

LAX MASTER PLAN

**MITIGATION MONITORING AND
REPORTING PROGRAM (MMRP)**

2019 ANNUAL PROGRESS REPORT



*Cover Photo By:
Nancy Price, LAW A*

PUBLISHED JUNE 2020

LOS ANGELES INTERNATIONAL AIRPORT (LAX)

MASTER PLAN PROGRAM

**MITIGATION MONITORING AND REPORTING PROGRAM
(MMRP)**

2019 ANNUAL PROGRESS REPORT

Prepared by

**Los Angeles World Airports
Environmental Programs Group**

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LAX Master Plan MMRP Documents

LAX Master Plan MMRP as adopted December 2004, BWP MMRP dated September 2009, WAMA MMRP dated February 2014, and MSC MMRP dated June 2014

For a copy of these MMRPs, reference Los Angeles World Airports (LAWA) Website <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program>, LAX Master Plan Documents

Disclaimer: LAWA obtained data from a variety of sources to generate this report. The reporting team did not have access to each individual primary document and thus was not able to verify all data sets fully against the source documents.

1 Project Background

On December 7, 2004, the Los Angeles City Council certified the LAX Master Plan Final Environmental Impact Report (FEIR) and related entitlements for future development of LAX and adopted the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP). The 2004 MMRP is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. Following certification of the LAX Master Plan FEIR, the Los Angeles City Council certified a number of project-level EIRs for individual Master Plan components, including the South Airfield Improvement Project (SAIP) (certified on January 11, 2006), Crossfield Taxiway Project (CFTP) (certified on February 9, 2009), Bradley West Project (BWP) (certified on October 14, 2009), West Aircraft Maintenance Area (WAMA) Project (certified on April 1, 2014), and Midfield Satellite Concourse (MSC) Project (certified on July 21, 2014). The Board of Airport Commissioners (BOAC) and the Los Angeles City Council adopted MMRPs for these projects to mitigate or avoid potentially significant effects on the environment during construction of these projects. As a result, current project-specific mitigation measures are included in this report for the BWP (baggage optimization component), WAMA project (Delta Air Lines hangar and associated Ground Support Equipment Facility), and the MSC project (North Concourse and associated improvements, including the gateway and far east tunnel). Los Angeles World Airports (LAWA) previously completed the mitigations for the SAIP and CFTP.

This report provides a status update on applicable mitigation activities, policies, and programs that were implemented by LAWA to ensure compliance with mitigation measures identified in the LAX Master Plan FEIR and subsequent environmental documents tiered from the FEIR. This report covers the period January 1, 2019 through December 31, 2019. Separate tables are provided for mitigation measures where no action was required during the reporting period for on-going or in-progress measures, and for measures completed during the 2019 reporting period. Tables showing measures completed in prior reporting periods, and measures that are no longer applicable are in Appendices A through D.

2 Non-Project Specific Mitigation Measures for Reporting Period

The LAX Master Plan MMRP contains a number of general/non-project specific mitigation measures associated with the LAX Master Plan. The LAX Master Plan MMRP as adopted December 2004, is available online under LAX Master Plan Documents at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program>. This section addresses those non-project specific mitigation measures that were implemented in 2019. Measures are shown by resource and mitigation measure as presented in the MMRPs.

Table 2-1 Summary of General Mitigation Measures in the 2019 Monitoring Period for Which No Action is Required at this Time		
Mitigation Measure		Status
LAND USE		
MM-LU-2	Incorporate Residential Dwelling Units Exposed to Single Event Awakenings Threshold into Aircraft Noise Mitigation Program	<p>LAWA produced the N94 contour for 2015 (2015 N94 contour) under the LAX Master Plan to identify any newly impacted incompatible residential properties for inclusion in the Airport Noise Mitigation Program (ANMP).</p> <p>For the Cities of Los Angeles and El Segundo, and the County of Los Angeles, all dwelling units within the 2015 N94 contour are already included in the ANMP, based on the current Program Boundary (2020 Noise Exposure Map 65 dB CNEL contour).and FAA-approved Block Rounding areas..</p> <p>Within the City of Inglewood, there are several parcels located within the 2015 N94 contour that are not included in the City of Inglewood's acquisition program. All of these parcels are in close proximity to the current Program Boundary, but the City of Inglewood did not include them in their FAA-approved Block Rounding areas because these properties are planned for industrial or commercial uses and are not eligible for sound insulation.</p> <p>If the City of Inglewood wishes to include residential properties (planned for industrial or commercial use) in an acquisition program, eligibility will be evaluated at that time, based on current FAA-eligible contours.</p>

