staff at (310) 646-7614, Ext. 1017 or at dquilliam@lawa.org.

Thank you for your cooperation and assistance in this matter and we look forward to hearing from you.

Sincerely,

FOR
Roger A. Johnson
Deputy Executive Director

RAJ:DQ

cc: Dennis Quilliam

Enclosures

EXHIBIT B

Statement of Overriding Considerations

Statement of Overriding Considerations

LAWA published the project-level Final Environmental Impact Report (EIR) for the Los Angeles International Airport (LAX) Crossfield Taxiway Project (CFTP) on January 16, 2009. The CFTP involves certain airfield improvements that are included within the LAX Master Plan, which was approved by the Los Angeles City Council in December 2004. Concurrent with the approval of the LAX Master Plan was the certification of the LAX Master Plan Final EIR (State Clearinghouse No. 1997061047, which addresses the environmental impacts associated with the LAX Master Plan improvements. The CFTP EIR focused on significant environmental effects of the CFTP that may not have been fully addressed in the LAX Master Plan Final EIR, and summarized where and how other environmental impacts associated with the CFTP are addressed in the LAX Master Plan Final EIR. The CFTP Final EIR identified significant adverse environmental impacts that would result from the implementation of the CFTP that cannot be mitigated to a level of insignificance by the implementation of feasible mitigation measures or alternatives. The unavoidable significant impacts from the CFTP occur with respect to construction-related air pollutant emissions and greenhouse gas emissions.

CEQA Guideline 15093(b) provides that when a public agency approves a project that will result in significant impacts that are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing the specific reasons to support its decision based on the Final EIR and/or other information in the whole of the administrative record. If the specific economic, legal, social, technological or other benefits of a proposed project outweigh its unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." LAWA as the Lead Agency for the CFTP EIR adopts the following Statement of Overriding Considerations.

The improvements proposed under the CFTP are included within the approved LAX Master Plan. The implementation of the overall Master Plan will bring substantial benefits to the City of Los Angeles, including air service benefits, increased safety and efficiency, security, environmental benefits, economic benefits, employment benefits, environmental justice benefits, and conformance with regional plans. These benefits are described in the LAX Master Plan Final EIR and the associated CEQA Findings adopted in conjunction with the approval of the LAX Master Plan. The primary purpose of the CFTP is to improve the aircraft ground taxiing movements in the midfield area, particularly as related to reducing periodic congestion that occurs in the midfield area and relative to accommodating new large aircraft such as the Airbus A380.

Based on substantial evidence in the whole of the administrative record for the CFTP, the City of Los Angeles hereby finds, concludes and determines that the unavoidable significant adverse environmental impacts of the CFTP are acceptable in light of the following specific economic, legal, social, technological or other project benefits. Each project benefit described below constitutes an overriding consideration warranting approval of the CFTP, independent of the other benefits, despite each and every significant unavoidable impact. Some benefits are unique to the CFTP and others represent contributions to the overall benefits of implementing the LAX Master Plan. The CFTP is an integral component of the LAX Master Plan and by implementing the CFTP, LAX Master Plan benefits will continue to be realized.

A. Environmental Benefits Associated With Reduction in Periodic Aircraft Taxiing Ground Movement Congestion

Currently, when aircraft that are taxiing in the midfield area during peak periods, particularly when there are numerous aircraft that have to cross from the north airfield complex to the south airfield complex or vice versa, the LAX Air Traffic Control Tower (ATCT) staff have to use various taxiway areas for queuing of aircraft until the aircraft ground taxiing movement congestion subsides. Implementation of the proposed CFTP improvements will provide a new taxiway, Taxiway C13, and the extension of existing Taxiway D, which will provide ATCT staff with additional taxiway options to keep aircraft moving and reduce the need to hold aircraft in queuing areas. As

described in Section 2.1 of the CFTP Final EIR, airfield ground operations at LAX were modeled for conditions with- and without-CFTP taxiway improvements. The results of the modeling found that the west flow average daily ground taxi delay time for both arriving aircraft and departing aircraft were reduced with the proposed taxiway improvements. The associated reduction in aircraft taxi/idle time provides for substantial benefits related to the safety and efficiency of aircraft ground movement at LAX, including reduced aircraft fuel burn and associated air pollutant and noise emissions.

More specifically, the air quality benefits associated with the improvements in aircraft ground movements would include, relative to criteria pollutants, reductions in carbon monoxide by approximately 85 tons per year (tpy), reactive organic gas by approximately 124 tpy, nitrogen oxides by approximately 16 tpy, sulfur dioxide by approximately 5 tpy, inhalable particulates (PM10) by approximately one-half tpy, and fine particulates (PM2.5) by approximately one-half ton per year (see Table 4.2-10 in Volume 1 of CFTP Final EIR).

Emissions of greenhouse gases, which contribute to global climate change, associated with aircraft engine operations would be reduced with the improvements in aircraft ground movement. It is estimated that the reduction in aircraft fuel burn due to less taxi/idle time would result in a reduction of approximately 12,500 tpy of carbon dioxide, compared to conditions occurring without the proposed CFTP (see Table 4.4-6 in Volume 1 of CFTP Final EIR). This reduction in greenhouse gas emissions, as well as the reduction in criteria pollutant emissions described above, would continue year after year during operation of LAX, providing on-going local and regional long-term benefits well beyond the 16-month project construction period when unmitigable significant adverse impacts related to air quality and greenhouse gas occur.

In addition to the reductions in air pollutant and greenhouse gas emissions resulting from improvements in aircraft ground movements, there would also be a noise benefit associated with the reduced need to queue/hold aircraft during peak periods of congestion (see Page 5-5 in Volume 1 of CFTP Final EIR). ATCT staff would, with project implementation, be provided with additional taxiway options to route aircraft, enhancing the ability to keep aircraft moving continuously and reducing the noise associated with "stop and start" movements, including the engine "run-up" noise associated with initiating movement of an aircraft.

B. Environmental Benefits Associated With Taxiing of New Large Aircraft Such as the Airbus A380

New large aircraft, such as the Airbus A380, fall within the Airplane Design Group (ADG) VI category, which represents the largest size commercial aircraft currently in operation. Airfield design and operation requirements for ADG VI aircraft require greater clearance distances than for smaller ADG categories. The taxiway improvements associated with the CFTP, including construction of Taxiway C13, are designed to accommodate ADG VI aircraft. As such, implementation of the Project will offer the benefit of providing an ADG VI taxiway in the midfield area, thereby facilitating the movement of new large aircraft in the midfield area. Without such as taxiway, ADG VI aircraft taxiing between the north and south airfield complexes would need to either use existing Taxiway AA, located near the west end of the airfield, well-removed from the terminal area, or use Taxiway S, which would restrict usage of adjacent Taxiway Q during such times. Use of Taxiway AA would require aircraft to taxi a greater distance in traveling between the north and south airfield complexes and associated terminals, than otherwise available through the use of proposed Taxiway C13, and the restrictions on use of Taxiway Q while ADG VI aircraft are on Taxiway S may require other aircraft to queue/hold until Taxiway S is cleared. In either case, the air pollutant emission, greenhouse gas, and noise impacts would be comparatively greater than those associated with use of Taxiway C13 (see Section 6.4.3 in Volume 1 of the CFTP Final EIR).

C. Employment Benefits

The construction of the CFTP will provide employment benefits to the Los Angeles region. It is estimated that the CFTP would provide construction-related employment opportunities for over 200 workers during the peak week of the approximately 16-month construction period (see Section 6.4.3 in Volume 1 of the CFTP Final EIR). Considering the multiplier effect to account for the indirect effects on other industries, the total employment impact within the County during the construction period would be even higher (see Section 6.4.3 in Volume 1 of the CFTP Final EIR). The multiplier effect for employment refers to additional non-construction jobs that may result in industries, such as the service industries, to support the construction activity. The direct and indirect employment impacts of CFTP construction, which is anticipated to commence in spring 2009 if approved, would come at a time when there is an increasing need for employment opportunities as the region, state, and nation continue to be affected by current economic conditions.

Through the implementation of LAX Master Plan Commitment EJ-3, Job Outreach Center, and the First Source Hiring Program in the Community Benefits Agreement, LAWA will make special efforts to ensure that subcontracts and construction jobs are offered to minority-owned, woman-owned, and disadvantaged businesses and to minority or disadvantaged residents living within the affected communities.

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EXHIBIT C

CEQA Findings

California Environmental Quality Act Findings
Crossfield Taxiway Project (CFTP)

A. Findings on Less-than-Significant Impacts and Impacts that Will be Reduced to Below the Level of Significance with Mitigation

a. Surface Transportation

Description of Effects: As analyzed in Section 4.1 of the CFTP Final EIR, implementation of the Crossfield Taxiway Project (CFTP) would generate vehicle trips on the local roadway system during construction from workers traveling to and from the project area and from trucks transporting materials to and from the site. Implementation of the CFTP would have no material effect on operations at LAX; hence, no impacts to operations-related traffic would occur.

The CFTP, as part of the LAX Master Plan, is subject to the Master Plan Commitments and Mitigation Measures contained in the LAX Master Plan Final EIR, which were adopted as project requirements in conjunction with approval of the LAX Master Plan. The Master Plan Commitments that pertain to traffic and are applicable to the CFTP include C-1, C-2, ST-9, ST-12, ST-14, ST-16 through ST-18, and ST-22, as indicated in Section 4.1.7 of the CFTP Final EIR. These measures are considered to be feasible and effective in reducing potential impacts associated with surface transportation.

Potential traffic-related impacts pertaining to the construction of the CFTP were assessed by conducting three impact comparisons which include peak project traffic plus baseline (2008) traffic measures against baseline (2008); cumulative traffic at CFTP peak (Q4 2009) measured against baseline (2008); and cumulative traffic at overall peak (Q2 2010) measured against baseline (2008). It was determined that traffic generated by the CFTP would not cause any significant project-level impacts or result in any cumulatively considerable impacts at the study area intersections when measured against the thresholds of significance.

Findings: Based on substantial evidence in the administrative record, including Section 4.1 of the CFTP Final EIR, the Los Angeles World Airports Board of Airport Commissioners (BOAC) hereby finds and determines that the CFTP will not have significant surface transportation impacts. The BOAC hereby adopts the conclusions regarding less-than-significant surface transportation impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

b. Air Quality

Description of Effects: As analyzed in Section 4.2 of the CFTP Final EIR, construction-related air quality impacts associated with the CFTP would be significant relative to mass emissions (i.e., pounds per day of air pollutant emissions) and are addressed in Part B of the Findings presented herein; however, construction-related air pollutant concentrations (i.e., pollutant concentrations by volume, such as parts per million) and operations-related air quality impacts would be less than significant, as described below.

Uncontrolled peak CFTP construction-related air pollutant concentrations would be less than significant. Neither the peak 1-hour and 8-hour average concentrations of carbon monoxide (CO) nor the peak 1-hour and annual average concentrations of nitrogen dioxide (NO_2) would cause the respective California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) to be exceeded. The peak 24-hour average concentrations of particulate matter (PM10) and fine particulate matter (PM2.5) would not exceed the South Coast Air Quality Management District (SCAQMD) CEQA significance threshold for construction impacts. In

addition to not exceeding these significance thresholds, which primarily pertain to regional air quality, air pollutant emissions associated with CFTP construction activities would not exceed the SCAQMD CEQA localized significance thresholds (LSTs), as described in Response to Comment CFTP-AR00001-2 presented in Volume 4 of the CFTP Final EIR.

Operational air quality impacts are expected to have a slight beneficial effect on airport operational air quality impacts due to reduced taxi and delay times for aircraft movements between the north and south airfields. Aircraft movements around the airfield would, with implementation of the CFTP, see an improvement (reduction) in taxi/idle times of approximately 50 seconds per landing and takeoff cycle (LTO) when averaged over the 640,000 total operations evaluated in the baseline year. This would result in a reduction in aircraft engine pollutant emissions, based on the fact that engine operation times would be reduced. The operational benefit for air quality is quantified in terms of criteria pollutant emission reductions listed in Section 4.2.6, and in terms of greenhouse gas (GHG) reductions discussed in Section 4.4 (Global Climate Change) of the CFTP Final EIR.

Airport Operations Impacts

Because the project operational impacts are beneficial, no significant adverse air quality impacts are associated with project operations.

Cumulative Airport Operations Impacts

The cumulative impacts to air quality resulting from projects at LAX with operational emissions have been accounted for as part of the overall long-term improvement of LAX addressed in the LAX Master Plan Final EIR. The diversion of flights that will be implemented as part of the Van Nuys Airport Noisier Aircraft Phaseout Project would add incrementally to the total emissions from aircraft currently operating at LAX, as discussed in Section 4.2.7 of the CFTP Final EIR. However, as described above, the CFTP would provide certain improvements to aircraft ground movement at LAX, resulting in reductions in air pollutant emissions from aircraft engine operations. As such, implementation of the CFTP would not contribute a cumulative increase in operations-related air pollutant emissions when considered in conjunction with the Van Nuys Airport Noisier Aircraft Phaseout Project. Therefore, implementation of the CFTP would not result in a cumulatively considerable impact to air quality from aircraft operations.

Findings: Based on substantial evidence in the administrative record, including Section 4.2 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant air quality impacts in terms of construction-related pollutant concentrations and pollutant emissions associated with operations. The BOAC hereby adopts the conclusions regarding less-than-significant operations-related air quality impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

c. Human Health Risks

Description of Effects: As explained in Section 2.1.3 of the CFTP Final EIR, the CFTP would not increase current airport operations. Thus, the analysis provided in Section 4.3 of the CFTP Final EIR addressed only human health risks associated with construction activities associated with the CFTP. Possible impacts to human health were assessed through a human health risk assessment (HHRA), as required under State of California statutes and regulations.

The CFTP, as part of the LAX Master Plan, is subject to the Master Plan Commitments and Mitigation Measures contained in the LAX Master Plan Final EIR, which were adopted as project requirements in conjunction with approval of the LAX Master Plan. The Master Plan Mitigation Measures that pertain to air quality, which in turn relates to human health risk, and are applicable to the CFTP include MM-AQ-1 and MM-AQ-2, as indicated in Section 4.3.5 of the CFTP Final EIR. These measures are considered to be feasible and effective in reducing potential impacts associated with air quality and human health risk.

CFTP Construction-Related Human Health Risk Impacts

Consistent with the results for the LAX Master Plan Final EIR, modeling results for the CFTP indicate that diesel particulates from trucks and construction equipment are responsible for nearly all potential health risks posed by construction activities. Specifically, diesel particulates account for nearly 83 percent of the total incremental cancer risk and 37 percent of the chronic non-cancer health hazard. Project-related incremental cancer risks, non-cancer chronic health risks and acute hazards for all receptor types were predicted to be below the threshold of significance. Further, given the conservative (protective) approach used to estimate the magnitude of potential impacts to human health, the CFTP Final EIR found that no significant risks or hazards are anticipated to occur.

Cumulative Impacts

For the cumulative cancer risks analysis, presented in Section 4.3.7.1 of the CFTP Final EIR, the SCAQMD MATES-III study was used to estimate present cumulative impacts of toxic air contaminants (TAC) emissions in the South Coast Air Basin. However the study only had sufficient resolution to determine possible incremental contributions of cumulative impacts in the airshed. Only possible incremental contributions to cumulative impacts can be assessed.

The LAX Master Plan Final EIR used the results of the MATES-II study to address cumulative cancer risks associated with the build alternatives and the No Action/No Project Alternative. Overall, the analyses indicated that LAX operations would have a small impact on cumulative human cancer risks associated with living in the South Coast Air Basin. The LAX Master Plan Final EIR also found that LAX Master Plan mitigation would reduce cancer risks below those predicted for pre-mitigation conditions. That is, mitigation would result in a decrease in cumulative risks for many people living closest to the airport. Although project-specific construction activities of the CFTP were not analyzed in the LAX Master Plan Final EIR, total estimated cancer risks for the CFTP are substantially less than those estimated for the No Action/No Project Alternative in 2005 in the LAX Master Plan Final EIR. Therefore, because the incremental contribution by the CFTP would be relatively small (i.e., less than 2 percent), the CFTP Final EIR determined that the contribution would probably not be measurable against urban background conditions in the South Coast Air Basin. When assuming a direct proportional relationship between emissions and risks/hazards, risks and hazards for the combined LAX projects would roughly double the values estimated for the mitigated CFTP project alone. Thus, risks and hazards associated with CFTP emissions after mitigation combined with the risks and hazards of other concurrent LAX projects would result in a small increase in cumulative human cancer risks and health hazards and would not add incrementally to the already high cumulative impacts in the South Coast Air Basin near LAX.

With regards to cumulative non-cancer chronic health hazards the analysis presented in Section 4.3.7.2 determined that maximum incremental hazard indices for the CFTP construction impacts were estimated to be two orders of magnitude less than the threshold of significance of "1" compared to the 2007 Baseline. Hence, the CFTP is not expected to significantly add to possible chronic human health hazards. Maximum incremental hazard indices from other TACs of concern were also significantly below the regulatory threshold for significance.

A hazard index equal to or greater than 1, the threshold of significance for acute effects, indicates some potential for acute adverse health effects. Because only construction activities and related emissions were estimated for the CFTP, acute adverse health impacts for all TACs with reference exposure levels were assessed. According to the analysis, cumulative acute hazards would be expected to contribute significantly less than 1 percent above current levels of acrolein and less than 3 percent above current levels of formaldehyde at residential locations and at off-airport locations. Therefore the incremental acute hazard index for acrolein and formaldehyde were below the significance threshold. Hence, the CFTP is not expected to significantly add to acute human health hazards.

Therefore the HHRA analysis concluded, based on mitigated conditions that project-related incremental cancer risks for construction impacts would be below the level of significance of 10 in one million for potentially exposed residents (adults and young child through adulthood [adult + child]) and school children; project-related incremental chronic hazard indices for construction impacts would be below the thresholds of significance for all receptor types (i.e., child resident, school child, and adult resident); project-related incremental acute hazard indices would not exceed the threshold of significance of 1 for any target organ system at any modeled receptor location; estimated maximum air concentrations for all TACs at on-airport locations would not exceed Time-Weighted Average-Permissible Exposure Level or Threshold Limit Values for workers; and estimated cumulative risks from emissions for concurrent construction projects are likely to be less than the incremental risk thresholds noted above.

Findings: Based on substantial evidence in the administrative record, including Section 4.3 of the CFTP Final EIR, the BOAC hereby finds and determines that impacts associated with human health risks are considered less than significant. The BOAC hereby adopts the conclusions regarding less-than-significant construction-related human health risk impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required

d. Global Climate Change (Operations-Related Impacts)

Description of Effects:

As analyzed in Section 4.4 of the CFTP Final EIR, construction-related GHG emissions, and associated contribution to climate change, from the CFTP would be significant and are addressed in Part B of the Findings presented herein; however, impacts from operations-related GHG emissions would be less than significant. As indicated above in the discussion of air quality impacts, aircraft movements around the airfield would see an improvement (reduction) in taxi/idle times as a direct result of the CFTP. This would, in turn, reduce air pollutant emissions, including GHG emissions, due to reduced operation of aircraft engines As such, operations following completion of the CFTP would not result in a substantial increase in GHG emissions compared to current emission levels; hence, there would not be a significant impact to climate change from project operations.

