



Terminals 2 & 3 Modernization (Delta Sky Way)
Mitigation Monitoring and Reporting Program
2021 Annual Progress Report

Prepared by Los Angeles World Airports
The Development Group
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Terminals 2 & 3 Modernization (Delta Sky Way)

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Introduction

Terminals 2 & 3 Modernization (Delta Sky Way)

The California Environmental Quality Act (CEQA) requires the adoption of a Mitigation Monitoring and Reporting Program (MMRP) to report on environmental impacts associated with a development project. The adopted MMRP describes the procedures for the implementation of a project's mitigation measures.

The primary purpose of this report is to document and report on the status of the current and recently completed mitigation measures set forth in the adopted MMRP for the period from **January 1, 2021 through December 31, 2021**.

**To view the project's adopted MMRP and previous annual progress reports, please visit <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program>.

Project Background

Terminals 2 & 3 Modernization (Delta Sky Way)

The Terminals 2 & 3 Modernization Project (also known as “Delta Sky Way”) is a tenant-initiated project that will modernize two terminals and add approximately 830,000 square feet of new building space. The project will provide additional space for ticketing, passenger and baggage check-in, and security screening. The Terminals 2 & 3 Modernization Project will ease passenger congestion and provide enhanced connectivity between the two terminals – both within the ticketing and check-in portion as well as post-security screening.



MMRP Summary Table Overview

Terminals 2 & 3 Modernization (Delta Sky Way)

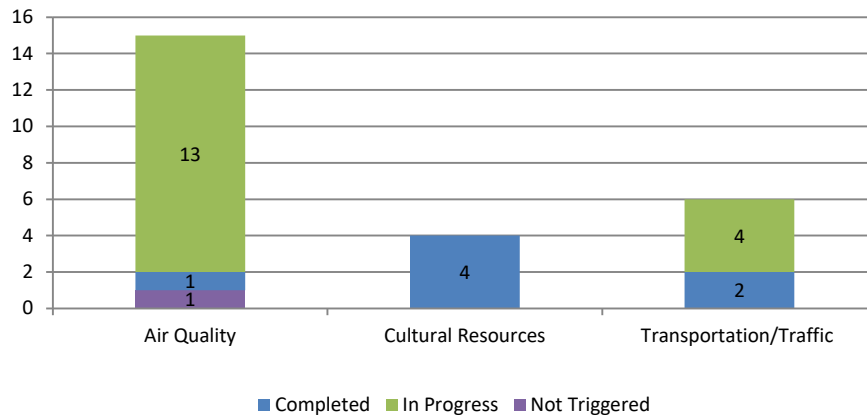
The MMRP Summary Table provides an overview of the progress of the implementation of mitigation measures during the reporting period. The following are included in the table:

- **Resource Category** – lists the environmental factor/resource category
- **Measure ID** – lists the mitigation number as identified in the project’s MMRP
- **Status** – the following categories state the progress of the implementation at time of reporting:
 - **Completed:** Mitigation measure was completed during this reporting period.
 - **In Progress:** Mitigation measure was implemented or is ongoing during the reporting period.
 - **Not Triggered:** Mitigation measure was not triggered during the reporting period. These measures may be triggered in future reporting periods.

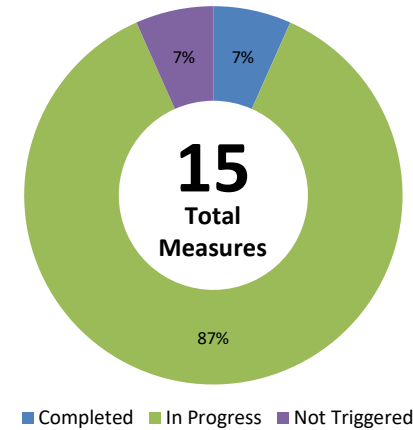
Air Quality

Terminals 2 & 3 Modernization (Delta Sky Way)

Number of Mitigation Measures by CEQA Resource Category (25 Total)



Status of Air Quality Mitigation Measures



| Measure ID | Overview | Status | Summary of Compliance |
|------------|--|-------------|--|
| LAX-AQ-1b | Cover or treat all ground surfaces | In Progress | Unpaved ground surfaces are periodically watered in order to minimize dust on the airfield. Most of the airside apron base areas were paved during the reporting period. Additionally, the contractor uses asphalt grindings for dust control at the project's laydown area. No violations were noted during the reporting period. |
| LAX-AQ-1c | Lay building pads/install roadways, sidewalks, etc. as soon as practical | In Progress | Most of the airside apron base areas were paved during the reporting period. |
| LAX-AQ-1d | Prohibit idling/queuing of diesel-fueled vehicles in excess of 5 minutes | In Progress | Several instances of equipment idling for more than five minutes were noted during the reporting period. The contractor was immediately notified and either shut the equipment down or reengaged it into active use if they were on-site. |

Air Quality (cont.)