Table 2-2 Summary of General Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
NOISE		
AQ-2	School Air Filters	In 2018, LAWA requested FAA clarification on whether LAWA could fund this measure consistent with revenue diversion rules. LAWA has not yet received a formal response.
N-1	Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program (ANAP)	LAWA complied with this commitment in 2019 by maintaining the LAX Aircraft Noise Abatement Program (ANAP) and submitting Quarterly Reports to the County of Los Angeles.
LAND USE		
MM-LU-1	Implement Revised Aircraft Noise Mitigation Program0	<p>The ANMP describes ongoing LAWA efforts to convert existing incompatible land uses surrounding LAX to compatible land uses through the implementation of two noise mitigation strategies: (1) sound insulation of structures; and (2) acquisition of property followed by the conversion of incompatible land use to compatible land use. The ANMP implementation reduces adverse noise impacts and achieves airport standards as set forth in Title 21 of the California Code of Regulations. LAWA also periodically submits ANMP reports to the State of California as a condition of LAWA's Variance as LAWA continues working to achieve land use compatibility.</p> <p>LAWA completed the soundproofing program for the City of Los Angeles in 2014, LAWA continues to fund and oversee residential sound insulation programs implemented by the City of Inglewood and County of Los Angeles. LAWA also continues to convert incompatible land use to compatible land use through the Residential Acquisition Program.</p>
ENVIRONMENTAL JUSTICE		
EJ-1	Aviation Curriculum	LAWA regularly coordinates with local school districts to develop aviation-related curriculum. In 2019, LAWA continued working with local schools to offer an aviation program that includes information about aviation careers, aviation business education, and job shadow components. These schools included Orville Wright Middle School in Westchester; Children of Promise middle school and Inglewood High (School in Inglewood; and Hawthorne High School. Also in 2019, LAWA continued coordinating aviation-related activities with Thirty-Second Street Elementary and Normandie Elementary Schools in South Los