Findings: Based on substantial evidence in the administrative record, including Section 4.4 of the CFTP Final EIR, the BOAC hereby finds and determines that the long-term operation of the CFTP will not have significant long-term global climate change impacts with regards to operations. The BOAC hereby adopts the conclusions regarding less-than-significant operational global climate change impacts. Because these impacts are less than significant, mitigation is not required.

e. Biotic Resources

Description of Effects:

As discussed in Section 4.5 of the CFTP Final EIR, one special status plant species, the southern tarplant (*Centromadia parryi ssp. australis*), was found to be present on the American Airlines employee parking lot relocation site. The southern tarplant is a California Native Plant Society (CNPS) List 1B.1 species. Construction of the CFTP would directly impact 29 southern tarplant individuals which would be a significant impact. Another area of concern includes staging and stockpiling of materials in close proximity to the Los Angeles/El Segundo Dunes and the El Segundo Blue Butterfly Habitat Restoration Area, which would have the potential to deposit fugitive dust within State-designated sensitive habitats, a significant impact, requiring the implementation of mitigation measures specified in the LAX Master Plan Final EIR.

Implementation of CFTP-specific Mitigation Measure MM-BC (CFTP)-1 would reduce significant impacts to the southern tarplant to a level less than significant. Implementation of Master Plan Mitigation Measures MM-BC-1 and MM-ET-3 would reduce potential fugitive dust impacts on

sensitive habitat in the Los Angeles/El Segundo Dunes, including the El Segundo Blue Butterfly Habitat Restoration Area, from construction activities in the CFTP staging area to a less than significant level. The aforementioned LAX Master Plan and CFTP Mitigation Measures are found to be feasible and effective in reducing potential impacts associated with biotic resources.

There are no southern tarplant individuals located at any of the on-airport cumulative project sites or their associated staging areas. Therefore, no cumulative impacts to southern tarplant would occur.

Findings: Based on substantial evidence in the administrative record, including Section 4.5 of the CFTP Final EIR, the BOAC hereby finds and determines that changes or alterations have been required in, or are incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the CFTP Final EIR. Specifically, with implementation of mitigation already required by the LAX Master Plan and CFTP-specific Mitigation Measure MM-BC (CFTP)-1, the CFTP will not have significant impacts to biotic resources, for the reasons explained above. The BOAC hereby adopts the conclusions regarding less-than-significant biotic resources impacts after mitigation.

f. Noise

Description of Effects: As analyzed in Section 5.1 of the CFTP Final EIR, the CFTP site and staging area are located well beyond 600 feet from any noise-sensitive land uses. The nearest noise-sensitive land use is residential development in El Segundo, with the nearest residence over 2,500 feet from the southernmost edge of the CFTP construction area. A construction noise level of 86 dBA L_{eq} at 50 feet from the source would drop-off to 70 dBA L_{eq} at 600 feet. At a distance of 2,500 feet, which is the closest point between the CFTP construction area and residential development in El Segundo, the noise level would be 60.5 dBA L_{eq}. Noise levels in El Segundo during the day are predicted to be approximately 65 dBA L_{eq} and at night are predicted to be approximately 60 dBA L_{eq}. The addition of construction and ambient noise levels would be less than 5 dB. Therefore, no significant impacts on noise-sensitive uses from CFTP construction equipment operation would occur. As with the LAX Master Plan, CFTP construction traffic would not trigger an exceedance of either the CEQA construction traffic noise threshold (5 dBA) or the federal standards (12 dBA) for substantial increase in traffic noise. As a result, this noise impact would be less than significant.

In addition, implementation of the CFTP would not affect the overall airport noise contours for LAX that are reflected in the LAX Master Plan Final EIR. Those contours are defined primarily by aircraft takeoff and landing operations, which would not be affected at all by the CFTP. Implementation of the CFTP would improve aircraft ground movement activity in the midfield area by helping to alleviate periodic congestion occurrences, which in turn would reduce the need for aircraft to stop and start while taxiing. This would result in an operational noise benefit by reducing the frequency of aircraft engine "run-ups" associated with start and stop movements during aircraft taxiing. Furthermore, none of the improvements proposed to be constructed as part of the CFTP displace or affect the current need for, and continued operation of, the existing maintenance-related ground run-up areas at LAX. As such, implementation of the proposed project would not have an impact relative to existing ground run-up activities. The proposed designation of one of the remain overnight (RON) aircraft parking spots as the location of the future aircraft ground run-up enclosure (GRE) allows for future development of the subject GRE as a replacement for existing ground run-up areas displaced by the future Midfield Satellite Concourse. Although the GRE location proposed under the CFTP would be approximately 1,000 feet closer to the City of El Segundo than the location identified in the Master Plan, there would still be a substantial future noise reduction (benefit) associated with providing a GRE. A GRE typically provides between 15 and 20 dB of noise reduction. From a cumulative impacts perspective relative to other Master Plan projects, such as the future Midfield Satellite Concourse, there would still be an improvement over existing conditions.

The CFTP, as part of the LAX Master Plan, is subject to the Master Plan Commitments and Mitigation Measures contained in the LAX Master Plan Final EIR, which were adopted as project requirements in conjunction with approval of the LAX Master Plan. The Master Plan Commitments and Mitigation Measures that pertain to construction equipment noise and construction traffic noise, and are applicable to the CFTP, include MM-N-7 through MM-N-10, ST-16 and ST-22, as indicated in Section 5.1.4.2 of the CFTP Final EIR. These measures are considered feasible and effective in reducing potential impacts associated with construction equipment noise and construction traffic noise.

Findings: Based on substantial evidence in the administrative record, including Section 5.1 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant construction equipment and traffic noise impacts. The BOAC hereby adopts the conclusions regarding less-than-significant construction equipment and construction traffic noise impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

g. Land Use

Description of Effects: As described in Chapter 2 of the CFTP Final EIR, construction activities associated with the CFTP would include demolition and relocation of existing facilities, excavation and grading, utility relocation and replacement, construction of a new aircraft rescue and firefighting facility (ARFF), the use of a concrete batch plant and rock crushing facility, and paving for new/extended taxiways. The majority of construction activities would occur during daytime hours, with a second shift used for work activities that cannot be accomplished during the daytime shift due to coordination or interference issues (i.e., for large pours of concrete or for construction activities occurring near active taxiway areas, as described earlier). Construction of the CFTP would not require roadway lane closures, and as described in Section 4.1 (Surface Transportation) of the CFTP Final EIR, construction traffic would not result in any significant surface transportation impacts.

Construction-related noise, traffic and degraded views impacts would potentially affect those land uses closest to the CFTP construction and staging areas and along the haul route for the CFTP, specifically, land uses located along the southern boundary of LAX. Due to the distance from the CFTP construction activities, staging areas and haul route, land uses to the north of LAX would not be affected by CFTP construction traffic, noise, or degraded views impacts.

Implementation of Master Plan Commitments C-1, ST-9, ST-12, ST-14, ST-16 through ST-18, and ST-22 would minimize potential incompatibilities associated with construction traffic and ensure that construction traffic impacts would be less than significant. These measures are considered to be feasible and effective in reducing potential impacts associated with incompatibilities with land uses. As discussed in Section 5.1 of the CFTP Final EIR, construction noise impacts on sensitive land uses would be less than significant. As concluded in Section 5.10 (Aesthetics), of the CFTP Final EIR, degraded views impacts from construction activities would be less than significant.

Findings: Based on substantial evidence in the administrative record, including Section 4.1 (Surface Transportation), Section 5.1 (Noise), Section 5.2 (Land Use), and Section 5.10 (Aesthetics), of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant construction impacts related to surface transportation disruption, construction noise, and degraded views. The BOAC hereby adopts the conclusions regarding less-than-significant construction related surface transportation, construction noise, and degraded views impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

h. Population, Housing, Employment and Growth-Inducement

Description of Effects: As discussed in Section 5.3 of the CFTP Final EIR, the CFTP would provide temporary construction-related employment opportunities for over 200 workers during the peak week of the approximately 16-month construction period. However the majority of the construction jobs would be filled by workers who already reside within a 20-mile radius and the jobs would be temporary. Therefore, few construction workers are expected to move into the area due to temporary construction jobs at LAX, and there would be no substantial increase in demand for housing, utilities, or other development to the area. As a result, construction related growth-inducing impacts would be less than significant.

Estimated construction costs associated with the CFTP would be approximately $127 million. As stated earlier, the CFTP would provide temporary construction-related employment opportunities for over 200 workers during the peak week of the approximately 16-month construction period. As presented in Master Plan Commitment EJ-3, Job Outreach Center, LAWA would make special efforts to offer construction jobs to MBE/WBE/DBE subcontractors and minority or disadvantaged residents within affected communities.

Operationally, no net increase in on-site employment would occur as a result of operation of the CFTP, including the new ARFF. Thus, operation of the CFTP project would not induce substantial demand for housing, utilities, or other development to the area. Furthermore, implementation of the CFTP would not create a net new demand for public utilities or services, or extend development to undeveloped areas. As a result, operations-related growth-inducing impacts would be less than significant.

In addition to the Master Plan Commitment EJ-3, noted above, the Master Plan Commitments that pertain to population, housing, employment and growth-inducement, and are applicable to the CFTP, include EJ-1, EJ-2, and EJ-4, as indicated in Section 5.3.4.2 of the CFTP Final EIR. These measures are considered feasible and effective in reducing potential impacts associated with induced socio-economic (growth inducing) impacts.

Findings: Based on substantial evidence in the administrative record, including Section 5.3 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant population, housing, employment and growth-inducing impacts. The BOAC hereby adopts the conclusions regarding less-than-significant population, housing, employment and growth-inducing impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

i. Hydrology/Water Quality

Description of Effects:

Hydrology

As discussed in Section 5.4 of the CFTP Final EIR, the CFTP would result in an alteration to existing drainage facilities. As accounted for in the LAX Master Plan EIR hydrology analysis, development of the proposed parking lot site would increase impervious surfaces compared to existing conditions and would involve the relocation and upgrading of existing drainage facilities.

On-Site Drainage

The CFTP would involve demolition of existing pavement and buildings and construction of new taxiways and apron area. In addition, World Way West would be depressed beneath the new Taxiway C13. However, as this portion of the project area currently consists entirely of impervious surfaces, the total impervious area would not change with implementation of these facilities. The currently unpaved portion of the parking lot relocation site would be paved, thereby resulting in an increase in impervious surfaces of approximately 8 acres. In addition, grading and excavation associated with the CFTP would result in an alteration to existing drainage facilities.

New storm drain facilities have been designed according to the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual, Modified Rational Method, which would replace the affected facilities. The preliminary proposed storm drain system was designed to accommodate the ultimate taxiway/apron configuration for the midfield portion of the airport as defined in the LAX Master Plan. Wherever possible, the existing storm drain system would be used. However, based on the storm drain criteria established for this project (i.e., 25-year design storm), larger-diameter pipes would replace the existing systems in many cases to accommodate the design flow rates. The proposed surface drainage patterns are similar to the existing patterns. Runoff would be collected via a system of swales, catch basins, and underground pipes. The new taxiways would be crowned to drain to the infield areas, which would utilize swales to route runoff to catch basins. Storm drains would follow similar alignments as existing conditions and would connect to the existing trunk line in World Way West or the existing trunk line at the southern edge of the project site. The watershed would continue to drain to its current outfall locations. Calculations conducted specifically for the proposed parking lot relocation component indicate that the existing trunk line has sufficient capacity to accommodate the slight increase in flows associated with the proposed parking lot and no flooding would occur as a result of the increase in impervious surfaces.

A pump station would be required to drain the depressed roadway under Taxiway C13. The depressed roadway would be designed for a 100-year flow. The pump station would be designed with a total redundancy based on a detention time of 10 minutes.

With implementation of the proposed drainage facilities, the CFTP would be designed to address flooding within the boundaries of the project study area. The increase in impervious surfaces in the amount of 8 acres would not materially affect runoff flow rates. Moreover, existing drainage patterns would not be altered in such a way as to result in substantial erosion or siltation on- or off-site. As a result, on-site impacts relative to drainage would be less than significant.

The Master Plan Commitment that pertains to hydrology/water quality, and is applicable to the CFTP, is HWQ-1, Conceptual Drainage Plan, as indicated in Section 5.4.4.2 of the CFTP Final EIR. This measure is considered feasible and effective in reducing potential hydrology impacts of the CFTP.

Groundwater Recharge

With implementation of the CFTP, the volume of surface recharge within the study area would decrease by less than 2 acre-feet/year. The reduction in surface recharge would represent a change of less than 0.004 percent in the total groundwater inflows estimated for the West Coast Basin. No groundwater production occurs within the Master Plan study area relative to the beneficial uses designated for the Basin. The reduction in surface recharge of 2 acre-feet/year would not represent a substantial interference with groundwater recharge that would result in a net decrease in the aquifer volume to the extent that beneficial uses of the basin would be adversely affected. Therefore, this impact would be less than significant.

Water Quality:

Construction Impacts

As described in Section 5.4.5 of the CFTP Final EIR, construction of the proposed improvements would not generate sources of pollution that would significantly affect water quality because LAWA will be required to develop and implement a project-specific Storm Water Pollution Prevention Plan (SWPPP) in compliance with the state's construction permit. Pollutants of concern from proposed construction activities include sediment, spills or leaks of fuels or hazardous materials, and contaminants associated with construction materials. Such spills or leaks have the potential to contaminate site runoff and enter receiving waters. The exposure of construction equipment to rain could also introduce contaminants to storm water runoff. In addition, construction of the CFTP would require grading and other earthmoving activities, which

would expose soils to erosion, which, absent compliance with the SWPPP, could result in sedimentation in receiving waters. However, because the proposed improvements would affect an area of greater than one acre, prior to construction, LAWA's existing construction policy would require the development and implementation of a project-specific SWPPP to be developed in compliance with the state's construction permit. The project-specific SWPPP would follow the procedures outlined in LAWA's existing Construction SWPPP and would employ all appropriate temporary construction Best Management Practices (BMPs) listed in Section 5.4 (Hydrology/Water Quality) in the CFTP Final EIR. With implementation of the project-specific SWPPP, there would be no increase in pollutant loads to receiving water bodies. As a result, impacts to water quality associated with construction activities would be less than significant and no mitigation would be required.

Operational Impacts

The CFTP would result in an increase in impervious area of approximately 8 acres; therefore, the project would be required to comply with the Los Angeles Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP) requirements incorporated in the Los Angeles County MS4 stormwater permit. To comply with these requirements, LAWA would prepare a project-specific SUSMP. This plan would identify specific BMPs and would require approval by the City of Los Angeles Bureau of Sanitation. In accordance with SUSMP requirements, BMP requirements would apply to the entire approximately 82-acre project area. Because BMPs would be incorporated into the project design, pollutant loads to receiving water bodies would not increase. Therefore, potential impacts to water quality associated with operation of the CFTP would not be significant and no mitigation would be required.

Findings: Based on substantial evidence in the administrative record, including Section 5.4 of the CFTP Final EIR, the BOAC hereby finds and determines that with implementation of required plans, permits and BMPs, the CFTP will not have significant hydrology and water quality impacts. The BOAC hereby adopts the conclusions regarding less-than-significant hydrology and water quality impacts. Because these impacts are less than significant, no mitigation measures are required.

j. Cultural Resources

Description of Effects:

Historical and Archaeological Resources

As discussed in Section 5.5 of the CFTP Final EIR, the CFTP would not affect the one historic property, the International Airport Industrial District, which is identified in the LAX Master Plan Final EIR as being impacted by the LAX Master Plan. However, the CFTP could potentially disturb or destroy potentially significant, undiscovered archaeological resources. This impact would be significant, as discussed in the LAX Master Plan Final EIR.

The CFTP, as part of the LAX Master Plan, is subject to the Master Plan Commitments and Mitigation Measures contained in the LAX Master Plan Final EIR, which were adopted as project requirements in conjunction with approval of the LAX Master Plan. The Master Plan Mitigation Measures that pertain to historic and archaeological resources, and are applicable to the CFTP, include MM-HA-4 through MM-HA-10. Subsequent to the publication of the LAX Master Plan Final EIR, an Archaeological Treatment Plan (ATP) was prepared for the LAX Master Plan. The ATP provides additional information and guidance for understanding the conditions and implementation of Mitigation Measures MM-HA-4 MM-through HA-10. Thus, Mitigation Measure MM-HA (CFTP)-1, which incorporates the requirements of Master Plan Mitigation Measures MM-HA-4 through MM-HA-10, is applicable and specific to the CFTP and would reduce potential CFTP construction impacts on archaeological resources to a less than significant level. These measures are considered feasible and effective in reducing potential impacts associated with archaeological resources.

Paleontological Resources

As discussed in Section 5.5 of the CFTP Final EIR, the CFTP would involve grading and excavation greater than 6 feet in depth, therefore it is possible that potentially important paleontological resources could be exposed and/or damaged. CFTP construction could make paleontological resources accessible for unauthorized fossil collection. This impact would be significant, as discussed in the LAX Master Plan Final EIR.

Subsequent to the publication of the LAX Master Plan Final EIR, and in accordance with Master Plan Mitigation Measure MM-PA-1, a Paleontological Management Treatment Plan (PMTP) was prepared for the LAX Master Plan. The PMTP provides additional information and guidance for understanding the conditions and implementation of Master Plan Mitigation Measures MM-PA-1 through MM-PA-7. Implementation of CFTP Mitigation Measures MM-PA (CFTP)-1 and MM-PA (CFTP)-2 requires project specific conformance to Master Plan Mitigation Measures MM-PA-1 through MM-PA-7 and would reduce potential CFTP construction impacts on paleontological resources to a less than significant level. These measures are considered feasible and effective in reducing potential impacts associated with paleontological resources.

Findings: Based on substantial evidence in the administrative record, including Section 5.5 of the CFTP Final EIR, the BOAC hereby finds and determines that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effects identified in the CFTP Final EIR. Specifically, with implementation of mitigation already required by the LAX Master Plan and CFTP-specific Mitigation Measures MM-HA (CFTP)-1, MM-PA (CFTP)-1, and MM-PA (CFTP)-2, the CFTP will not have significant impacts to historic, archaeological, and paleontological resources, for the reasons explained above. The BOAC hereby adopts the conclusions regarding less-than-significant historic, archaeological, and paleontological impacts after mitigation.

k. Endangered and Threatened Species of Flora and Fauna

Description of Effects: As discussed in Section 5.6 of the CFTP Final EIR, the CFTP project site is not located in or near an area that provides habitat for any threatened or endangered species. Moreover, the proposed CFTP construction staging area is currently being used for construction staging for other LAX projects. The CFTP construction staging area would not overlap the watershed area for ephemerally wetted areas EW9, EW12, EW13, or EW14. Construction avoidance measures - such as BMPs and the establishment of buffer areas - as described in Master Plan Mitigation Measure MM-ET-1 and specified in the April 20, 2004 Biological Opinion issued by the UFWS in support of the LAX Master Plan, have been incorporated at EW6. Therefore, no impact on these areas would occur.