Terminals 2 & 3 Modernization (Delta Sky Way)

| Measure ID or | Overview | Status | Summary of Compliance |
|---------------|---|-------------|---|
| LAX-AQ-1e | Outfit construction diesel-fueled equipment with the best available emission control devices | In Progress | The contractor submitted equipment lists to LAWA for review and approval. Two hundred and seventy-one (271) pieces of on- and off-road equipment including three (3) Portable Equipment Registration Program (PERP) pieces of equipment were approved during the reporting period. |
| LAX-AQ-1g | Have construction employees' work/commute during the off-peak hours to the extent feasible | In Progress | The standard work hour period for the contractor's employees is Monday through Friday 5:00 a.m. to 1:00 p.m., which avoids peak commute hours. Peak commuter traffic periods are defined as 7:00 a.m. – 9:00 a.m. and 4:30 p.m. – 6:30 p.m. No violations were noted during the reporting period. |
| LAX-AQ-1h | Make on-site lunch trucks available during construction | In Progress | Lunch trucks were available to construction workers on a regular basis in airside areas near the project site during the 2021 reporting period. |
| LAX-AQ-1j | Provide electricity from the electric grid and portable generators using clean-burning diesel | In Progress | The project site has access to grid power from the nearby terminal and apron areas. When portable generators were utilized, "clean diesel" fuel (i.e., sulfur content less than 15 ppm) was used. |
| LAX-AQ-1m | Designate a person(s) to ensure implementation of all construction-related measures | In Progress | The contractor hired and designated an individual dedicated to monitoring the implementation of all construction-related measures. This individual works with LAWA monitors to address compliance issues. |

Air Quality (cont.)

Terminals 2 & 3 Modernization (Delta Sky Way)

| Measure ID | Overview | Status | Summary of Compliance |
|------------|---|-------------|--|
| LAX-AQ-1n | Locate rock-crushing operations and laydown/stockpile areas away from LAX-adjacent residents, to the extent possible | In Progress | The project's assigned laydown/stockpile area is located near the intersection of Westchester Parkway and Sepulveda Westway, which is over 1,000 feet from the nearest residential land use. Rock crushing operations did not occur during the reporting period. |
| LAX-AQ-1o | On-road trucks 14,001lbs or more must comply with USEPA 2010 on-road standards for PM10 and NOx | In Progress | The contractor submitted equipment lists to LAWA for review and approval. Twenty-three (23) pieces of on-road trucks were approved during the reporting period. No exceptions were granted by LAWA. |
| LAX-AQ-1p | Off-road diesel-powered construction equipment greater than 50 horsepower shall meet minimum USEPA Tier 4 (final) off-road emission standards | In Progress | The contractor submitted equipment lists to LAWA for review and approval. Two hundred and forty-eight (248) pieces of off-road construction equipment plus three (3) Portable Equipment Registration Program (PERP) pieces of equipment were granted approval status by LAWA. No exceptions were granted by LAWA. Several unauthorized pieces of off-road equipment were observed on-site. The contractor was notified and subsequently removed the equipment from the project site. |
| LAX-AQ-1q | LAX-AQ-1o and LAX-AQ-1p above shall apply unless exceptions are granted | In Progress | Zero (0) exceptions were granted by LAWA during the reporting period. |

Air Quality (cont.)

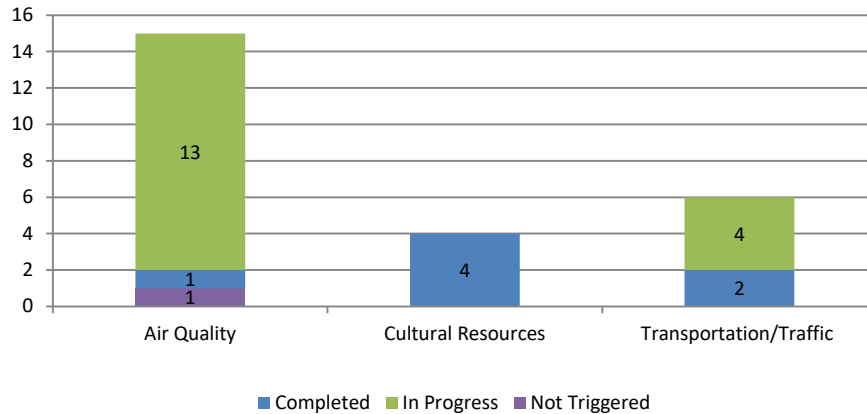
Terminals 2 & 3 Modernization (Delta Sky Way)