Table 2-2 Summary of General Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report														
Mitigation Measure		Status												
		Angeles, and La Tijera Elementary School in Inglewood.												
EJ-2	Aviation Academy	<p>LAWA's Aviation Career Education (ACE) Academy is a free, week-long motivational program to provide seventh and eighth grade, and high school students in communities surrounding LAX, including El Segundo, Hawthorne, Inglewood, Lennox, South Los Angeles, and Westchester/Playa del Rey, with a basic understanding of career opportunities within the aviation industry, as well as a general knowledge about LAX. Thirty-five (35) local students participated in the program during the summer of 2019.</p> <p>In 2019 LAX hosted its fourth Aviation Career Day with 1,000 attendees from the Los Angeles Unified School District, El Segundo, Centinela Valley (Hawthorne), Culver City, Inglewood, and Torrance Unified School Districts for a career fair aimed at female students that focused on women in non-traditional careers.</p>												
EJ-3	Job Outreach Center Construction and Other LAX-Related Job Outreach	<p>The First Source Hiring Program (FSHP) provides residents from the communities immediately surrounding the airport and those most impacted by airport operations – South Los Angeles, El Segundo, Hawthorne, Inglewood, and Lennox access to airport jobs. FSHP focuses much of its outreach in these areas.</p> <p>FSHP works closely with local Community Organizations such as Work Source Centers, One-Stop Centers, and faith-based organizations to promote airport jobs for LAX employers. FSHP provides training to these organizations on how to apply for jobs at LAX and what is needed to obtain a job with LAX employers. FSHP also promotes jobs through its website www.jobsatlax.org. During 2019, FSHP activity was as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>2019</th> </tr> </thead> <tbody> <tr> <td>Job Openings</td> <td>4,559</td> </tr> <tr> <td>Registered Job Seekers</td> <td>12,124</td> </tr> <tr> <td>Website Visits</td> <td>185,554</td> </tr> <tr> <td>LAX Employers</td> <td>219</td> </tr> <tr> <td>Community Partners</td> <td>123</td> </tr> </tbody> </table>		2019	Job Openings	4,559	Registered Job Seekers	12,124	Website Visits	185,554	LAX Employers	219	Community Partners	123
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Table 2-2 Summary of General Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
		More information on the FSHP can be found on the Jobs@LAX website at www.jobsatlax.org or via email at businessandjobs@lawa.org .
EJ-3	Job Outreach Center Community Job Database	<p>LAWA's FSHP has an online website www.jobsatlax.org. The website allows airport employers to have their jobs automatically or manually posted to the website from their company website.</p> <p>LAWA's Business Jobs and Social Responsibility (BJSR) Division works closely with local Community Organizations such as Work Source Centers, One-Stop Centers, and faith-based organizations to promote airport jobs for LAX employers. FSHP provides training to these organizations on how to apply for jobs at LAX and what is needed to obtain a job at LAX.</p>
EJ-3	Job Outreach Center MBE/DBE & SBE Business Outreach	<p>In collaboration with the Procurement Services Division, LAWA's BJSR Division conducts a monthly workshop, "Doing Business with LAW A". In 2019, approximately 142 business representatives attended the monthly workshops.</p> <p>In October 2012, the Board of Airport Commissioners (BOAC) adopted the Small Business Enterprise (SBE) program to replace the Minority/Women/Other Business Enterprise (M/W/OBE) program. The Procurement Services Division, in conjunction with the project team, sets a SBE goal for each contract over \$150,000. The selected contractor submits a SBE participation pledge that they must meet or exceed. There is a penalty if the contractor fails to meet the mandatory pledged percentage. Also, LAW A still monitors the MBE/WBE participation of all prime contractors. In addition, the federal Airport Concessions Disadvantaged Business Enterprise (ACDBE) program is included in LAW A's concession agreements, as required by the FAA. This program offers contracting opportunities at airports for certified disadvantage businesses with at least 51 percent ownership by a socially or economically disadvantaged individual(s).</p>
EJ-4	Community Mitigation Monitoring	LAW A continues to provide stakeholders with direct access to applicable LAX Master Plan projects through its website at https://www.lawa.org/en/lawa-our-lax .

Table 2-2 Summary of General Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
BIOTIC COMMUNITIES		
MM-BC-1	Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area Construction Avoidance	WAMA Delta Hangar construction is within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area. Construction in 2019 continued to avoid the El Segundo Blue Butterfly Habitat Restoration Area and watering or other dust control measures were implemented (see MM-ET-3 below and LAX-AQ-1 and LAX-AQ-2b in Table 4-2 below)..
MM-BC-8	Replacement of Habitat Units	<p>In 2019, LAWA’s targeted weed abatement in the northernmost portion of the Dunes resulted in the removal of invasive plant species in approximately 15 acres. In addition, LAWA held 15 Friends of the LAX Dunes (FOLD) events. A total of 774 volunteers removed nearly 9,000 pounds of non-native and invasive vegetation in targeted areas in the LAX Dunes. The Bay Foundation (TBF) continued invasive weed management in 2019 in the northern section of the dunes, and continued work in the Coastal Dune Improvement Project (CDIP) area.</p> <p>LAWA and TBF developed a plan for restoration of the remaining 29.8 acres of Dunes’ habitat. This restoration will complete the replacement of 45.43 habitat units, per MM-BC-8.</p>
ENDANGERED AND THREATENED SPECIES		
MM-ET-1	Riverside Fairy Shrimp Habitat Restoration	<p>LAWA continued to coordinate with the U.S. Fish and Wildlife Service (USFWS) to find a suitable habitat for conservation of the Riverside Fairy Shrimp (RFS). The USFWS supplied LAWA with a list of five prospective conservation alternatives, and five potential receiver sites for the soil containing RFS cysts, which were removed from LAX.</p> <p>In fourth quarter 2018, LAWA engaged a biological consultant to evaluate these alternatives to determine which are, or may be, feasible to complete this mitigation. In 2019, LAWA’s biological consultants evaluated the potential sites and prioritized them for further investigation.</p> <p>Several of the sites were not viable for RFS due to unavailability or because they lacked suitable conditions. LAWA continued to work on resolution of this mitigation requirement by investigating the three (3) remaining sites deemed viable for the soil containing the RFS cysts.</p>