CFTP construction staging and stockpiling of materials in close proximity to the Habitat Restoration Area would have the potential to deposit fugitive dust within habitat for the El Segundo blue butterfly, which is considered a significant impact. As described in Section 5.6.4.1 of the CFTP Final EIR, the potential for construction activities to deposit fugitive dust within habitat for the El Segundo blue butterfly was identified and addressed as part of the LAX Master Plan Final EIR. To address the potential significant fugitive dust impacts on habitat for the El Segundo blue butterfly, Master Plan Mitigation Measure MM-ET-3, El Segundo Blue Butterfly Conservation: Dust Control, would be applicable to the CFTP. With implementation of that existing mitigation measure, no significant impacts would occur and no other mitigation measures are warranted.

The aforementioned Master Plan Mitigation Measures (MM-ET-1 and MM-ET-3) are found to be feasible and effective in reducing potential impacts associated with endangered and threatened species of flora and fauna.

Findings: Based on substantial evidence in the administrative record, including Section 5.6 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant

impacts to endangered and threatened species of flora and fauna. The BOAC hereby adopts the conclusions regarding less-than-significant endangered and threatened species impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

l. Wetlands

Description of Effects: As discussed in Section 5.7 of the CFTP Final EIR, the CFTP would not have any direct impacts on wetlands. The CFTP project site is not located in proximity to any wetland areas. The CFTP construction staging area is currently being used for construction staging for other LAX projects. Continued use of this site for construction staging activities would not affect EW6. Impacts on jurisdictional wetland EW6 would be avoided through continued implementation of construction avoidance measures, such as BMPs and establishing buffer areas, as specified in the April 20, 2004 Biological Opinion issued by the USFWS in support of the LAX Master Plan. The CFTP construction staging area would not overlap the watershed area for EW9, EW12, EW13, or EW14. Therefore, no impacts on these areas would occur.

Master Plan Mitigation Measure MM-ET-1, Riverside Fairy Shrimp Habitat Restoration, pertains to wetlands and is applicable to the CFTP. This mitigation measure is considered to be feasible and effective in reducing potential impacts associated with construction impacts on wetlands.

Findings: Based on substantial evidence in the administrative record, including Section 5.7 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant impacts to wetlands. The BOAC hereby adopts the conclusions regarding less-than-significant wetlands impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

m. Energy Supply and Natural Resources

Description of Effects:

Energy Supply

As discussed in Section 5.8 of the CFTP Final EIR, construction activities for the CFTP would require fuel for the operation of construction equipment and for construction-related vehicle trips, as well as electricity for lighting. The total amount of diesel and gasoline consumption related to construction equipment and additional worker vehicle trips to and from the construction sites would be approximately 1.1 million gallons and 336,000 gallons, respectively. Because adequate electricity, gasoline, and diesel supplies are anticipated to be available during the duration of construction activities for the CFTP (a period of approximately 16 months, anticipated to start around the beginning of April 2009) the impact associated with the consumption of these energy resources for construction activities would be less than significant.

Operations-related energy demands would include natural gas and electricity consumption associated with uses in buildings and with lighting. Implementation of the CFTP would require the removal of several buildings, as well as outdoor lighting fixtures, which would eliminate or reduce existing demands. The project also includes development of the new, larger ARFF and the relocated RON area with new apron lighting, which have new energy demands. As described in Section 4.4 of the CFTP Final EIR, it is anticipated that operation of the proposed project would result in a net increase in natural gas demands and a net decrease in electricity demands.

Electrical power used at LAX is distributed across the airport via several transmission lines. Electrical transmission lines in the vicinity of the CFTP project site include overhead distribution lines along World Way West and smaller subsurface lines throughout the project area. The existing overhead lines would be relocated in a new underground utility corridor ("utilidor") adjacent to the realigned World Way West. Smaller subsurface lines in the project area would be

relocated, as required. Development of the CFTP would include the installation of edge lights along Taxiway C13 and the Taxiway D extension and centerline lights within Taxiway C13.

Natural gas is supplied to the airport by several underground distribution lines, including branch connections from distribution lines that provide natural gas service to airport tenants. A 6-inch natural gas distribution line is located in the eastern and central portions of the CFTP site, adjacent to and parallel with Taxiway S and World Way West, respectively. This line crosses World Way West in the area where the roadway is proposed to be depressed and would need to be relocated as part of the CFTP.

Jet A aviation fuel is stored at the LAXFUEL fuel farm, located near the western boundary of the CFTP site. Aviation fuel lines within the CFTP site include major fuel lines (6 inches to 18 inches in diameter) under the proposed extension of Taxiway D. These fuel lines are proposed to be replaced with a new line at greater depth than the existing fuel lines.

In accordance with Master Plan Commitments E-2, Coordination with Utility Providers, and PU-1, Develop a Utility Relocation Program, LAWA would work with the utility providers to assure that changes to the electrical, natural gas and aviation fuel distribution system would not adversely affect electricity, natural gas, or aviation fuel service on-airport or to the surrounding area. As part of the Utility Relocation Program for the CFTP, a utilidor would be constructed adjacent to the realigned World Way West. In addition, Master Plan Commitment E-1, Energy Conservation and Efficiency Program, would be implemented to further reduce potential impacts to energy supply. These measures are considered to be feasible and effective in reducing potential impacts associated with energy supply. Implementation and adherence to the measures specified in Master Plan Commitments E-1, E-2 and PU-1 would reduce the potential for impacts to the existing energy supply and distribution system from CFTP construction activities to a level that is less than significant.

Natural Resources

As part of the CFTP, existing concrete and asphalt pavement would be demolished and would be replaced by new concrete and asphalt surfaces. It is estimated that 53,245 cubic yards of material would be demolished. This material would be sent to the rock crusher located on the airport to be ground for reuse on-site or off-site.

The proposed CFTP facilities would require petroleum-derived and aggregate-based building materials, including 127,960 cubic yards of Portland cement concrete, 74,000 cubic yards of econocrete, 40,520 cubic yards of sub-base, and 13,030 cubic yards of asphalt. The majority of this material would need to consist of new raw materials; however, approximately 75 percent of the sub-base, or 30,390 cubic yards, could be generated from on-site sources (i.e., reuse of demolished materials). In addition, approximately 1,650 cubic yards of asphalt mill would be stored on-site and used for other asphalt paving repairs at LAX. Given the availability of permitted aggregate reserves in the region, no significant impacts to aggregate reserves would occur.

Findings: Based on substantial evidence in the administrative record, including Section 5.8 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant impacts to energy supply and natural resources. The BOAC hereby adopts the conclusions regarding less-than-significant energy supply and natural resources impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

n. Solid Waste

Description of Effects: As discussed in Section 5.9 of the CFTP Final EIR, the primary source of solid waste generation from the CFTP would be demolition of existing facilities. Waste generated from demolition would include asphalt and concrete associated with relocation of World Way

West and the "remain overnight" (RON) aircraft parking facilities, and materials such as drywall, masonry, steel, aluminum, metal pipes, roofing materials, ceramic tile, insulation, composite engineered wood products, glass, carpeting and fixtures associated with building demolition. There would also be debris generated from new construction activities. Relative to operations, no notable changes in existing solid waste generation is expected to occur. Existing project-related uses that generate solid waste, such as GSE maintenance, the existing ARFF, and other various office, storage, and administrative uses would be relocated as part of the project and the existing operations-related solid waste generation would be largely unchanged.

Construction waste would consist of concrete pavement and building materials. Approximately 53,245 cubic yards of concrete pavement material would be demolished as part of the CFTP. Geotechnical testing would be required to determine if the existing base material could be recycled. It is anticipated that an on-site rock crushing plant and portable screen would be used for recycling asphalt, concrete, and suitable base material. It is estimated that approximately 30,390 cubic yards could be reused as fill on-site. The remaining volume would be sent off-site for reuse or disposal, depending on geotechnical testing to determine the suitability of the material for reuse.

In addition, approximately 12,125 square yards of buildings (calculated as roof area) would be demolished to accommodate the new facilities. Waste from these buildings would consist of but not be limited to asphalt and concrete pavement, drywall, steel, aluminum, metal pipes, roofing materials, ceramic tile, insulation, composite engineered wood products, glass, carpeting and fixtures.

Master Plan Commitment SW-2, Requirements for the Use of Recycled Materials During Construction, would reduce the amount of demolition and construction waste requiring disposal by requiring contractors to use recycled construction materials. In addition, Master Plan Commitment SW-3, Requirements for the Recycling of Construction and Demolition Waste, states that the percentage of waste materials required to be recycled must be specified in the construction bid document for each LAX Master Plan project. Specific to the CFTP, the construction bid document would specify that a minimum of 20 percent of construction waste materials would be required to be recycled. As noted above, all suitable demolished pavement would be recycled for use on-site or shipment off-site. Building materials to be recycled would include, but not be limited to, asphalt and concrete pavement, steel products (rebar, dowels, piping, and electrical items), and wiring. Steel products and electrical wiring would be sent off-site for recycling. These measures are considered to be feasible and effective in reducing potential impacts associated with solid waste generation and disposal. With compliance with Master Plan Commitments SW-2 and SW-3, the CFTP would not result in a significant impact related to the generation or disposal of construction solid waste.

Findings: Based on substantial evidence in the administrative record, including Section 5.9 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant impacts to solid waste. The BOAC hereby adopts the conclusions regarding less-than-significant solid waste impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

o. Aesthetics

Description of Effects: As discussed in Section 5.10 of the CFTP Final EIR, construction activities and construction staging would be visible in the distance from I-105, the upper stories of hotels and office buildings to the south and some residences south of Imperial Avenue, and to travelers along Imperial Highway. The view into the LAX airfield is not considered scenic and the CFTP construction activities would generally be consistent with the industrial character of the airport. Moreover, the CFTP site is located at a considerable distance from the nearest sensitive receptors. With respect to light emissions, construction would include nighttime activities that

would require lighting of work areas. Construction lighting would be focused downward and directed on airport property away from sensitive uses. Further, construction work hours would comply with municipal code requirements. No nighttime construction work and associated lighting would occur in areas close enough to disturb residential uses. As a result of these considerations, aesthetic and light emissions impacts associated with CFTP construction would be less than significant.

With respect to operational aesthetics impacts, airfield improvements, including the CFTP, would not contrast with existing airfield aesthetic conditions or cause view obstruction from off-site vantages. Therefore, no significant aesthetic and view impacts would occur.

The proposed new/relocation CFTP facilities, such as the new ARFF, would be constructed of non-reflective materials and would not contain undifferentiated expanses of glass. Master Plan Commitments LI-2, Use of Non-Glare Generating Building Materials, and LI-3, Lighting Controls, would ensure that no building materials or light sources are introduced that could generate glare which would pose an aviation hazard. These measures are considered to be feasible and effective in reducing potential impacts related to light emissions. Therefore, the CFTP is not expected to generate significant light emissions impacts.

The CFTP would result in operational changes to lighting. Under the CFTP, new airfield lighting systems would be installed, including taxiway edge lights and in-pavement taxiway centerline lights along Taxiway C13, taxiway edge lights on the Taxiway D extension, aircraft parking apron lighting, and new airfield signage, as detailed in Section 5.10.5.1 of the CFTP Final EIR. With the exception of the aircraft parking apron lighting, the relocated American Airlines employee parking lot and the new ARFF, all lighting associated with the CFTP would consistent of low level lamps installed within or very close to the pavement. Such lighting would not result in visual impacts to off-site sensitive receptors. Similar to the existing RON aircraft parking that would be removed under the CFTP, lighting for the new airfield parking apron would include tall, bright lights to ensure sufficient visibility around the aircraft to be parked in this location. Nevertheless, given the distance of these lights to the nearest sensitive receptors, an increase in lighting intensity of more than 2 footcandles as measured at the property line of a residential property would not occur and, therefore, this impact would be less than significant. Lighting for the relocated American Airlines employee parking lot and the new ARFF would be shielded and focused to avoid unnecessary light spillover, and given the distance of these lights to the nearest sensitive receptors, no significant light emission impacts would occur.

Findings: Based on substantial evidence in the administrative record, including Section 5.10 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant impacts to aesthetics. The BOAC hereby adopts the conclusions regarding less-than-significant aesthetics impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

p. Earth and Geology

Description of Effects: As discussed in Section 5.11 of the CFTP Final EIR, construction of the CFTP would require grading and excavation. Construction of the CFTP would involve 218,775 cubic yards of cut and 42,730 cubic yards of fill. A total of 176,045 cubic yards of material would either be stockpiled on the airport or transported off-site for disposal or reuse at another location. A portion of this material may be unsuitable for fill based on its characteristics; in addition, some of the material would consist of contaminated soils, which would be remediated on-site or sent off-site for treatment and/or disposal. A site-specific geotechnical investigation would be prepared for the CFTP, which would provide the basis for a detailed grading plan. The site-specific geotechnical investigation and the design and implementation of the recommended remedial and protective construction methods would reduce potential geologic hazards, including off-site erosion, to a level that is less than significant.

Findings: Based on substantial evidence in the administrative record, including Section 5.11 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant impacts to earth and geology. The BOAC hereby adopts the conclusions regarding less-than-significant earth and geology impacts. Because these impacts are less than significant, mitigation is not required.

q. Hazards and Hazardous Materials

Description of Effects:

Hazardous Materials

As discussed in Section 5.12 of the CFTP Final EIR, consistent with CEQA, an updated review of federal, state, and local database lists was conducted to determine if other agencies have identified sites within the CFTP site as having been contaminated by hazardous materials releases. Review of such lists was conducted by Environmental Data Resources (EDR), Inc. in April, 2008. The results of the review indicated no recorded contamination sites within the CFTP boundaries; however, contaminated sites or facilities associated with potential contamination were identified in the nearby area. Due to their distance from the proposed facilities, potential contamination at the nearby sites is not expected to be affected by construction of the CFTP.

As described in Section 5.12.4.1 of the CFTP Final EIR, extraction wells associated with the Continental Airlines (CAL) Maintenance Facility free product remediation system are located within the proposed American Airlines employee parking lot relocation site. Potential conflicts with the ongoing CAL Maintenance Facility remediation activities would be avoided with implementation of Master Plan Commitment HM-1, Ensure Continued Implementation of Existing Remediation Efforts, including incorporating modifications to the groundwater remediation system, such as system pipeline and well head modifications, to allow the system to continue to operate. Of the 220 monitoring wells on-site, it is anticipated that 50 wells would be taken off-line for the duration of the 6-weeks of construction activity for development of the replacement American Airlines employee parking lot.

A site-specific evaluation for potential subsurface contamination was completed in 2008 for the CFTP project site. The results of the evaluation indicated no significant levels of volatile organic compounds, semi-volatile organic compounds, metals, or polychlorinated biphenyls (PCB) were present. However, in the area of the proposed Taxiway D extension, significant total petroleum hydrocarbons (TPH) contamination with a maximum detected concentration of 7,600 mg/kg was identified with an overall areal extent of approximately 7,500 square feet. Significant TPH contamination was also identified in the northeastern portion of the site. The total volume of soil that would need to be excavated from both these areas in order to remove soils with significant contamination, including clean overburden and surrounding soils, is estimated at approximately 21,500 cubic yards.

LAX Master Plan Commitment HM-2, Handling of Contaminated Materials Encountered During Construction, was designed to insure that any potential effects from contaminated materials encountered during construction would be less than significant. In order to facilitate the implementation of this Master Plan commitment, in 2005 LAWA adopted the "Procedure for the Management of Contaminated Materials Encountered During Construction" (the "Procedure") for application to all LAX Master Plan projects. This Procedure provides detailed guidance for implementing HM-2, especially for projects involving excavation and grading of soils. By following HM-2 and the Procedure that implements it, the environmental effects of grading, excavating and other construction activities for the CFTP that involve handling of contaminated materials would be less than significant.

With respect to hazardous materials disposal capacity, as described above, the total volume of contaminated soil that would need to be excavated from the two areas at the CFTP site prior to construction of the CFTP facilities is estimated at approximately 21,500 cubic yards. Hazardous

wastes generated at LAX, including contaminated soils that cannot be treated on-site, are removed by licensed waste haulers and transported for treatment, disposal, or recycling at off-site facilities. It is anticipated that contaminated soils excavated as part of CFTP construction activities would be able to be accommodated by existing treatment, storage and disposal facilities. Therefore, no significant impacts to hazardous waste disposal capacity would occur.

Risk of Upset

Under the LAX Master Plan, in the event of a pool fire at the LAXFUEL Fuel Farm, individuals may be injured on the access road near the operations center, and at adjacent buildings. Under the CFTP, the new ARFF at the western edge of the proposed (relocated) RON would be outside the hazard footprint for a risk of upset at the fuel farm. Due to the numerous safety features currently in place and compliance with all applicable setback and regulatory requirements, the risk of a pool fire at the LAXFUEL Fuel Farm would be low. Because the likelihood and consequences of a pool fire under the LAX Master Plan would be the same as or less than under baseline conditions, the risk of upset impact of this scenario would be less than significant.

Under the LAX Master Plan, in the event of a worst-case incident at the LAWA liquefied natural gas/compressed natural gas (LNG/CNG) Facility, individuals may be injured along World Way West and at adjacent buildings. Under the CFTP, employees accessing the proposed relocated American Airlines employee parking lot would also be within the hazard footprint for a risk of upset at the LAWA LNG/CNG Facility and could be injured. Due to the safety-related project design features and planned compliance with all applicable setbacks and safety requirements, the likelihood of an incident at the LAWA LNG/CNG Facility would be low. LNG/CNG facilities are highly regulated in order to prevent releases and mishaps. Because the likelihood and consequences of an LNG or CNG incident at the LAWA LNG/CNG Facility under the LAX Master Plan would be the essentially the same as under baseline conditions, the risk of upset impact of this scenario would be less than significant.

In addition to Master Plan Commitments HM-1 and HM-2, described above, implementation of LAX Master Plan Commitments C-1, C-2, ST-9, ST-12, ST-14, ST-16 through ST-18, and ST-22, as well as compliance with the Procedure for the Management of Contaminated Materials Encountered During Construction, would ensure that any impacts relative to hazardous materials and risk of upset in conjunction with construction of the CFTP would be less than significant. These measures are considered to be feasible and effective in reducing potential impacts related to hazards and hazardous materials.

Findings: Based on substantial evidence in the administrative record, including Section 5.12 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant impacts associated with hazards and hazardous materials. The BOAC hereby adopts the conclusions regarding less-than-significant hazards and hazardous materials impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

r. Public Utilities

Description of Effects:

Water Use and Facilities

As discussed in Section 5.13 of the CFTP Final EIR, the nature of water use for construction activities associated with the CFTP would be the same as identified in the LAX Master Plan Final EIR. It is estimated that 60 million gallons of water, 42 million gallons of which would be reclaimed (non-potable) water, would be used during CFTP construction activities. Approximately 90 percent of the 60 million gallons would be used for dust suppression, with the remainder for concrete mixing, equipment washing, etc. Although adequate water supply would be available for construction of the CFTP, reclaimed water would be used to the extent feasible for dust

suppression in accordance with Master Plan Commitment W-1, Maximize Use of Reclaimed Water. Based on the above, construction water use required for the CFTP would be less than significant.