| Measure ID | Overview | Status | Summary of Compliance |
|-----------------|---|-------------|--|
| MM-AQ (T2/T3)-1 | Renewable diesel fuel requirement for construction equipment and on-road trucks | In Progress | <p>During the first several months of 2021, the contractor fell behind on meeting the requirement for use of renewable diesel fuel. LAWA notified and met with the tenant and contractor to address the non-compliance. A comprehensive corrective action plan designed to achieve one hundred (100) percent usage of renewable diesel fuel was then set up for the project. The plan included installation and maintenance of an on-site fuel storage tank containing only renewable diesel fuel for localized fueling of equipment, and the use of a commercial mobile fueler(s), which is/are a company(s) that comes on-site to fuel individual pieces of equipment that will provide only renewable diesel fuel. With the corrective action plan being fully implemented by June 2021, providing the means to achieve 100 percent renewable diesel usage for the remainder of the year, the project was able to achieve a year-end total of 69 percent of the total diesel fuel demand for 2021 being met by renewable diesel fuel.</p> |

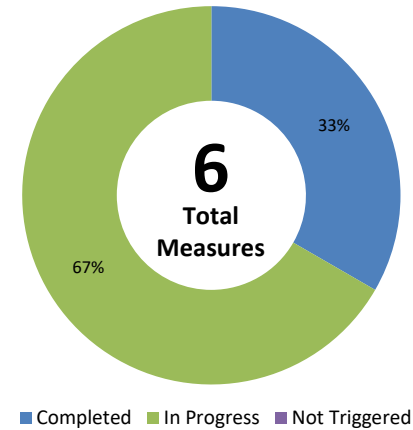
Transportation/Traffic

Terminals 2 & 3 Modernization (Delta Sky Way)

Number of Mitigation Measures by CEQA Resource Category (25 Total)



Status of Transportation/Traffic Mitigation Measures



| Measure ID | Overview | Status | Summary of Compliance |
|------------|---|-------------|--|
| LAX-ST-1a | Construction Deliveries [with Lane Closures Shall Receive prior Approval from CALM] | In Progress | Construction deliveries are coordinated with the LAWA Coordination and Logistics Management (CALM) team and implemented through Area Shutdown Requests (ASR). Approximately thirty-nine (39) ASRs were issued for the project during the reporting period. |
| LAX-ST-1b | Designated Truck Delivery Hours [Shall be Scheduled During Off-Peak Hours] | In Progress | During the reporting period, construction deliveries and hauling mostly occurred during off-peak hours. Three (3) waivers were granted for concrete pouring. Several violations were noted during the reporting. |

Transportation/Traffic (cont.)

Terminals 2 & 3 Modernization (Delta Sky Way)

| Measure ID | Overview | Status | Summary of Compliance |
|------------|---|-------------|---|
| LAX-ST-1c | Construction Employee Shift Hours [Shall Avoid Peak Commuter Traffic Periods] | In Progress | The standard work hour period for the contractor's employees is Monday through Friday 5:00 a.m. to 1:00 p.m., which avoids peak commute hours. Peak commuter traffic periods are defined as 7:00 a.m. – 9:00 a.m. and 4:30 p.m. – 6:30 p.m. No violations were noted during the reporting period. |
| LAX-ST-1d | Designated Truck Routes | In Progress | Approved truck routes were used by the contractor. No violations were noted in 2021. |

Appendix A

Measures Completed Prior to 2021

Appendix A

Measures Completed Prior to 2021

Appendix A provides a list of mitigation measures that were completed prior to the 2021 reporting period. For more information on these measures, please see previous annual progress reports .

| Measure ID | Resource Category | Overview |
|------------|------------------------|--|
| LAX-AQ-1a | Air Quality | Post signage for dust complaints |
| LAX-AR-1 | Cultural Resources | LAWA Archaeological Treatment Plan conformance |
| LAX-AR-2 | Cultural Resources | Archaeological resources briefing |
| LAX-PR-1 | Cultural Resources | LAWA Paleontological Management Treatment Plan conformance |
| LAX-PR-2 | Cultural Resources | Paleontological resources briefing |
| LAX-ST-1f | Transportation/Traffic | Stockpile Locations |
| LAX-ST-1g | Transportation/Traffic | Construction Employee Parking Locations |

Appendix B

Measures Not Triggered in 2021

Appendix B

Measures Not Triggered in 2020

Appendix B provides a list of mitigation measures that were not triggered during the 2021 reporting period. However, these mitigation measures will be reported on in future progress reports.

| Measure ID | Resource Category | Overview |
|------------|-------------------|---|
| LAX-AQ-1i | Air Quality | Utilize on-site rock crushing facility, when feasible |