Table 2-2 Summary of General Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
MM-ET-3	El Segundo Blue Butterfly Conservation: Dust Control	LAWA did not grade or stockpile soil within 100 feet of occupied habitat of the El Segundo Blue Butterfly as part of the LAX Master Plan in 2019. Although grading at the WAMA Delta Hangar site occurred within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area, frequent watering was implemented with the goal to reduce fugitive dust emissions by 90 to 95 percent.
LAW ENFORCEMENT		
LE-1	Routine Evaluation of Manpower and Equipment Needs	LAWA's Police Department monitors law enforcement needs on an ongoing basis to adjust law enforcement assignments and services at LAX in light of changes in conditions/circumstances including, but not limited to, passenger activity level changes. The ongoing monitoring and adjustments include officers, administrative staff, and equipment. Operational meetings are conducted regularly, and steps are taken to adjust resources as needed. In addition, the CALM team is responsible for coordinating with LAWAPD to ensure adequate law enforcement services associated with LAX Master Plan construction projects. In 2019, LAWAPD did not require additional staffing at airfield access posts used by construction vehicles.

Table 2-3 Summary of General Mitigation Measures Completed in 2019 Period		
Mitigation Measure		Status
HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES		
HR-1	HR-1 Preservation of Historic Resources Engage qualified architectural historian or historic architect when Soundproofing in Morningside Park Neighborhood	The Letter Agreement governing the release of \$9.275 million in LAWA funding, approved in November 2019, requires the City of Inglewood to engage a qualified architectural historian or historic architect when sound insulating any dwellings within the Morningside Park neighborhood.

3 Bradley West Project Mitigation Measures for the Reporting Period

On September 21, 2009, the City of Los Angeles certified the Bradley West Project (BWP) FEIR and approved the project’s MMRP. The BWP MMRP dated September 2009, is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. The BWP is a component of the LAX Master Plan. As of 2016, LAWA implemented all major components of the BWP as initially proposed. In 2017, LAWA initiated construction of a component of the BWP known as the Baggage Optimization Project. The Baggage Optimization project component was evaluated in an Addendum to the BWP EIR, prepared in 2016. The construction staging and laydown area for the Baggage Optimization Project is within the general boundaries of the project site. The construction activities that occurred within the 2019 reporting period included completion of all exterior activities (i.e., structural components) and the initial phases of interior systems installation.

Following are those LAX Master Plan and project specific mitigation measures that were implemented in 2019 in association with the Baggage Optimization Project. Measures are shown by resource and mitigation measure as presented in the MMRP. The mitigation measures that are still applicable are identified as “no action required at this time” (Table 3-1) or “implemented; continuing to monitor and report” (Table 3-2). Also listed below are mitigation measures that were “completed” in this reporting period (Table 3-3).

Table 3-1 Summary of BWP Mitigation Measures in the 2019 Monitoring Period for Which No Action is Required at this Time		
Mitigation Measure		Status
SURFACE TRANSPORTATION		
MM-ST (BWP)-5	Modify the Intersection of Arbor Vitae Street and Aviation Boulevard (Intersection #10)	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 20.7 million annual international passengers. In 2019, approximately 17.4 million international passengers traveled through TBIT. Therefore, there is no need to implement this mitigation measure at this time.
MM-ST (BWP)-7	Modify the Intersection of La Cienega Boulevard and I-405 Ramps N/O Century Boulevard (Intersection #96)	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 20.7 million annual international passengers. In 2019, approximately 17.4 million international passengers traveled through TBIT. Therefore, there is no need to implement this mitigation measure at this time.

Table 3-1 Summary of BWP Mitigation Measures in the 2019 Monitoring Period for Which No Action is Required at this Time		
Mitigation Measure		Status
MM-ST (BWP)-8	Modify the Intersection of La Tijera Boulevard and Sepulveda Boulevard (Intersection #101)	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 18.7 million annual international passengers. In 2019, approximately 17.4 million international passengers traveled through TBIT. Therefore, there is no need to implement this mitigation measure at this time.
MM-ST (BWP)-9	Modify the Intersection of Sepulveda Boulevard and 76th/77th Street (Intersection #136)	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 19.7 million annual international passengers. In 2019, approximately 17.4 million international passengers traveled through TBIT. Therefore, there is no need to implement this mitigation measure at this time.