Construction of the CFTP would require the relocation of existing water transmission lines in the project area. Specifically, water lines that cross beneath World Way West may need to be relocated to allow for the realignment and depression of the road. As part of the CFTP, a utilidor for relocated electrical and water transmission lines would be constructed adjacent to the realigned World Way West. Further, with the implementation of Master Plan Commitment PU-1, Develop a Utility Relocation Program, impacts on water distribution facilities would be less than significant. No water lines would be affected with construction of the relocated American Airlines employee parking lot.

Wastewater

Construction of the CFTP may require minor relocations of sewer lines in the project area. The North Outfall Relief Sewer (NORS) crosses beneath the CFTP project site at depth of approximately 60 feet and would not be adversely affected by project construction. Implementation of Master Plan Commitment PU-1 would ensure that impact to wastewater collection facilities would be less than significant.

The North Central Outfall Sewer (NCOS) crosses beneath the American Airlines employee parking lot relocation site at a substantial depth and, as no substantial excavation would occur in this area, the NCOS would not be adversely affected by project construction. In addition, no wastewater collection lines would be affected by construction of the relocated American Airlines employee parking lot.

Implementation of Master Plan Commitments W-1 and PU-1 are considered feasible and effective in reducing potential impacts related to water supply, water distribution facilities and the wastewater collection system; therefore no mitigation measures are required.

Findings: Based on substantial evidence in the administrative record, including Section 5.13 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant impacts associated with water use and facilities and existing wastewater collection system. The BOAC hereby adopts the conclusions regarding less-than-significant water use and facilities and existing wastewater collection system impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

s. Public Services

Description of Effects:

Fire Protection

As described in Section 4.1 of the CFTP Final EIR, construction-related vehicle trips would be generated with the construction of the CFTP. No detours or lane closures would be required and construction traffic would not result in any significant surface transportation impacts. As discussed in Section 5.14.5, implementation of Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office, and Master Plan Commitments ST-9, ST-12, ST-14, ST-16 through ST-18, and ST-22 would ensure that impacts of construction on emergency response times would be less than significant. The existing World Way West roadway would not be closed until the realigned segment is complete. Therefore, the realignment of World Way West would not affect emergency response times. Implementation of Master Plan Commitment FP-1, Los Angeles Fire Department (LAFD) Design Recommendations, would ensure that on-airport emergency response times would not be affected.

A new fire station/aircraft rescue and firefighting facility (ARFF) is proposed to be constructed as a replacement for the existing Fire Station No. 80/ARFF located on the airfield adjacent to

Taxiway S. The proposed ARFF would provide approximately 27,895 square feet of administrative office area and station living quarters within a 2-story structure, six bays for emergency vehicles along with a service bay, storage area for various emergency response equipment, and briefing and training rooms. By comparison, the existing ARFF is approximately 14,000 square feet in size with four equipment bays, no notable storage capabilities, very limited briefing and training areas, and, having been constructed almost 30 years ago, has no notable water/energy conservation of sustainability features. The existing station has 14 firefighters (12 crewman and 2 officers) assigned to each 24-hour shift. Upon completion of the new ARFF, the station crew would transfer to the new facility and the existing ARFF would be vacated, to possibly be used for storage.

The LAX Master Plan originally anticipated the new ARFF to be approximately 18,000 square feet in size and would be located at the northeast edge of the fuel farm. The more recent planning, engineering, and design efforts associated with the CFTP, which included consultation with the LAFD, identified, however, the need for a larger facility in order to accommodate the size, volume, and nature of emergency response equipment at the ARFF, particularly with regard to equipment storage area, and to provide appropriate living, administrative, and training areas for station personnel. Also, the location proposed for the new ARFF was moved south of the originally envisioned site, becoming better situated relative to the mid-points of the outermost runways (Runway 6L/24R on the north and Runway 7R/25L on the south), consequently being more centralized relative to responding to emergencies on the airfield, and allowing construction of the ARFF to be better integrated with surrounding land uses and the infrastructure improvements and design plans of the overall CFTP. The new ARFF would be constructed at the western edge of the proposed (relocated) RON area described in Chapter 2, approximately 400 feet south of the intersection of World Way West and Coast Guard Way. The size, layout, and facilities proposed for the new ARFF were determined through consultation and coordination between LAWA, the LAFD, and the design team, consistent with the provisions of Master Plan Commitments PS-1, Fire and Police Facility Relocation Plan, and PS-2, Fire and Police Facility Space and Siting Requirements. As such, no significant impacts to fire protections service would occur.

Implementation of the aforementioned Master Plan Commitments is considered to be feasible and effective in reducing potential impacts related to fire protection services.

Law Enforcement

As further described in Section 4.1 of the CFTP Final EIR, construction-related vehicle trips would be generated with the construction of the CFTP. No detours or lane closures would be required, and as described in Section 4.1, construction traffic would not result in any significant surface transportation impacts. As discussed in Section 5.14.5, implementation of Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office, and Master Plan Commitments ST-9, ST-12, ST-14, ST-16 through ST-18, and ST-22 would ensure that impacts of construction on emergency response times would be less than significant.

The LAPD Bomb Squad offices are currently located on the CFTP site in several trailers south of Taxiway E, and west of the American Airlines High-Bay Hangar. This facility would need to be relocated within the central portion of the airfield to retain rapid access to the airfield. It is proposed that the LAPD Bomb Squad operations be relocated to the Delta Airlines maintenance hangar located to the east of the CFTP site. Emergency response supplies currently stored in the existing Bomb Squad building would be relocated to an existing United Airlines warehouse adjacent to the airfield. The proposed relocation of the LAPD Bomb Squad operations was developed through consultation and coordination between LAWA, the LAFD, and the design team in accordance with Master Plan Commitments PS-1, Fire and Police Facility Relocation Plan, and PS-2, Fire and Police Facility Space and Siting Requirements, to ensure that any impacts to emergency services facilities or access would be less than significant.

Implementation of the aforementioned Master Plan Commitments is considered to be feasible and effective in reducing potential impacts related to law enforcement.

The LAWA Police Department formerly used a small building located adjacent to Taxiway D and west of Taxiway S as an airfield command post for special emergencies. The subject building, referred to as the LAWA Police Department Decision Center, is no longer used or needed for that purpose and is, for the most part, vacant and only occasionally used for miscellaneous purposes (i.e., storage, impromptu meetings, etc.). It will be removed as part of the CFTP and not replaced. Removal of the LAWA Police Department Decision Center would not impact law enforcement services.

Parks and Recreation

As discussed in Section 5.14.5, no acquisition of park or recreational facilities would occur under the CFTP. Construction activities associated with the CFTP would be contained within the airport property and therefore would not restrict access to area parks and recreation areas, including the South Bay Bicycle Trail, Imperial Strip, or Westchester Golf Course. As described in Section 5.14 of the CFTP Final EIR, given the distances of recreation facilities from the CFTP site, construction noise is not anticipated to adversely affect area parks and recreation facilities. As such, construction of the CFTP would not result in the need for new parks or recreational facilities due to degradation or acquisition of parkland or substantially alter existing parks or recreational facilities so that it would decrease the use of the park or recreational facility. Therefore, no significant impacts to park and recreation facilities would occur.

The CFTP would provide temporary construction-related employment opportunities for over 200 workers during the peak week of the approximately 16-month construction period. The majority of the construction jobs would be filled by workers who already reside within a 20-mile radius, and the jobs would be temporary. Few construction workers are expected to move into the area due to temporary construction jobs at LAX. Thus, construction of the CFTP would not directly generate a substantial increase in the population of the project area that creates an increase demand for parkland. As with the LAX Master Plan, operationally, employment-related demand for park and recreation facilities would decrease due to a reduction in direct employment generated by LAX. No net increase in on-site employment would occur as a result of operation of the CFTP, including the new ARFF. Therefore, no significant park and recreation facilities demand impacts would occur.

Libraries

As discussed in Section 5.14.5, no acquisition of library facilities would occur under the CFTP. As with the LAX Master Plan, construction of the CFTP would not occur adjacent to local libraries. Due to the distance between construction activities and libraries, it is not anticipated that construction activities would cause substantial increases in noise levels or impair access to local libraries. As such, construction of the CFTP would not result in the closure of a library or substantially inhibit use of a library facility. Therefore, no significant impacts to library facilities would occur.

The CFTP would provide temporary construction-related employment opportunities for over 200 workers during the peak week of the approximately 16-month construction period. The majority of the construction jobs would be filled by workers who already reside within a 20-mile radius, and the jobs would be temporary. Few construction workers are expected to move into the area due to temporary construction jobs at LAX. Thus, construction of the CFTP would not directly generate a substantial increase in the population of the project area that creates an increase demand for libraries. As with the LAX Master Plan, operationally, employment-related demand for library facilities would decrease due to a reduction in direct employment generated by LAX. No net increase in on-site employment would occur as a result of operation of the CFTP, including the new ARFF. Therefore, no significant library facilities demand impacts would occur.

Findings: Based on substantial evidence in the administrative record, including Section 5.14 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant impacts associated fire protection, law enforcement, parks and recreation, and libraries. The BOAC hereby adopts the conclusions regarding less-than-significant fire protection, law enforcement, parks and recreation, and libraries impacts. Because these impacts are less than significant, mitigation beyond that already required by the LAX Master Plan, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, is not required.

t. Schools

Description of Effects: As described in Section 5.3.5.1 of the CFTP Final EIR, the CFTP would provide temporary construction-related employment opportunities for over 200 workers during the peak week of the approximately 16-month construction period. The majority of construction-related jobs associated with the CFTP would be filled from the local labor force within a 20-mile radius and the jobs would be temporary. Thus, construction of the LAX Master Plan projects would not result in a substantial demand for housing, and therefore would not result in a substantial increase in student enrollment, as discussed in Section 5.15. Therefore, the effect of construction employment on student enrollment and available capacity of schools in the area would be less than significant. No significant impacts related to student enrollment would occur as a result of CFTP construction. Therefore, no mitigation measures are required.

Findings: Based on substantial evidence in the administrative record, including Section 5.15 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will not have significant impacts to schools. The BOAC hereby adopts the conclusions regarding less-than-significant schools impacts. Because these impacts are less than significant, mitigation is not required.

B. Findings on Significant and Unavoidable Impacts

a. Air Quality

Description of Effects: The air quality analysis conducted for the CFTP, provided in Section 4.2 of the CFTP Final EIR, addresses construction-related impacts for the approximately 16-month construction period.

Uncontrolled and Controlled Construction Impacts

Uncontrolled and controlled construction related air quality impacts were analyzed in the air quality analysis for the CFTP. In the analysis, "uncontrolled" referred to the emissions that would occur without application of the fugitive dust controls required by SCAQMD Rule 403, and without installation of diesel particulate filters required under the Community Benefits Agreement (CBA). The proposed project would comply with the controls currently required by the SCAQMD Rule 403 and CBA.

The air quality analysis for uncontrolled construction air quality impacts from the CFTP indicates that peak daily emissions would not exceed thresholds for sulfur dioxide (SO_2) and peak quarterly emissions for SO_2 and CO. However, peak daily emissions for CO, reactive organic gases (ROG), oxides of nitrogen (NO_x), PM10, PM2.5 and peak quarterly emissions of ROG, NO_x, and PM10 associated with the uncontrolled construction related air quality impacts for the CFTP would exceed the SCAQMD construction emissions thresholds. Therefore, uncontrolled CFTP construction emissions of CO, ROG, NO_x, PM10, and PM2.5 are significant.

The air quality analysis for controlled construction air quality impacts from the CFTP indicates that peak daily emissions would not exceed thresholds for SO_2, PM10, and PM2.5 and peak quarterly emissions of CO, SO_2, PM10, and PM2.5 for the CFTP. However peak daily emissions of CO, ROG, and NO_x and peak quarterly emissions of ROG and NO_x associated with the controlled construction related air quality impacts for the CFTP would exceed the SCAQMD construction

emissions thresholds. Therefore, controlled CFTP construction emissions of CO, ROG, and NO_x are significant.

Cumulative Construction Impacts

Projects that were considered in the cumulative air quality analysis include: (1) In-Line Baggage Screening System, (2) Tom Bradley International Terminal (TBIT) Interior Improvements Program, (3) Airfield Intersection Improvements -- Phase 2, (4) Airfield Operating Area (AOA) Perimeter Fence -- Phases III and IV, (5) North Airfield Waterline Repair, (6) TBIT Reconfiguration Project, (7) Korean Air Cargo Terminal Improvement Project, (8) Airport Operations Center (AOC)/Emergency Operation Center (EOC), and (9) Westchester Rainwater Improvement Project. From a cumulative standpoint, PM10 and PM2.5 emissions become significant due to the combined emissions from all LAX construction projects. Therefore CO, NO_x, and ROG emissions remain significant.

Of the three commitments and four mitigation measures that were designed to address air quality impacts related to implementation of the LAX Master Plan, two measures are applicable to CFTP construction emissions and hence were considered in the air quality analysis as part of the project. Implementation of the Master Plan Mitigation Measures MM-AQ-1, LAX Master Plan – Mitigation Plan for Air Quality, and MM-AQ-2, Construction-Related Measure, are considered feasible and effective in reducing potential air quality impacts associated with construction. In addition, the CBA includes several measures applicable to LAX Master Plan projects. Section X.F of the CBA delineates the measures specific to construction equipment, with the majority of such measures being centered on requiring best available emission control devices on all diesel construction equipment. LAWA is committed to mitigating temporary construction-related emissions to the extent feasible and has established some of the most aggressive construction emissions reduction measures in Southern California, particularly with regard to requiring construction equipment to be equipped with emissions control devices. The specific means for implementing the mitigation measures described in Section 4.2.5 of the CFTP Final EIR were approved with the LAX Master Plan EIR and would also be applied to the CFTP. Because these mitigation measures establish a commitment and process for incorporating all technically feasible air quality mitigation measures into each component of the LAX Master Plan, no additional project-specific mitigation measures are recommended in connection with the CFTP. After implementation of the Master Plan Mitigation Measures and CBA measures, the maximum daily construction-related emissions associated with the CFTP would be significant for CO, ROG, and NO_x, and the maximum quarterly construction-related emissions associated with the CFTP would be significant for ROG and NO_x. Cumulative construction-related emissions for ROG, NO_x, CO, PM10, and PM2.5 would also be significant.

Findings: Based on substantial evidence in the administrative record, including Section 4.2 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will have significant and unavoidable construction-related air quality impacts. The BOAC hereby adopts the conclusions regarding the significant and unavoidable construction-related air quality impacts. The BOAC hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant air quality environmental effects as identified in the CFTP Final EIR. Specifically, Master Plan Mitigation Measures MM-AQ-1, LAX Master Plan – Mitigation Plan for Air Quality, and MM-AQ-2, Construction-Related Measure, and the measures set forth in Section X.F of the CBA that delineate the measures specific to construction equipment will be part of the project's design.

Despite incorporation of these measures, the BOAC hereby finds construction-related air quality impacts will remain significant and unavoidable and that specific economic, legal, social, technological, or other considerations make additional mitigation measures or project alternatives infeasible. All feasible air quality mitigation measures were adopted as Master Plan Mitigation Measures, and these measures establish a commitment and process for incorporating all

technically feasible air quality mitigation measures into each component of the LAX Master Plan, including the CFTP.

b. Global Climate Change (Construction-Related Impacts)

Description of Effects: The GHG analysis conducted in Section 4.4 of the CFTP Final EIR provided a "baseline" that characterizes and estimates the amount of GHG emissions from existing uses at the CFTP site, and an estimate of GHG emissions associated with the proposed project improvements. No widely-established or readily accepted thresholds of significance for GHG currently exist. The OPR is currently working on new CEQA Guidelines that must be adopted by January 2010. However, in the meantime each lead agency must make its own determination as to an appropriate threshold of significance related to climate change and greenhouse gas emissions, and may undertake a project-by-project analysis in so doing. As such, the threshold of significance set forth for the CFTP Final EIR analysis is as follows: a significant impact relative to global climate change and GHG is considered to occur if the project would result in a substantial increase in GHG emissions compared to current emission levels.

Construction Impacts

It was determined that the implementation of the proposed project would result in the generation of approximately 19,948 tons of construction-related GHG, primarily in the form of CO_2, over the 16-month construction period. Although the operations-related reductions in existing GHG emission levels are considered to be beneficial, the short-term construction impacts of the CFTP would be significant and adverse relative to short-term construction-related GHG emissions.

Cumulative Impacts

On a cumulative scale, the cumulative construction projects that would occur at LAX concurrently with the CFTP would cause significant short-term global climate change impacts as they would results in a substantial increase in GHG emissions compared to current emission levels.

The project includes mitigation measures applicable to construction and cumulative GHG impacts. These include Master Plan Commitments and Mitigation Measures MM-AQ-1, LAX Master Plan – Mitigation Plan for Air Quality, MM-AQ-2, Construction-Related Measure, and SW-3, Requirements for the Recycling of Construction and Demolition Waste. These measures are considered feasible and effective in reducing potential air quality impacts associated with construction. However there are no other feasible mitigation measures to reduce construction-related GHG emissions other than those already identified in Section 4.2, Air Quality, of the CFTP Final EIR. Also, Section 4.4.8 of the CFTP Final EIR evaluates Potential GHG Mitigation Measures, presenting a comprehensive list of suggested mitigation measures for new development projects throughout the state of California. This list is prepared by the California Office of the Attorney General relative to addressing GHG emissions and climate change impacts within an EIR.

Findings: Based on substantial evidence in the administrative record, including Section 4.4 of the CFTP Final EIR, the BOAC hereby finds and determines that the CFTP will have significant and unavoidable construction-related GHG impacts. The BOAC hereby adopts the conclusions regarding the significant and unavoidable construction-related GHG impacts. The BOAC hereby finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant GHG environmental effect as identified in the CFTP Final EIR. Specifically, Master Plan Commitments and Mitigation Measures MM-AQ-1, LAX Master Plan – Mitigation Plan for Air Quality, MM-AQ-2, Construction-Related Measure, and SW-3, Requirements for the Recycling of Construction and Demolition Waste and all Master Plan Mitigation Measures identified in Section 4.2 Air Quality of the CFTP Final EIR will be incorporated into the project. Additionally, all feasible GHG mitigation measures identified in Table 4.4-8 of the CFTP Final EIR, based on a list prepared by the California Office of the

Attorney General of suggested mitigation measures, have been incorporated into the project, as described in Table 4.4-8.

Despite incorporation of these measures, the BOAC hereby finds construction-related GHG emissions will remain significant and unavoidable and that specific economic, legal, social, technological, or other considerations make additional mitigation measures or project alternatives infeasible. As discussed above, Table 4.4-8 of the CFTP Final EIR identifies potential GHG mitigation measures provided on the list prepared by the California Office of the Attorney General. A number of these measures are infeasible either because they are not applicable to the project, for the reasons identified in Table 4.4-8, or because they are beyond the scope/control of the project. Beyond the Master Plan Commitments and Mitigation Measures identified above, which will be included in the Mitigation Monitoring and Reporting Program for the CFTP, there are no additional feasible measures available to mitigate short-term impacts and cumulative impacts to global warming during the construction period.

C. Findings on Project Alternatives

a. Potential Alternatives Screened-Out From Further Consideration

The CFTP Final EIR considered a number of alternative sites to the project in Section 6.4.1.1. All of these alternative sites were screened out from further consideration because they were determined to be incapable of avoiding or substantially lessening the significant effects of the CFTP and could not feasibly attain most of the basic objectives of the project. The BOAC hereby rejects all of the alternative sites eliminated from further consideration in the CFTP Final EIR and finds that they are infeasible, will not meet most project objectives and/or will not reduce or avoid any of the significant effects of the project for the reasons set forth in Section 6.4.1.1 of the CFTP Final EIR.

An alternative construction approach, whereby construction of the CFTP would be extended to reduce the amount of daily activity, was also considered in the CFTP Final EIR in Section 6.4.1.2. The CFTP Final EIR analyzed the level of activity reduction that would be required to reduce air quality emissions below the level of significance and determined that it would take 184 months (approximately 15 years) to complete the CFTP under this approach. The CFTP Final EIR determined that this approach, while reducing daily emissions to a level that is less than significant, would increase the overall duration of air pollutant emission, would increase the overall emissions, and would delay the air quality and GHG benefits associated with operation of the CFTP. In light of this analysis, the BOAC hereby rejects the alternative construction approach eliminated from further consideration in the CFTP Final EIR and finds that it is infeasible, will not meet most project objectives and will not effectively reduce or avoid any of the significant effects of the project.

b. Alternative Design

Under this alternative, described and analyzed in Section 6.4.2 of the CFTP Final EIR, the design of the proposed taxiway improvements would be geared towards a smaller size aircraft than under the current proposal, which would require smaller size taxiways and, in turn, require less construction. Less construction would result in reduced equipment operation and associated air pollutant emissions. While the length of Taxiway C13 and Taxiway D extension would remain unchanged, the width of the taxiways under the Design Alternative would be reduced from 100 feet to 75 feet and the stabilized (asphalt) shoulders along the taxiway would be reduced from 40 feet to 35 feet. The basic volumes of taxiway material would be reduced approximately 25 percent and the shoulder materials would be reduced by approximately 12 percent. Also considered under the Design Alternative is a variation to the proposed replacement of the AA employee vehicle parking lot, whereby more area north of the current proposal would be paved, instead of the current proposal for paving the southern portion of the site containing a sensitive plant species – the southern tarplant. Under the proposed project, impacts to the southern

tarplant would be reduced to a level that is less than significant with implementation of mitigation; however, the Design Alternative would avoid the subject impact without the need for mitigation.

Implementation of the Design Alternative would result in slightly less construction activity than would otherwise occur under the proposed project. The reduction in construction activity would, however, be relatively minor - a reduction of approximately 1.8 percent of the total construction activity. The reduction in construction activity would result in a reduction in construction-related air pollutant emissions and greenhouse gas generation, which have been identified in the CFTP Final EIR as significant impacts that cannot be mitigated to a level that is less than significant. The reduction in air pollutant emissions and greenhouse gas generation would be based on the amount of construction activity reduction - approximately 1.8 percent reduction. Such a reduction would not avoid or substantially lessen the aforementioned significant impacts. Additionally, implementation of the Design Alternative would reduce the operations-related air quality and greenhouse benefits that are otherwise achieved by the proposed project. The smaller size taxiway improvements would not be able to accommodate large aircraft such as the Airbus A380, which would require some of these aircraft to taxi a longer distance in travelling between the north and south airfield complexes. The additional engine operation time associated with the Design Alternative would compromise the overall reduction in taxi/idle times achieved by the proposed improvements.

In light of this analysis, the BOAC hereby rejects the Design Alternative and finds that it is infeasible for specific economic, social, technological, legal and/or other considerations. Specifically, whereas it would avoid impacts to the tarplant, these impacts can be reduced to a level that is less than significant under the proposed project. Additionally, although the Design Alternative would reduce construction-related air pollutant emissions and greenhouse gas generation, the difference between the Design Alternative and the Project as proposed is slight at best, and the Design Alternative would not avoid or lessen these impacts below the level of significance. Further, the Design Alternative would reduce the long-term operations-related air quality and greenhouse gas benefits of the project. Moreover, the Design Alternative would not accomplish the objective of providing a new crossfield taxiway capable of accommodating ADG VI aircraft, nor would it provide the operations-related air quality and greenhouse gas benefits that would be provided by the proposed project.

c. No Project Alternative

The existing conditions within which to consider a "no project" alternative would include the midfield area as it currently exists. As described in Section 2.1 of the CFTP Final EIR, the existing configuration of the taxiway system in the midfield area is subject to periodic congestion in aircraft ground movement and is not considered to be well-suited for future operations of the Airbus A380 and other NLA. Also related to existing conditions is the fact that Fire Station #80 (existing Aircraft Rescue and Firefighting Facility) is 14,000 square feet in size, which does not provide adequate space and facilities for the station to operate effectively. Under the No Project Alternative, none of the construction-related significant impacts described in Chapter 4 of the CFTP Final EIR would occur; however, none of the basic objectives of the CFTP would be met either. Additionally, none of the operational benefits of the proposed project would occur under the No Project Alternative. Such benefits include reduced air quality criteria pollutant emissions and reduced greenhouse gas generation due to improved movement of taxiing aircraft in the midfield area, with fewer stops and delays than under current conditions with periodic aircraft movement congestion. Similarly, the reduction in "start and stop" taxiing movements that would result with implementation of the proposed project offers certain noise benefits (i.e., less aircraft engine powering up and down) that would not occur under the No Project Alternative.

For reasons discussed above, the BOAC hereby rejects the No Project Alternative and finds that it will not meet any of the objectives of the project and is infeasible.

D. Location and Custodian of Records

The documents and other materials that constitute the administrative record for LAWA's actions related to the project are located at the City of Los Angeles, Los Angeles World Airports, 7301 World Way West, 3rd floor, Los Angeles, CA 90045. The LAWA Airports and Facilities Planning Division is the custodian of the administrative record for the project.

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EXHIBIT D

Project's Mitigation Monitoring and Reporting Program

Crossfield Taxiway Project
Mitigation Monitoring and Reporting Program

February 2009

This document constitutes the Mitigation Monitoring and Reporting Program (MMRP) for the Crossfield Taxiway Project (CFTP) developed under the Los Angeles International Airport (LAX) Master Plan. This MMRP specifies the monitoring and reporting requirements for the CFTP, as related to implementation of applicable LAX Master Plan commitments and mitigation measures identified in the CFTP Final EIR. Such commitments and measures include many of those set forth in the LAX Master Plan Final Environmental Impact Report (FEIR), which is a program EIR that addresses the overall Master Plan, as well as additional new measures identified in the EIR analysis specific to the CFTP.

The following table provides, by environmental discipline, the number and title of each applicable Master Plan commitment, Master Plan mitigation measure, and CFTP-specific mitigation measure, the full text of the subject Master Plan commitment or mitigation measure or CFTP-specific mitigation measure, the potential impact being addressed, and the timing of implementation, monitoring frequency, and actions indicating compliance.

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Mitigation Monitoring and Reporting Program
Master Plan Commitments and Mitigation Measures for the Crossfield Taxiway Project

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
Noise					
MM-N-7 **Monitoring Agency:** **LAWA**	**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.	Significant noise impacts at noise-sensitive receivers during construction	Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of project site	Once, upon completion of Noise Control Plan for each project and as specified in the Noise Control Plan	Inclusion of requirement for a Noise Control Plan in subcontract agreement & subsequent approval of the noise control plan by LAWA
MM-N-8 **Monitoring Agency:** **LAWA**	**Construction Staging.** Construction operations shall be staged as far from noise-sensitive uses as feasible.	Significant noise impacts at noise-sensitive receivers during construction	Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of project site	Once, upon approval of construction staging area by LAWA	Approval of construction staging area by LAWA

Mitigation Monitoring and Reporting Program
Master Plan Commitments and Mitigation Measures for the Crossfield Taxiway Project

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-N-9 **Monitoring Agency:** **LAWA**	**Equipment Replacement.** Noisy equipment shall be replaced with quieter equipment (for example, rubber tired equipment rather than track equipment) when technically and economically feasible.	Significant noise impacts at noise sensitive receivers during construction	Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of the project site	Once, upon completion of Noise Control Plan for each project and as specified in the Noise Control Plan	Inclusion of requirement for a Noise Control Plan in subcontract agreement and subsequent approval of the Noise Control Plan by LAWA
MM-N-10 **Monitoring Agency:** **LAWA**	**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).	Significant noise impacts at noise-sensitive receivers during construction	Prior to the earlier of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of project site	Once, upon completion of Noise Control Plan for each project and as specified in the Noise Control Plan	Inclusion of requirement for a Noise Control Plan in subcontract agreement and subsequent approval of the Noise Control Plan by LAWA
Surface Transportation (Off-Airport)					
ST-9 **Monitoring Agency:** **LAWA**	**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.	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	During construction	On-going during construction	Periodic reporting by Construction Coordination Office

Mitigation Monitoring and Reporting Program
Master Plan Commitments and Mitigation Measures for the Crossfield Taxiway Project

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
ST-12 **Monitoring Agency:** **LAWA**	**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.	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	LAWA approval of delivery schedule as part of the Construction Traffic Management Plan	On-going during construction	Periodic reporting by Construction Coordination Office
ST-14 **Monitoring Agency:** **LAWA**	**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.	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	Prior to construction activity for each Master Plan project	Once, upon approval of employees' work schedule on a project-by-project basis	LAWA approval of employee work schedule as part of the Construction Traffic Management Plan
ST-16 **Monitoring Agency:** **LAWA**	**Designated Haul Routes.** Every effort will be made to ensure that haul routes are located away from sensitive noise receptors.	Traffic noise	At issuance of approved haul route	Once, at approval of each haul route	Approval of haul route by LADBS
ST-17 **Monitoring Agency:** **LAWA**	**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.	Roadway safety	As dictated by LAWA's Construction Coordination Office and LADBS	On-going during construction	Field inspection report; maintenance logs

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ST-18 **Monitoring Agency:** **LAWA**	**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.	Traffic congestion, delay and safety, as they relate to the LAX Master Plan program construction activities	Prior to commencement of construction	On-going during construction, as stipulated by LAWA's Construction Coordination Office	LAWA approval of Construction Traffic Management Plan by LAWA's Construction Coordination Office
ST-22 **Monitoring Agency:** **LAWA**	**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. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.	Traffic congestion and delay as they relate to the LAX Master Plan program construction activities	At issuance of haul route approval	Once, upon approval of each haul route	Approval of haul route by LADBS

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Environmental Justice					
EJ-1 **Monitoring Agency:** **LAWA**	**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.	Disproportionately high and adverse effects on minority and/or low-income communities, particularly those that would remain significant after implementation of mitigation measures. Would also help ensure that such communities have access to benefits flowing from the LAX Master Plan	Throughout Master Plan development	Annually	Implementation of proposed aviation curriculum
EJ-2 **Monitoring Agency:** **LAWA**	**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.	Disproportionately high and adverse effects on minority and/or low-income communities, particularly those that would remain significant after implementation of mitigation measures. Would also help ensure that such communities have access to benefits flowing from the LAX Master Plan	Throughout Master Plan development	Annually	Implementation of proposed aviation academy

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EJ-3 **Monitoring Agency:** **LAWA**	**Job Outreach Center** **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. Written materials regarding job training and placements should be compiled and disseminated from the existing LAWA Job Outreach Center. The Job Outreach Center will accomplish the following: ◆ Fund outreach efforts; ◆ Encourage minority firms within the affected communities to participate in each phase of the plan, including the design phase; ◆ Coordinate with local organizations (including, among others, The Urban League, National Association for the Advancement of Colored People (NAACP), Southern Christian Leadership Conference (SCLC), Watts Labor Community Action Committee (WLCAC), Brotherhood Crusade, First African Methodist Episcopal (FAME) Renaissance, Concerned Citizens of South Central Los Angeles (CCSCLA), Black Business Association (BBA), Greater Los Angeles African American Chamber of Commerce (GLAAACC), and LA X Coalition for Economic, Environmental and Educational Justice) regarding job training, outreach and incubator programs to ensure expansive outreach; ◆ Establish specific outreach and/or training programs for special targeted populations such as	Disproportionately high and adverse effects on minority and/or low-income communities, particularly those that would remain significant after implementation of mitigation measures. Would also help ensure that such communities have access to benefits flowing from the LAX Master Plan	Throughout Master Plan development	Annually	Implementation of proposed Job Outreach Center

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local ex-offenders, welfare recipients, homeless person, and low-income area residents; ◆ Hold workshops and training classes for professional development across disciplines that may provide service to LAX pre-and post-employment; ◆ Establish educational/training/internship programs for local students; ◆ Provide referrals and linkages to manufacturing (assembly line) job opportunities in impacted communities, especially South Los Angeles, that produce materials and/or devices used by the airport. This would help to revitalize the community through the provision of long-term work for existing industrial businesses. **Community Job Database** - LAWA will coordinate data gathering, outreach and counseling through the following: ◆ Research and assess existing specialties and current capabilities of local work force to assist with targeted training and outreach efforts; ◆ Develop and manage a complete database of minority contractors; ◆ Produce a database of potential jobs and specialties needed, per Master Plan phase, and disseminate the information throughout the communities and to local Minority Business Enterprises/Disadvantaged Business Enterprises (MBE/DBE) companies. **MBE/DBE Business Outreach** - LAWA will implement proactive measures that further State and local initiatives to ensure meaningful contract participation of MBE/DBE firms as follows:				

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	◆ Research and assess existing specialties and capabilities of local MBE/DBE firms to assist with targeted training and outreach efforts; ◆ Good Faith Effort (GFE) Outreach Training - to assist prime contractors with their outreach to local and MBE/DBE firms by providing them use of relevant databases and referring them to other local organizations that may be able to assist them in their efforts; ◆ Encourage use of MBE/DBE local subcontractors; ◆ LAWA shall adopt policies to promote the use of MBE/WBE/DBE subcontractors by requiring Prime Contractors to document outreach to MBE/WBE/DBEs; dividing projects into smaller component parts, or tasks to permit maximum participation by smaller entities; placing qualified MBE/WBE/DBEs on solicitation lists available to Prime Contractors; and advertising the availability of services of the Small Business Administration and Minority Business Development Agency of the Department of Commerce to Prime Contractors; ◆ Monitor and implement specific GFE guidelines for outreach to MBE/DBE firms. **Small Business Outreach** - LAWA will establish the below-listed proactive measures to ensure meaningful contract participation of small businesses. The resources obtained through small business outreach will be compiled in a user-friendly brochure or report and disseminated from the existing LAWA Job Outreach Center. Contacts and loan conditions will be included where available. Counselors will be available to provide one-on-one assistance. ◆ Fund and institute sub-contractor				

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	training/apprentice programs to be instituted pre-construction and during construction; ◆ Establish sensitivity training - educate prime contractors of the concerns and needs of the local business owners and MBE/DBE contractors; ◆ Develop special work packages to provide small businesses prime contracting opportunities; ◆ Establish loan assistance information programs that would provide counseling to small businesses in need of loans and, through potential partnerships with local banks, facilitate relationships with lenders; ◆ Establish incentives to large businesses for mentorship of, or partnering with local small businesses; ◆ Provide bonding assistance; ◆ Provide licensing assistance; ◆ Ensure prime and subcontracting opportunities for local small businesses.				
EJ-4 **Monitoring Agency:** **LAWA**	**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.	Disproportionately high and adverse effects on minority and/or low-income communities, particularly those that would remain significant after implementation of mitigation measures. Would also help ensure that such communities have access to benefits flowing from the LAX Master Plan	Throughout Master Plan development	Annually	Inclusion of community participation as a component of the Mitigation Monitoring and Reporting Program

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Air Quality					
MM-AQ-1 **Monitoring Agency:** **LAWA**	**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). The LAX MP-MPAQ shall be developed in consultation with the FAA, the U.S. Environmental Protection Agency (USEPA), the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD), as appropriate, and shall include all feasible methods to reduce air pollutant emissions from aircraft, Ground Support Equipment (GSE), traffic, and construction equipment both on and off the airport. The goal of the LAX MP-MPAQ shall be to reduce potential air pollutant emissions associated with implementation of the LAX Master Plan to levels equal to, or less than, the thresholds of significance identified in the Final EIS/EIR for the project. At a minimum, air pollutant emissions associated with implementation of the LAX Master Plan will be reduced to levels equal to those identified in Table AD5-8, Total Operational and Construction Emission - Mitigated. The LAX MP-MPAQ shall include feasible mitigation measures that are grouped into the following three (3) categories: 1. Construction-Related Measure; 2. Transportation-Related Measure; and 3. Operations-Related Measure. The LAX MP-MPAQ will, initially, present the basic framework of the overall air quality mitigation program	Overall air pollutant emissions associated with construction and operation of the LAX Master Plan	Basic LAX MP-MPAQ and the Construction-Related component to be completed prior to issuance of grading or demolition permit for first Master Plan project. The Transportation-Related component and the Operations-Related component to be completed in conjunction with implementation of the Master Plan components that materially affect surface transportation emissions and operations emissions	Twice: Once, upon confirmation of the basic LAX MP-MPAQ (i.e., basic framework of Plan), and once upon confirmation of the full LAX MP-MPAQ, when all three implementation plans (one for each category of air quality mitigation measures) are complete	Annual progress reports, summarizing the nature and effectiveness of air quality mitigation measures that were implemented during the year, will be prepared

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	(basic LAX MP-MPAQ), and will, ultimately, define the specific measures to be implemented within the context of three (3) individual components specific to the categories of emissions indicated above (full LAX MP-MPAQ). Implementation of Mitigation Measure MM-AQ-2, Construction-Related Mitigation Measure, will define the specific measures to be included in the construction-related component; Mitigation Measure MM-AQ-3, Transportation-Related Mitigation Measure, will define the specific measures to be included in the surface transportation-related component; and Mitigation Measure MM-AQ-4, Operations-Related Mitigation Measure, will define the specific measures to be included in the operations-related component. The basic framework of the LAX MP-MPAQ and the Construction-Related component will be developed prior to initiation of construction activities for the first project to be developed under the LAX Master Plan, and the development of the other two components will occur in conjunction with implementation of the Master Plan components that materially affect surface transportation emissions and operations emissions				

Table AD5-8

Total Operational and Construction Emissions - Mitigated (tons per year)

	Interim Year					Horizon Year 2015				
Pollutant and Source	**NA/NP[1, 2]**	**A**	**B**	**C**	**D**	**NA/NP[1]**	**A**	**B**	**C**	**D**
VOC - On-Airport	1,652	1,385	1,330	1,384	1,513	1,513	1,497	1,578	1,534	1,473
VOC - Off-Airport	2,795	2,286	2,261	2,163	1,365	1,606	1,282	1,271	1,270	1,091
VOC - Construction	909	170	148	155	86	-	44	39	40	-
VOC - Total	5,356	3,841	3,739	3,702	2,964	3,119	2,823	2,888	2,844	2,564
CO - On-Airport	11,842	9,555	9,459	9,578	9,077	9,451	9,053	9,553	9,412	8,266
CO - Off-Airport	31,114	29,405	29,385	28,691	16,719	15,188	16,368	16,227	16,336	13,166
CO - Construction	667	1,094	955	995	556	-	352	307	320	-
CO - Total	43,623	40,054	39,799	39,264	26,352	24,639	25,773	26,087	26,068	21,432
NO_X- On-Airport	6,356	5,504	5,503	5,543	5,760	5,729	6,357	6,440	5,999	5,474
NO_X- Off-Airport	4,665	4,420	4,514	4,463	2,628	2,368	2,723	2,718	2,741	2,102
NO_X- Construction	405	2,237	1,952	2,034	1141	-	494	431	449	-
NO_X- Total	11,426	12,161	11,969	12,040	9,529	8,097	9,574	9,589	9,189	7,576
SO_2 - On-Airport	405	382	382	382	436	449	494	513	489	436
SO_2 - Off-Airport	52	50	51	50	24	27	30	30	30	24
SO_2 - Construction	3	7	7	7	3	-	2	2	2	-
SO_2 - Total	460	439	440	439	463	476	526	545	521	460
PM_{10} - On-Airport	181	128	126	132	182	167	165	168	158	177
PM_{10} - Off-Airport	1,617	1,833	1,603	1,572	1,752	1,780	2,089	2,078	2,060	1,658
PM_{10} - Construction	68	531	463	482	335	-	137	119	124	-
PM_{10} - Total	1,866	2,492	2,192	2,186	2,269	1,947	2,391	2,365	2,342	1,835

[1] NA/NP=No Action/No Project Alternative.

[2] As described in the introduction to Chapter 4, the evaluation of mitigation measures is not a part of the No Action/No Project Alternative analysis. Emissions provided in this table for the No Action/No Project Alternative are the same as those reported in **Table F4.6-11a** and have been included here for comparative purposes.

[3] Interim year is 2005 for NA/NP and Alternatives A, B, and C and 2013 for Alternative D.

Source: Camp Dresser & McKee Inc., 2004.

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MM-AQ-2 **Monitoring Agency:** **LAWA**	**Construction-Related Measure.** The required components of the construction-related air quality mitigation measure are itemized below. These components include numerous specific actions to reduce emissions of fugitive dust and of exhaust emissions from on-road and nonroad mobile sources and stationary engines. All of these components 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 measure will be implemented and monitored. Each construction subcontractor will be responsible to implement all measures that apply to the equipment and activities under his/her control, an obligation which will be formalized in the contractual documents, with financial penalties for noncompliance. LAWA will assign one or more environmental coordinators whose responsibility it will be to ensure compliance with the construction-related measure by use of direct inspections, records reviews, and investigation of complaints with reporting to LAWA management for follow-up action. The estimated ranges of emissions reductions quantified for this mitigation measure for Alternative D are shown in Table F5-8, Estimated Ranges of Emission Reductions for Construction-Related Air Quality Mitigation Measures. Reliable emissions reductions were not able to be quantified for all of these components.	Construction-related air pollutant emissions	Prior to issuance of grading or demolition permit for first Master Plan project	Once, upon completion of implementation plan for construction-related measures, and as specified in the implementation plan	Completion of implementation plan

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Table F5-8

Estimated Ranges of Emissions Reductions for Construction-Related Air Quality Mitigation Measures

Pollutant	Alternatives A, B, C, and D[1] (tons)
ROG	1 - 10
NO_X	300 - 1,100
CO	10 - 30
PM_{10}	140 - 400
SO_X	1 - 10

[1] In the year of peak construction emissions.

Source: Camp Dresser & McKee Inc., 2004.

The specific components of this construction-related air quality mitigation measure include:

1. Fugitive Dust Source Controls:

- Apply non-toxic soil stabilizer to all inactive construction areas (i.e., areas with disturbed soil).
- Following the addition of materials to, or removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing non-toxic soil stabilizer.
- Post a publicly visible sign with the telephone number and person to contact regarding dust

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	complaints; this person shall respond and take corrective action within 24 hours. ◆ Prior to final occupancy, the applicant demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions. ◆ All roadways, driveways, sidewalks, etc. being installed as part of project should be completed as soon as possible; in addition, building pads should be laid as soon as possible after grading. ◆ Pave all construction access roads at least 100 feet on to the site from the main road. 2. <u>On-Road Mobile Source Controls:</u> ◆ To the extent feasible, have construction employees work/commute during off-peak hours. ◆ Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips. 3. <u>Nonroad Mobile Source Controls:</u> ◆ Prohibit staging or parking of construction vehicles (including workers' vehicles) on streets adjacent to sensitive receptors such as schools, daycare centers, and hospitals. ◆ Prohibit construction vehicle idling in excess of ten minutes. ◆ Utilize on-site rock crushing facility, when feasible, during construction to reuse rock / concrete and minimize off-site truck haul trips. 4. <u>Stationary Point Source Controls:</u> ◆ Specify combination of electricity from power poles and portable diesel- or gasoline-fueled				

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	generators using "cleaner burning diesel" fuel and exhaust emission controls. 5. Mobile and Stationary Source Controls: ◆ Specify combination of construction equipment using "cleaner burning diesel" fuel and exhaust emission controls. ◆ Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX. ◆ Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job). ◆ Require that all construction equipment working on site is properly maintained (including engine tuning) at all times in accordance with manufacturers' specifications and schedules. ◆ Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices. 6. Administrative Controls ◆ The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, records reviews, and investigations of complaints.				

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	Hydrology and Water Quality				
HWQ-1 **Monitoring Agency:** **LAWA**	**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. The conceptual drainage plan will provide the basis and specifications from which detailed drainage improvement plans will be designed in conjunction with site engineering specific to each Master Plan project. Best Management Practices (BMPs) will be incorporated to minimize the effect of airport operations on surface water quality and to prevent a net increase in pollutant loads to surface water resulting from the selected Master Plan alternative. To evaluate drainage capacity, LAWA will use either the Peak Rate Method specified in Part G - Storm Drain Design of the City of Los Angeles' Bureau of Engineering Manual or the Los Angeles County Modified Rational Method, both of which are acceptable to the LADPW. In areas within the boundary of the selected alternative where the surface water runoff rates are found to exceed the capacity of the storm water conveyance infrastructure with the	Significant changes in surface hydrology or adverse impacts to surface water quality due to new development associated with the Master Plan	Prior to issuance of a grading/building permit for the first Master Plan project involving substantial surface alternations or substantial changes to existing operations	Once, upon completion of conceptual drainage plan	Completion of conceptual drainage plan

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	potential to cause flooding, LAWA will take measures to either reduce peak flow rates or increase the structure's capacity. These drainage facilities will be designed to ensure that they adequately convey storm water runoff and prevent flooding by adhering to the procedures set forth by the Peak Rate Method/Los Angeles County Modified Rational Method. Methods to reduce the peak flow of surface water runoff could include: ◆ Decreasing impervious area by removing unnecessary pavement or utilizing porous concrete or modular pavement ◆ Building storm water detention structures ◆ Diverting runoff to pervious areas (reducing directly-connected impervious areas) ◆ Diverting runoff to outfalls with additional capacity (reducing the total drainage area for an individual outfall) ◆ Redirecting storm water flows to increase the time of concentration Measures to increase drainage capacity could include: ◆ Increasing the size and slope (capacity) of storm water conveyance structures (pipes, culverts, channels, etc.). ◆ Increasing the number of storm water conveyance structures and/or outfalls. To evaluate the effect of the selected Master Plan alternative on surface water quality, LAWA will prepare a specific Standard Urban Stormwater Mitigation Plan (SUSMP) for the selected alternative, as required by the LARWQCB. The SUSMP				

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	addresses water quality and drainage issues by specifying source control, structural, and treatment control BMPs with the objective of reducing the discharge of pollutants from the stormwater conveyance system to the maximum extent practicable. Once BMPs are identified, an updated pollutant load estimate will be calculated that takes into account reductions from treatment control BMPs. These BMPs will be applied to both existing and future sources with the goal of achieving no net increase in loadings of pollutants of concern to receiving water bodies. LAWA will therefore address water quality issues, including erosion and sedimentation, and comply with the SUSMP requirements by designing the storm water system through incorporation of the structural and treatment control BMPs specified in the SUSMP. The following list includes some of the BMPs that could be employed to infiltrate or treat storm water runoff and dry weather flows, and control peak flow rates. ◆ Vegetated swales and strips ◆ Oil/Water separators ◆ Clarifiers ◆ Media filtration ◆ Catch basin inserts and screens ◆ Continuous flow deflective systems ◆ Bioretention and infiltration ◆ Detention basins ◆ Manufactured treatment units ◆ Hydrodynamic devices				

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	Other structural BMPs may also be selected from the literature and the many federal, state and local guidance documents available. Performance of structural BMPs varies considerably based on their design. USEPA has published estimated ranges of pollutant removal efficiencies for structural BMPs based on substantial document review. These ranges of removal efficiencies are presented in Table F5-1, Structural BMP Expected Pollutant Removal Efficiency.				

Table F5-1

Structural BMP Expected Pollutant Removal Efficiency

BMP Type	Typical Pollutant Removal (percent)			
	Suspended Solids	Nitrogen	Phosphorus	Metals
Dry Detention Basins	30-35	15-45	15-45	15-45
Retention Basins	50-80	30-65	30-65	50-80
Infiltration Basins	50-80	50-80	50-80	50-80
Infiltration Trenches/Dry Wells	50-80	50-80	15-45	50-80
Porous Pavement	65-100	65-100	30-65	65-100
Grassed Swales	30-65	15-45	15-45	15-45
Vegetated Filter Strips	50-80	50-80	50-80	30-65
Surface Sand Filters	50-80	<30	50-80	50-80
Other Media Filters	65-100	15-45	0	50-80

Source: U.S. Environmental Protection Agency, Preliminary Data Summary of Urban Storm Water Best Management Practices Methodology, August 1999.

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	In addition to the structural BMP types that will be used, non-structural/source control BMPs will continue to be a part of the LAX program to reduce pollutant loadings. Existing practices and potentially new ones will be extended to acquisition areas and to the areas where airport operations will increase in frequency or duration. These source control BMPs will be incorporated into the LAX Storm Water Pollution Prevention Plan (SWPPP) and will consequently be required of LAWA and all airport tenants at all locations where industrial activities occur that have the potential to impact water quality. The overall result of Master Plan Commitment HWQ-1 will be a drainage infrastructure that provides adequate drainage capacity to prevent flooding and control peak flow discharges, that incorporates BMPs to minimize the effect of airport operations on surface water quality, and that prevents a net increase of pollutant loads to either receiving water body as a result of the selected Master Plan alternative.				

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Historical/Architectural and Archaeological/Cultural Resources					
MM-HA-4 **Monitoring Agency:** **LAWA**	**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. The ATP shall include a monitoring plan, research design, and data recovery plan. The ATP shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation; California Office of Historic Preservation's (OHP) *Archaeological Resources Management*	Loss or destruction of important archaeological resources	Prior to issuance of any excavation and grading permits associated with the first Master Plan project	Once, at approval of ATP	Approval of ATP by LAWA
MM-HA-5 **Monitoring Agency:** **LAWA**	**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. The archaeologist shall be retained by LAWA and shall meet the Secretary of the Interior's Professional Qualifications Standards. The project archaeologist shall be empowered to halt construction activities in the immediate area if potentially significant resources are identified. Test excavations may be necessary to reveal whether such findings are significant or insignificant. In the event of notification by the project archaeologist that a potentially significant or unique archaeological/cultural find has been unearthed, LAWA shall be notified and grading operations shall cease immediately in the affected area until the geographic extent and scientific value of the resource	Loss or destruction of important archaeological resources	Retain archaeologist prior to issuance of excavation and grading permits for first Master Plan project, with continued monitoring efforts in accordance with the ATP	Once, upon retention of archaeologist and on-going during excavation and grading activities, as identified in ATP	Retention of archaeologist and filing of periodic monitoring reports with LAWA, as stipulated in the ATP

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	can be reasonably verified. Upon discovery of an archaeological resource or Native American remains, LAWA shall retain a Native American monitor from a list of suitable candidates obtained from the Native American Heritage Commission.				
MM-HA-6 **Monitoring Agency:** **LAWA**	**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.	Loss or destruction of important archaeological resources	Upon discovery of potential archaeological resources by qualified archaeologist	On-going during excavation and grading activities as identified in ATP	Filing of appropriate reports (i.e. excavation/recovery report) with LAWA by project archaeologist pursuant to ATP. If no resources are found, a report indicating as much should be filed
MM-HA-7 **Monitoring Agency:** **LAWA**	**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.	Loss or destruction of important archaeological resources	Prior to approval of excavation and grading plans (for MM/MPC imprint component); Prior to excavation and grading activities pursuant to ATP (for on-site training component)	Once, upon approval of excavation and grading plans (for MM/MPC imprint component); Prior to initiation of excavation and grading activities, and with construction staff change-outs, pursuant to ATP (for on-site training component)	Sign off of plans by project archaeologist (for MM/MPC imprint component); Filing of sign-in sheet with LAWA by project archaeologist, as specified by ATP (for on-site training component)

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Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-HA-8 **Monitoring Agency:** **LAWA**	**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. The report shall be submitted in draft form to the FAA, LAWA and City of Los Angeles-Cultural Affairs Department. City representatives shall have 30 days to comment on the report. All comments and concerns shall be addressed in a final report issued within 30 days of receipt of city comments.	Loss or destruction of important archaeological resources	Upon completion of grading & excavation activities per ATP	Once, upon completion of excavation and grading activities on a project by project basis, pursuant to ATP	Receipt of final report on a project by project basis by LAWA
MM-HA-9 **Monitoring Agency:** **LAWA**	**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.	Loss or destruction of important archaeological resources	Upon completion of each project during which resources were recovered, as stipulated in ATP	Once, at completion of excavation and grading activities on a project by project basis, as stipulated in ATP	Acceptance letter of curated artifacts from selected repository, or offer letter from LAWA to repository
MM-HA-10 **Monitoring Agency:** **LAWA**	**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.	Loss or destruction of important archaeological resources	During excavation and grading activities	When any bone material is encountered and project archaeologist identifies it as human remains	Completion of those steps outlined in Section 15064.5(e) of the CEQA Guidelines and sign off by project archaeologist and, if applicable, selected Native American monitor

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	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	Paleontological Resources				
MM-PA-1 **Monitoring Agency:** **LAWA**	**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 selection of the paleontologist and the development of 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.	Loss or destruction of important paleontological resources	Prior to issuance of any excavation and grading permits for first Master Plan project	Once, upon retention of paleontologist and approval of the PMTP	Retention of paleontologist and approval of the PMTP by LAWA
MM-PA-2 **Monitoring Agency:** **LAWA**	**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.	Loss or destruction of important paleontological resources	Continued monitoring in accordance with the PMTP	On-going during excavation and grading activities as identified in the PMTP	Filing of periodic monitoring reports with LAWA, as stipulated in the PMTP
MM-PA-3 **Monitoring Agency:** **LAWA**	**Paleontological Monitoring Specifications.** Specifications for paleontological monitoring shall be included in construction contracts for all LAX projects involving excavation activities deeper than six feet.	Loss or destruction of important paleontological resources	Prior to finalization and approval of construction contracts for projects involving excavation deeper than six feet	Once, upon approval of each construction contract on a project-by-project basis	Review and approval of relevant construction contracts by project paleontologist and the filing of such contracts with LAWA

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	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-PA-4 **Monitoring Agency:** **LAWA**	**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.	Loss or destruction of important paleontological resources	During excavation and grading activities, as stipulated in the PMTP	On-going during excavation and grading activities, as outlined in the PMTP	Filing of collection/ recovery reports with LAWA by project paleontologist, as stipulated in the PMTP
MM-PA-5 **Monitoring Agency:** **LAWA**	**Fossil Preparation.** Fossils shall be prepared to the point of identification and catalogued before they are donated to their final repository.	Loss or destruction of important paleontological resources	Upon discovery of significant fossils by project paleontologist	During grading and excavation activities as identified in the PMTP	Filing of appropriate reports by paleontologist with LAWA, as stipulated in the PMTP
MM-PA-6 **Monitoring Agency:** **LAWA**	**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.	Loss or destruction of important paleontological resources	Upon completion of each project during which fossils were discovered, as outlined in the PMTP	Once, upon completion of grading and excavation activities on a project-by-project basis	Acceptance letter of fossils from accepting repository, or offer letter from LAWA to repository
MM-PA-7 **Monitoring Agency:** **LAWA**	**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.	Loss or destruction of important paleontological resources	Upon completion of excavation activities, as outlined in the PMTP	Once, upon completion of excavation activities on a project-by-project basis	Receipt of paleontological report by LAWA. If no resources are found, a report indicating as much should be filed

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Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
Biotic Communities					
MM-BC-1 **Monitoring Agency:** **LAWA**	**Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area.** FAA is responsible for conservation measures related to the relocation of navigational aids, while LAWA is responsible for all other conservation measures. All necessary steps shall be taken to ensure that the state-designated sensitive habitats within and adjacent to the Habitat Restoration Area are conserved and protected during construction, operation, and maintenance. These steps shall, at a minimum, include the following: *Implementation of construction avoidance measures in areas where construction or staging are adjacent to the Habitat Restoration Area.* Prior to the initiation of construction of LAX Master Plan components to be located adjacent to the Habitat Restoration Area, a pre-construction evaluation shall be conducted to identify and flag specific areas of state-designated sensitive habitats located within 100 feet of construction areas. Subsequent to the pre-construction evaluation, a pre-construction meeting shall be conducted and written construction avoidance measures provided to be implemented in areas adjacent to state-designated sensitive habitats. Construction avoidance measures include erecting a 10-foot-high tarped chain-link fence where the construction or staging area is adjacent to state-designated	Temporary construction impacts to sensitive areas and degradation of state-designated sensitive habitats	Preconstruction/construction	Once, upon completion of pre-construction evaluation and then on-going during construction if within 100 feet of the Habitat Restoration Area; Annually during operation and maintenance	Completion of pre-construction evaluation and presence of environmental monitor when construction is within 100 feet of state-designated sensitive habitat; Periodic Monitoring Report

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	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	sensitive habitats 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 to reduce fugitive dust emissions during construction activities within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area, with a goal to reduce fugitive dust emissions by 90 to 95 percent. In addition, to the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of a state-designated sensitive habitat. LAWA or its designee shall incorporate provisions for the identification of additional construction avoidance measures to be implemented adjacent to state-designated sensitive areas. All construction avoidance measures that address Best Management Practices shall be clearly stated within construction bid documents. In addition, provisions shall be included in all construction bid documents requiring the presence of a qualified environmental monitor. Construction drawings shall indicate vegetated areas within the Habitat Restoration Area as "Off-Limits Zone." *Ongoing maintenance and management efforts for the El Segundo Blue Butterfly Habitat Restoration Area.* LAWA or its designee shall ensure that maintenance and management efforts prescribed in the Habitat Management Plan (HMP) for the Habitat Restoration Area shall continue to be carried out as prescribed.				

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Endangered and Threatened Species					
MM-ET-1 **Monitoring Agency:** **LAWA**	**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. As specified in the Biological Opinion, soils containing embedded cysts of the Riverside fairy shrimp in 0.04 acres (1,853 square feet) shall be salvaged and relocated to property owned by the FAA and designated a habitat preserve at the former Marine Corps Air Station at El Toro, or comparable site(s) approved by the USFWS at a ratio of not more than 3:1. The 1.26 acres of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp retained on the LAX airfield shall be avoided through the implementation of construction avoidance measures, including Best Management Practices (BMPs), and the creation of a buffer area around the occupied, degraded areas. The FAA shall oversee the development of a Vernal Pool Creation, Maintenance, and Monitoring Plan for the embedded cysts to ensure that Alternative D would be consistent with the recommendations provided in the *Recovery Plan for Vernal Pools of Southern California*, and with the conservation measures provided in the Biological Opinion. As specified in the Biological Opinion, LAWA shall be responsible for all costs identified in the Vernal Pool Creation, Maintenance, and	Loss of occupied habitat of endangered Riverside Fairy Shrimp	Preparation of Habitat Restoration Plan for Riverside Fairy Shrimp prior to issuance of grading or demolition permit for any project impacting the Riverside Fairy Shrimp; Implementation per Habitat Restoration Plan	As per Habitat Restoration Plan for Riverside Fairy Shrimp	Preparation of Habitat Restoration Plan for Riverside Fairy Shrimp; Periodic Monitoring Report

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Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	Monitoring Plan related to off-site relocation of soils containing cysts of the Riverside fairy shrimp, including entitlement for use and designation for long-term conservation, site preparation, monitoring, and maintenance. Ongoing Section 7 consultation among LAWA, FAA, and USFWS has been necessary to identify suitable mitigation sites pursuant to Section 7 of the Endangered Species Act. As a result, extensive research has been conducted to identify sites that historically or currently support vernal pools or vernal pool- associated species in southern California. Information was gathered from the *Recovery Plan for Vernal Pools of Southern California*, the California Natural Diversity Database (CNDDB), and coordination with recognized experts in the field. This information was augmented through a review of geologic maps of the coastal portions of Los Angeles and topographic quadrangles for locations known to have historically supported vernal pools. A total of 35 potential relocation sites were identified for further site characterization (Figure F5-2, Vernal Pool Restoration Opportunities Considered). Each of the 35 sites was visited and inspected by teams of biologists and environmental analysts. Analysis of site topography, historic or extant vernal pools, historic or extant vernal pool species, drainage features, climate, and parent material (from regional geologic maps) was conducted. Hazardous materials databases were consulted for information on known potential sources of contamination for those sites. In-field soil texture analysis was conducted, followed by				

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	laboratory analysis of collected soil samples. Land use at the site and surrounding the site was characterized, plant communities were characterized, and the presence or absence of suitable hydrology was determined. Prioritization of the potential sites for the relocation of soils containing cysts of the Riverside fairy shrimp was based solely on the presence of physical and biological characteristics provided in the *Recovery Plan for Vernal Pools of Southern California* and did not reflect planning constraints indicated by current land uses. LAWA and FAA, in consultation with the USFWS, recommended the relocation of cysts to alternate locations within the Los Angeles County portion of the Los Angeles Basin-Orange Management Area for vernal pools (Figure F5-2). The use of these sites within Los Angeles County was determined infeasible and LAWA undertook evaluation of the feasibility of vernal pools or vernal pool complexes located in the Orange County portion of the Los Angeles Basin-Orange Management Area and the Ventura County portion of the Transverse Management Area. As a result of consultation with the USFWS, property owned by FAA and designated a habitat preserve at the former Marine Corps Air Station at El Toro was identified as a mitigation site for the receipt of soils containing embedded cysts of the Riverside fairy shrimp, or an alternate comparable site(s). Once a suitable mitigation site(s) is secured, vernal pool creation shall be undertaken by LAWA or its designee, in consultation with the USFWS. Methods				

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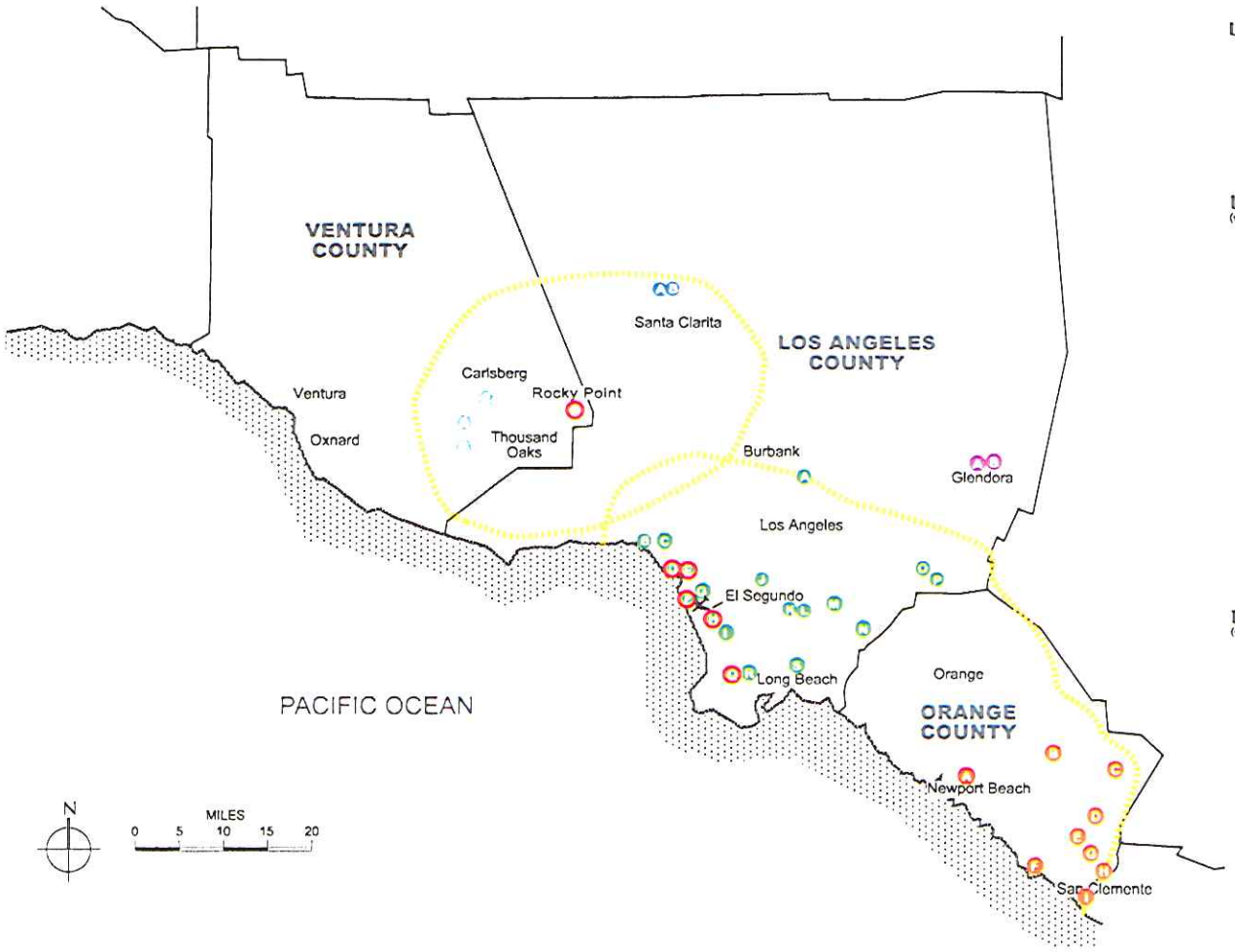
	of vernal pool creation may vary depending on the physical and biological characteristics of the selected sites. LAWA or its designee, in conjunction with the USFWS and a qualified wildlife biologist, shall develop a program to monitor the progress of vernal pool creation. LAWA or its designee shall undertake the relocation of soils containing embedded cysts of Riverside fairy shrimp from the western portion of the airfield to the vernal pool mitigation sites. Soils containing embedded cysts of the Riverside fairy shrimp shall not be salvaged and translocated until the created vernal pool(s) is established and has met certain success criteria as described in detail below and included in the 12 conservation measures within the Biological Opinion. Soils containing embedded cysts of the Riverside fairy shrimp from EW001 and EW002 (Figure F5-3, North Area Ephemerally Wetted Pools and Buffer Areas) shall be salvaged and translocated to created vernal pool habitat on property owned by the FAA and designated as a habitat preserve at the former Marine Corps Air Station at El Toro (El Toro), or another site as approved by Carlsbad Fish and Wildlife Office (CFWO). The created vernal pool(s) shall contain a minimum of 5,559 square feet of vernal pool surface area (as determined by a 3:1 mitigation ratio). Soils containing embedded cysts of the Riverside fairy shrimp from EW001 and EW002 will not be salvaged and translocated from LAX until the created vernal pool(s) is established and has met certain success criteria specified in the Biological				



LEGEND

- County Boundary
- Vernal Pool Management Areas
- Los Angeles International Airport

Los Angeles Basin-Orange (within Los Angeles County)

- Burbank
- Santa Monica
- Soliders House
- Ballona Marsh
- Ballona Bluff
- El Segundo Dunes
- Airfield Operations Area
- El Segundo
- Redondo Beach
- Hyde Park
- Gardena
- Rosecrans
- Downey
- Lakewood
- Whittier
- La Habra
- Madrona Marsh
- Henrietta Basin
- Bixby Knolls

Los Angeles Basin-Orange (within Orange County)

- Fairview Park
- Irvine
- Saddleback Meadows
- Chiquita Ridge
- Laguna Lakes
- Dana Point
- San Mateo
- Lomas Ridge
- San Clemente

Transverse (within Los Angeles County)

- Cruzan Mesa
- Southern Cruzan Mesa

Transverse (within Ventura County)

- Thousand Oaks(a)
- Thousand Oaks(b)
- Carlsberg
- Rocky Point

Other Los Angeles County Locations

- Glendora
- San Dimas

Sites Considered in Feasibility Assessment for Conservation of Riverside Fairy Shrimp

- Ballona Marsh
- Ballona Bluff
- El Segundo Dunes
- El Segundo
- Madrona Marsh
- Rocky Point
- Fairview Park

LAX Master Plan Final EIS/EIR

Vernal Pool Restoration Opportunities Considered

Figure F5-2

LAX Master Plan Final EIS/EIR	North Area Ephemerally Wetted Pools and Buffer Areas	Figure

LAX Master Plan Final EIS/EIR	South Area Ephemerally Wetted Pools and Buffer Areas	Figure

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	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	Opinion. As a contingency measure, if the specified success criteria for the created vernal pools have not been attained within six years of project authorization, in spite of a good faith effort on the part of LAWA, soils containing embedded cysts of the Riverside fairy shrimp will be salvaged from EW001 and EW002 and placed in appropriate storage at the San Diego Zoological Society's Center for the Reproduction of Endangered Species. Soils containing embedded cysts of the Riverside fairy shrimp from EW006 (Figure F5-4, South Area Ephemerally Wetted Pools and Buffer Areas) shall be salvaged and stored prior to implementation of Alternative D and shall be translocated to the created vernal pool(s) with EW001 and EW002 once the success criteria are met. Soils containing embedded cysts of the Riverside fairy shrimp from EW006 shall be placed in appropriate storage at the San Diego Zoological Society's Center for the Reproduction of Endangered Species. Until soils bearing embedded cysts of the Riverside fairy shrimp have been appropriately salvaged and stored, or vernal pool creation has been completed and embedded cysts have been appropriately salvaged and translocated to the created vernal pool(s), habitat-altering activities associated with Alternative D in these areas shall be avoided. LAWA shall be responsible for implementing construction avoidance measures for the six areas (EW009, EW012, EW013, EW014, EW015 and EW016) that would not be directly affected, as indicated in the Biological Opinion. Construction				

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	avoidance measures shall include implementation of construction avoidance measures, including BMPs required pursuant to the Standard Urban Stormwater Mitigation Plan and the LAX Stormwater Pollution Prevention Plan, and establishment of a buffer area around the six occupied areas retained on the LAX airfield (Figure F5-4). In addition, LAX operations personnel with vehicular access to the airfield operations area shall be apprised of these off-limit buffer areas annually. The construction avoidance measures shall be periodically inspected by LAWA, or its designee throughout construction to ensure the efficacy of the BMPs, and corrective action shall be undertaken as necessary to ensure that construction and operation of airport facilities do not result in adverse impacts to surface water quality. Soils containing embedded cysts of the Riverside fairy shrimp will not be translocated to the created vernal pool(s) until the vernal pool(s) is established and has met certain success criteria specified in the Biological Opinion. Success criteria for the created vernal pool(s) includes holding water for a minimum of 60 days, having less than 10 percent absolute cover of exotic herbaceous species in the pool(s), having less than 20 percent absolute cover of exotic herbaceous species with 300 feet of the area from limits of the pool, removal of all non-herbaceous plant species within the pool and 300 feet from the pool annually, and provide suitable water quality for the Riverside fairy shrimp. Duration of inundation, exotic species removal, and water quality analyses may be undertaken within the first year after vernal pool				

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	creation. The performance criteria for percent absolute cover of exotic herbaceous species within 300 feet of the area from limits of the pool may be redesignated by mutual agreement of FAA, LAWA and USFWS. Upon meeting success criteria and approval from the USFWS, soils containing embedded cysts of the Riverside fairy shrimp may be brought to the pool(s). LAWA shall make every effort to collect all cyst-bearing soils from the entire surface area of EW001, EW002, and EW006, however, it is expected that some small number of undetected individual cysts will remain in the soil. Soil containing the cysts shall be salvaged and translocated during the dry season to minimize damage to the cysts during transport. The soil shall be collected using a hand trowel, removed in chucks, and kept out of direct sunlight to ensure viability. Soil shall be stored in properly labeled boxes or bags with adequate ventilation. The soils shall then be redeposited and spread out in small basins or pool-like areas of similar size without active mechanical compaction to minimize potential damage to the cysts. Any potential indirect environmental impacts resulting from vernal pool construction activities shall be compliant with BMPs and terms and conditions stipulated by the permitting agencies. LAWA or its designee, in conjunction with the USFWS and a qualified wildlife biologist, shall also develop a program to monitor created habitat for the presence of Riverside fairy shrimp as described in the Vernal Pool Creation, Maintenance, and Monitoring Plan. As specified in the Biological Opinion, LAWA shall be				

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	responsible for implementing a monitoring and reporting program to demonstrate successful achievement of the performance standards for off-site relocation over a 25-year period: ◆ Monthly during the first year, following relocation of soils containing embedded cysts of the Riverside fairy shrimp ◆ Quarterly in the second, third, and fourth years, following relocation of soils containing embedded cysts of the Riverside fairy shrimp ◆ Biannually in the fifth, seventh, and ninth years, following relocation of soils containing embedded cysts of the Riverside fairy shrimp ◆ Annually in the tenth, fifteenth, twentieth, and twenty-fifth years, following relocation of soils containing embedded cysts of the Riverside fairy shrimp LAWA shall provide the USFWS with annual monitoring reports as specified in the Vernal Pool Creation, Maintenance, and Monitoring Plan. The monitoring report, due on September 1 of each specified monitoring year, shall provide information regarding the implementation of the vernal pool creation, restoration, and maintenance activities. The yearly report shall also discuss the effectiveness of the project as it pertains to the existing condition of the created vernal pool(s) and Riverside fairy shrimp population. To measure the effectiveness of the created vernal pool(s), the FAA and LAWA shall work with the USFWS to develop long-term goals and objectives as part of their habitat creation plan.				

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	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	Lastly, LAWA shall coordinate with the USFWS to create educational materials on the Riverside fairy shrimp for integration into LAWA's public outreach program. Educational opportunities regarding federally endangered Riverside fairy shrimp include public outreach in the form of an educational brochure made available through the LAWA Public Affairs Department, information provided on LAWA's Web site describing the ephemeral habitat required to support the species, and LAWA's outreach to local schools. Implementation of Mitigation Measure MM-ET-1 would provide for the replacement of 0.04 acres (1,853 square feet) of degraded wetland habitat containing embedded cysts of the Riverside fairy shrimp, with an estimated habitat value of 0.15; with 0.12 acres (5,559 square feet) of created vernal pool habitat with an estimated habitat value of 0.75 (see Table F5-11, Mitigation Land Evaluation Procedure for the Mitigation Site). By relocating embedded cysts to habitat restoration sites that are managed for the existence of the species, the opportunity for embedded cysts to complete the adult phase of their life cycle would be enhanced.				

Table F5-11

Mitigation Land Evaluation Procedure for the Mitigation Site

	Habitat Reference Sites	Riverside Fairy Shrimp Wetland Habitat Mitigation Site
Topography/Hydrology	**0.20**	**0.20**
Mound-Depression Microrelief	0.05	0.05
Native Soils w/Slope <10%	0.05	0.05
Areas w/Period of Inundation ≥30 days	0.05	0.05
Summer Desiccation	0.05	0.05
Flora	**0.20**	**0.20**
>10% Vegetative Cover	0.05	0.05
Native Grasses >10%	0.05	0.05
Vernal Pool Associated Species	0.05	0.05
Listed Vernal Pool Associated Species	0.05	0.05
Fauna	**0.20**	**0.15**
Dominated by Native Fauna (reproducing)	0.05	0.05
Grassland-Associated Species (reproducing)	0.05	0.05
Sensitive Vernal Pool-Associated Species (reproducing)	0.05	0.05
Listed Vernal Pool-Associated Species (reproducing)	0.05	0.00
Ecosystem Functional Integrity	**0.40**	**0.20**
Contiguous w/Wetland and State-designated Sensitive Terrestrial Habitat	0.10	0.00
Under Regulatory Conservation	0.10	0.10
Variety of Pollinator/Dispersal Mechanisms Present (Wind, Wildlife)	0.10	0.10
Contiguous Native Habitat >40 acres	0.10	0.00
Total Habitat Value (HV)	**1.00**	**0.75**

Source: Sapphos Environmental, Inc. 2003.

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Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-ET-3 **Monitoring Agency:** **LAWA**	**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.	Temporary construction impacts	Preconstruction/ construction	Once, upon execution of contracts, and periodically during construction	Inclusion of measure in construction contracts; Periodic reporting by construction monitor
	Energy Supply				
E-1 **Monitoring Agency:** **LAWA**	**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. LAWA will design new facilities to meet or exceed the prescriptive standards required under Title 24. Some of the energy conservation measures that LAWA may incorporate into the design of new buildings and airports facilities may include the use of energy-efficient building materials, energy-saving lighting systems, energy-efficient air-conditioning systems, energy-efficient water-heating systems, and	Avoid a substantial increase in energy consumption due to the development of new facilities	Prior to approval of building plans for each project involving new or substantially renovated buildings that consume electricity or natural gas	Once prior to approval of building plans	Approval of building plans by LADBS or LADPW, as appropriate

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	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	designed-in access for alternative means of surface transportation, including the Green Line and the APM. These energy conservation measures may be further improved upon as energy-saving design approaches and technologies develop.				
E-2 **Monitoring Agency:** **LAWA**	**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.	Potential for incompatibility and/or inefficiency of new utilities	Plan for each project to be completed prior to issuance of demolition permit, grading permit, building plans or B-Permit, whichever occurs first, as applicable	Once prior to issuance of applicable permit	Submittal of utility compatibility plan to the satisfaction of affected utilities
PU-1 **Monitoring Agency:** **LAWA**	**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. Prior to initiating construction of a Master Plan component, LAWA will prepare a construction evaluation to determine if the proposed construction will interfere with existing utility location or operation. LAWA will determine utility relocation needs and, for sites on LAX property, LAWA will develop a plan for relocating existing utilities as necessary before, during, and after construction of LAX Master Plan features. LAWA will implement the utility relocation program during construction of LAX Master Plan improvements.	Disturbance of existing utility lines/systems	Plan to be completed prior to issuance of demolition permit, grading permit, building permit or B-Permit, whichever occurs first, as applicable	Once prior to issuance of applicable permit	Submittal of utility relocation plan to the satisfaction of affected utilities

Mitigation Monitoring and Reporting Program
Master Plan Commitments and Mitigation Measures for the Crossfield Taxiway Project

	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
		Light Emissions			
LI-2 **Monitoring Agency:** **LAWA**	**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.	Avoidance of adverse glare effects on aviation and other sensitive uses	Prior to issuance of a building permit for each Master Plan project (excluding airfield projects)	Twice: Once during plan review and once during project construction, on a project-by-project basis	Sign-off on plans by LAWA prior to issuance of building permit and completion of site inspection for materials during construction
LI-3 **Monitoring Agency:** **LAWA**	**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. Plan reviews will also ensure, where feasible, that lighting is shielded and focused to avoid glare or unnecessary light spillover. In addition, LAWA or its designee will undertake consultation in selection of appropriate lighting type and placement, where feasible, to ensure that new lights or changes in lighting will not have an adverse effect on the natural behavior of sensitive flora and fauna within the Habitat Restoration Area.	Avoidance of adverse light and glare effects on aviation activities and other sensitive uses	Prior to issuance of any MEP permits or B-permits which include lighting	Once, during review of lighting plans on a project-by-project basis	Approval of lighting plans by LAWA prior to issuance of MEP permits or B-permits involving lighting
		Solid Waste			
SW-2 **Monitoring Agency:** **LAWA**	**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,	Indirect impacts to solid waste management facilities/capacity (i.e., increased use of recycled materials would reduce the amount of waste materials that would otherwise need to	Prior to issuance of RFP/RFB for each construction project	Once, upon approval of construction contract for each project	Confirmation that general contractor's bid includes usage of specified minimum percentage of recycled materials

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	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	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.	be managed/disposed of)			
SW-3 **Monitoring Agency:** **LAWA**	**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.	Indirect impacts to solid waste management facilities/capacity (i.e., recycling of demolition/construction wastes would reduce the amount of waste materials that would otherwise need to be managed/disposed of)	Prior to issuance of RFP/RFB for each construction project	Once, upon approval of construction contract for each project	Confirmation that general contractor's bid includes specified minimum percentage of demolition/construction waste to be recycled
	Construction Impacts				
C-1 **Monitoring Agency:** **LAWA**	**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. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means.	Traffic congestion and delays as they relate to the LAX Plan construction activities	Prior to issuance of any permits for first Master Plan project. Complete set of duties for this office will be established prior to issuance of any permit for a project that may significantly impact surface streets	Once, at establishment of LAWA's Construction Coordination Office	Establishment of Ground Transportation/Construction Coordination Office; Notification regarding duties, business hours, telephone numbers via the Internet and print media to the public

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	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	This office may undertake a variety of duties, including but not limited to: ◆ Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.; ◆ Work with airport police and the Los Angeles Police Department to enforce delivery times and routes; ◆ Establish staging areas; ◆ Coordinate with police and fire personnel regarding maintenance of emergency access and response times; ◆ Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the airport construction projects; ◆ Monitor and coordinate deliveries; ◆ Establish detour routes; ◆ Work with residential and commercial neighbors to address their concerns regarding construction activity; and ◆ Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.				
C-2 **Monitoring Agency:** **LAWA**	**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.	Traffic congestion and delays as they relate to the LAX Plan construction activities	Prior to commencement of construction for each project	As required by arrival of new personnel	Contractor certification; signatures of orientation attendees

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	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	Hazardous Materials				
HM-1 **Monitoring Agency:** **LAWA**	**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. For sites currently on LAX property, LAWA will work with tenants to ensure that, to the extent possible, remediation is complete prior to the construction. If remediation must be interrupted to allow for Master Plan-related construction, LAWA will notify and obtain approval from the regulatory agency with jurisdiction, as required, and will evaluate whether new or increased monitoring will be necessary. If it is determined that contamination has migrated during construction, temporary measures will be taken to stop the migration. As soon as practicable following completion of construction in the area, remediation will be reinstated, if required by the Regional Water Quality Control Board (RWQCB) or another agency with jurisdiction. In such cases, LAWA will coordinate the design of the Master Plan component and the re-design of the remediation systems to ensure that they are compatible and to ensure that the proposed remediation system is comparable to the system currently in place. If it is determined during the pre-construction evaluation that construction will preclude reinstatement of the remediation effort, LAWA will obtain approval to initiate construction from the agency with jurisdiction.	Potential for construction activities to interfere with existing soil or groundwater remediation efforts	Prior to initiation of construction of each Master Plan project	Once prior to construction of each Master Plan project	Preparation of Construction Compatibility Assessment/Plan. If remediation will be disrupted by construction, approval of the Construction Compatibility Assessment/Plan will require the necessary approvals from RWQCB, DTSC, and LAFD, as appropriate

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	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	For properties to be acquired as part of the Master Plan, LAWA will evaluate the status of all existing soil and groundwater remediation efforts. As part of this evaluation, LAWA will assess the projected time required to complete the remediation activities and will coordinate with the land owner and the agency with jurisdiction to ensure that remediation is completed prior to scheduled demolition and construction activities, if possible. In cases where remediation cannot be completed prior to demolition and construction activities, LAWA will undertake the same steps required above, namely, an evaluation of the need to conduct monitoring; implementation of temporary measures to stop migration, if required; and reinstatement of remediation following completion of construction, if required.				
HM-2 **Monitoring Agency:** **LAWA**	**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. As part of this program, LAWA will identify the nature and extent of contamination in all areas where excavation, grading, and pile-driving activities are to be performed. LAWA will notify the appropriate regulatory agency when contamination has been identified. If warranted by the extent of the contamination, as determined by the regulatory agency with jurisdiction, LAWA will	Potential for encountering hazardous materials/waste during construction activities	Prior to initiation of construction of first Master Plan project	Once prior to construction of first Master Plan project	Preparation of Hazardous Materials/Wastes Management Plan

Mitigation Monitoring and Reporting Program
Master Plan Commitments and Mitigation Measures for the Crossfield Taxiway Project

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	conduct remediation prior to initiation of construction. Otherwise, LAWA will incorporate provisions for the identification, segregation, handling and disposal of contaminated materials within the construction bid documents. In addition, LAWA will include a provision in all construction bid documents requiring all construction contractors to prepare site-specific Health and Safety Plans prior to the initiation of grading or excavation. Each Health and Safety Plan would include, at a minimum, identification/description of the following: site description and features; site map; site history; waste types encountered; waste characteristics; hazards of concern; disposal methods and practices; hazardous material summary; hazard evaluation; required protective equipment; decontamination procedures; emergency contacts; hospital map and contingency plan. In the event that any threshold of significance listed in the Hazardous Materials section of the EIS/EIR for the LAX Master Plan is exceeded due to the discovery of soil or groundwater contaminated by hazardous materials or if previously unknown contaminants are discovered during construction or a spill occurs during construction, LAWA will notify the lead agency(ies) with jurisdiction and take immediate and effective measures to ensure the health and safety of the public and workers and to protect the environment, including, as necessary and appropriate, stopping work in the affected area until the appropriate agency has been notified.				

Mitigation Monitoring and Reporting Program
Master Plan Commitments and Mitigation Measures for the Crossfield Taxiway Project

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
Water Use					
W-1 **Monitoring Agency:** **LAWA**	**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.	Reduce demands for, and use of, potable water	Prior to approval of building plans for each project involving new or substantially renovated buildings that use water, and prior to approval of landscaping plans	Once, prior to approval of plans for affected project	Approval of plans for affected project
Fire Protection					
FP-1 **Monitoring Agency:** **LAWA**	**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, and listed below: ◆ *Emergency Access.* During Plot Plan development and the construction phase, LAWA will coordinate with LAFD to ensure that access points for off-airport LAFD personnel and apparatus are maintained and strategically located to support timely access. In addition, at least two different ingress/egress roads for each	Avoidance of compromised fire prevention and protection	Prior to issuance of building permits or B-permits	Once, upon sign-off of plans for each project	LAFD sign-off on plans prior to issuance of building permits or prior to issuance of B-permit for street improvements

Mitigation Monitoring and Reporting Program
Master Plan Commitments and Mitigation Measures for the Crossfield Taxiway Project

	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	area, which will accommodate major fire apparatus and will provide for major evacuation during emergency situations, will be provided. ◆ *Fire Flow Requirements.* Proposed Master Plan development will include improvements, as needed, to ensure that adequate fire flow is provided to all new facilities. The fire flow requirements for individual Master Plan improvements will be determined in conjunction with LAFD and will meet, or exceed, fire flow requirements in effect at the time. ◆ *Fire Hydrants.* Adequate off-site public and on-site private fire hydrants may be required, based on determination by the LAFD upon review of proposed plot plans. ◆ *Street Dimensions.* New development will conform to the standard street dimensions shown on the applicable City of Los Angeles Department of Public Works Standard Plan. ◆ *Road Turns.* Standard cut-corners will be used on all proposed road turns. ◆ *Private Roadway Access.* Private roadways that will be used for general access and fire lanes shall have at least 20 feet of vertical access. Private roadways will be built to City of Los Angeles standards to the satisfaction of the City Engineer and the LAFD. ◆ *Dead-End Streets.* Where fire lanes or access roads are provided, dead-end streets will terminate in a cul-de-sac or other approved turning area. No fire lane shall be greater than 700 feet in length unless secondary access is provided.				

Mitigation Monitoring and Reporting Program
Master Plan Commitments and Mitigation Measures for the Crossfield Taxiway Project

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	◆ *Fire Lanes.* All new fire lanes will be at least 20 feet wide. Where a fire lane must accommodate a LAFD aerial ladder apparatus or where a fire hydrant is installed, the fire lane will be at least 28 feet wide. ◆ *Building Setbacks.* New buildings will be constructed no greater than 150 feet from the edge of the roadways of improved streets, access roads, or designated fire lanes. ◆ *Building Heights.* New buildings exceeding 28 feet in height may be required to provide additional LAFD access. ◆ *Construction/Demolition Access.* During demolition and construction activities, emergency access will remain unobstructed. ◆ *Aircraft Fire Protection Systems.* Effective fire protection systems will be provided to protect the areas beneath the wings and fuselage portions of large aircraft. This may be accomplished by incorporating foam-water deluge sprinkler systems with foam-producing and oscillating nozzle (per NFPA 409, aircraft hangars for design criteria).				

Mitigation Monitoring and Reporting Program
Master Plan Commitments and Mitigation Measures for the Crossfield Taxiway Project

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
PS-1 **Monitoring Agency:** **LAWA**	**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.	Avoidance of compromised fire prevention and protection	Prior to any Master Plan activities affecting on-airport fire and police facilities	Once, upon completion of Fire and Police Facility Relocation Plan; as necessary during relocation process	Completion of Fire and Police Facility Relocation Plan
PS-2 **Monitoring Agency:** **LAWA**	**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.	Avoidance of compromised fire prevention and protection	Prior to any Master Plan activities affecting on-airport police and fire facilities	On-going during early design phase	Approval of facility program requirements by involved agencies

Mitigation Monitoring and Reporting Program
Master Plan Commitments and Mitigation Measures for the Crossfield Taxiway Project

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
Law Enforcement					
LE-2 **Monitoring Agency:** **LAWA**	**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.	Unsafe facility/architectural design	Prior to issuance of building permits for each Master Plan project	Once, prior to issuance of building permits for each project	Plan sign-off by LAWAPD and LAX Detail

Mitigation Monitoring and Reporting Program
CFTP-Specific Mitigation Measures

CFTP-Specific Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
Historical/Architectural and Archaeological/Cultural Resources					
MM-HA (CFTP)-1 **Monitoring Agency:** **LAWA**	**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. As defined in the ATP, areas are not subject to archaeological monitoring if they contain redeposited fill or have previously been disturbed. The CRM will compare the known depth of redeposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans. If the CRM determines that the proposed project site is subject to archaeological monitoring, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of inspection shall be defined based on consultation with the archaeologist. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds.	Potential to unexpectedly encounter and impact subsurface archaeological resources, including Native American remains, during grading and excavation associated with construction of the CFTP	Prior to initiation of grading and/or excavation activities associated with the construction of the CFTP	As per the Cultural Resource Monitor determining proposed project area being subject to archaeological monitoring, the extent and frequency of inspection shall be defined based on consultation with the archeologist	Conformance with LAX Master Plan Archaeological Treatment Plan

Mitigation Monitoring and Reporting Program
CFTP-Specific Mitigation Measures

CFTP-Specific Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
Paleontological Resources					
MM-PA (CFTP)-1 **Monitoring Agency:** **LAWA**	**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. If the project site is determined to exhibit a high potential for subsurface resources, paleontological monitoring will be conducted in accordance with the procedures stipulated in the PMTP. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP. In the event that paleontological resources are discovered, the procedures outlined in the PMTP for the identification of resources will be followed.	Potential to unexpectedly encounter and impact subsurface paleontological resources during grading and excavation associated with construction of the CFTP	Prior to initiation of grading and/or excavation activities associated with the construction of the CFTP	As per the professional paleontologist determining proposed project area being subject to paleontological monitoring, the extent and frequency of inspection shall be defined based on procedures outlined in the PMTP	Conformance with LAX Master Plan Paleontological Management Treatment Plan
MM-PA (CFTP)-2 **Monitoring Agency:** **LAWA**	**Construction Personnel Briefing**: In accordance with the PMTP, construction personnel will be briefed by the consulting paleontologist in the identification of fossils or fossilferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.	Potential to unexpectedly encounter and impact subsurface paleontological resources during grading and excavation associated with construction of the CFTP	Prior to initiation of grading and/or excavation activities associated with the construction of the CFTP	Once	Completion of briefing of construction personnel on identification of fossils or fossilferous deposits and notification procedures in accordance with the PMTP

Mitigation Monitoring and Reporting Program
CFTP-Specific Mitigation Measures

	CFTP-Specific Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	Biotic Communities				
MM-BC (CFTP)-1 **Monitoring Agency:** **LAWA**	**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. A qualified Seed Collector shall monitor the tarplant phenology to determine the appropriate timing for seed collection. Tarplant seed shall be collected from all tarplants within the impact area, which shall be delineated in the field with lath and flagging by a Qualified Biologist. The Biologist shall ensure that seed shall only be collected from plants that will be impacted by the CFTP. Upon completion of seed collection, the seed collector shall clean the seeds to prepare for the seeding effort. A mitigation plan shall be developed at a level of detail necessary for successful program implementation by a Landscape Contractor. The detailed program shall contain the following items: ◆ *Responsibilities and qualifications of the personnel to implement and supervise the plan.* The plan shall specify the responsibilities and qualifications of the personnel who will supervise and implement the mitigation plan, including LAWA, Technical Specialists, and Maintenance Personnel.	Impacts on the loss of the southern tarplant individuals	Preparation of a special status plant mitigation program prior to relocation/ construction of the existing American Airlines employee parking lot	As per special status plant mitigation program for southern tarplant resources; Regular site visits (i.e. monthly, quarterly) for no more than 5 years or until germination, flowering and seed set of at least 29 individuals (100 percent of the original population size)	Preparation of special status plant mitigation program; Periodic Monitoring Report

Mitigation Monitoring and Reporting Program
CFTP-Specific Mitigation Measures

	CFTP-Specific Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	◆ *Site selection.* The site for the mitigation shall be determined in coordination with LAWA, and shall be located in a suitable area within the boundaries of LAX. The appropriate site shall consist of approximately 0.14 acre and shall have suitable hydrology, soils, and other factors necessary for the establishment of the southern tarplant. Such suitable sites exist within the boundaries of LAX, including but not limited to areas within LAX Northside and in the southwestern portion of the airport, west of the south airfield complex. ◆ *Site preparation and planting implementation.* The plan shall include specifications for seed collection and storage and guidelines for on-site preparation. The guidelines shall contain specifications for (1) existing native species protection; (2) trash and weed removal; (3) soil treatments (e.g., imprinting and decompacting); (4) temporary irrigation installation as needed; (5) erosion control measures (e.g., rice or willow wattles); and (6) seed application. ◆ *Schedule.* A schedule shall be developed, which includes planting, to occur in late fall and early winter (between October and January 30). ◆ *Maintenance plan/guidelines.* A three to five year maintenance plan shall include (1) weed control; (2) herbivory control; (3) trash removal; (4) irrigation system maintenance; (5) maintenance training; and (6) replacement seeding, if necessary. Ten percent of the original seed collected shall be stored in the event it is needed for replacement seeding.				

Mitigation Monitoring and Reporting Program
CFTP-Specific Mitigation Measures

CFTP-Specific Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	◆ *Monitoring plan.* The monitoring plan shall include the following success criteria: - Germination, flowering and seed set of at least 17 individuals (60 percent of the original population size) in year one; - Germination, flowering and seed set of at least 23 individuals (80 percent of the original population size) by year three; - Germination, flowering and seed set of at least 29 individuals (100 percent of the original population size) by year five. If these success criteria are not met, or are unlikely to be met within the required time periods, remedial measures will be required. This plan may include qualitative and quantitative monitoring. Qualitative monitoring includes site visits at regular intervals (i.e., monthly, quarterly, etc.) to determine the overall general performance of the site and maintenance needs. Quantitative monitoring is conducted on an annual basis and includes data collection specific to the performance standards established in the monitoring plan. *Long-term preservation.* Long-term preservation of the site shall also be outlined in the conceptual mitigation plan to ensure that future development does not impact the mitigation site.				