Table 3-2 Summary of BWP Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
SURFACE TRANSPORTATION		
MM-ST (BWP)-6	Modify the Intersection of Imperial Highway and Sepulveda Boulevard (Intersection #71)	As the intersection is within Caltrans' jurisdiction, Caltrans must approve the design plan. In 2019, LAWA was in the process of addressing the latest comments received by Caltrans. The latest revised plans were submitted to Caltrans on October 29, 2019 and under Caltrans review. Once Caltrans' approval is achieved, LAWA can finalize the design and procurement phase of the project.

**Table 3-3
Summary of BWP Mitigation Measures Completed in the 2019 Monitoring Period**

Mitigation Measure		Status
AIR QUALITY		
MM-AQ-2: Construction-Related Mitigation Measures		
MM-AQ-2.1	Fugitive Dust Source Controls	The contractor implemented measures to minimize fugitive dust in compliance with mitigation requirements and with SCAQMD Rule 403, including regular watering of construction areas, watering or covering of soil stockpiles, street sweeping of roadways and exits, use of track out plates, and covers for trash and haul trucks. This measure was completed in 2019.
MM-AQ-2.2	On-Road Mobile Source Controls	Contractors scheduled regular shift times to avoid peak periods. Lunch trucks periodically visited sites near the construction activity areas, as well as the construction site office. With completion of exterior construction, this measure was completed in 2019.
MM-AQ-2.3	Nonroad Mobile Source Controls	Nonroad mobile source controls included vehicle/equipment idling limits, which were complied with (i.e., no written violations issued). This measure was completed in 2019 with completion of the exterior construction,
MM-AQ-2.4	Stationary Point Source Controls	Project-related construction trailers used grid power. With completion of exterior construction, this measure was completed in 2019.
MM-AQ-2.5	Mobile and Stationary Source Controls	Prior to mobilization, LAWA required construction contractors to submit documentation for each piece of diesel equipment to be utilized or planned for possible utilization on the project relative to compatibility with Best Available Emissions Control Devices. Mitigation monitors developed and implemented a monitoring process to track each piece of equipment and document compliance. Ultra-low sulfur diesel (ULSD) fuel was the only fuel commercially available and was used in construction equipment. This measure was completed in 2019.
MM-AQ-2.6	Administrative Controls	Contractor personnel, LAWA inspectors and mitigation monitors ensured implementation of all components of the construction-related measure. Monitoring included direct inspections, reviews of monthly reports, and investigation of complaints. This measure was completed in conjunction with completion of MM-AQ-2.1 through MM-AQ-2.5.
LIGHT EMISSIONS		
LI-2	Use of Non-Glare Generating Building Materials	LAWA selected the exterior finish materials in 2018. The materials chosen were primarily plaster/concrete (i.e., non-glare generating materials). The building's exterior includes a metal trim along the upper portion of the building; however, the metal has a dull finish and would not be considered a source of (reflective) glare. The exterior work has been completed; therefore, this measure was completed in 2019.

Table 3-3 Summary of BWP Mitigation Measures Completed in the 2019 Monitoring Period		
Mitigation Measure		Status
SURFACE TRANSPORTATION		
ST-9	Construction Deliveries	Lane closures were not required for construction deliveries in 2019. Remaining construction involves interior systems installation, which would not generate construction deliveries that would cause lane closures. Therefore, this measure was completed in 2019.
ST-12	Designated Truck Delivery Hours	LAWA inspectors and mitigation monitors strictly enforced truck delivery hours and did not receive any truck waiver requests in 2019. Remaining construction involves interior systems installation, which would not generate construction deliveries that would require truck delivery waiver requests. Therefore, this measure was completed in 2019.
ST-17	Maintenance of Haul Routes	In 2019, the City of Los Angeles Bureau of Street Services in conjunction with LAWA repaired potholes on Pershing Drive (a haul route). Remaining construction involves interior systems installation, which would not generate construction deliveries that would require maintenance of haul routes. Therefore, this measure was completed in 2019.
ST-18	Construction Traffic Management Plan	Plan completed and implemented. Remaining construction involves interior systems installation, which would generate minimal construction deliveries. Therefore, this measure was completed in 2019.

4 West Aircraft Maintenance Area Mitigation Measures for the Reporting Period

On March 18, 2014, the Los Angeles City Council certified the FEIR for the LAX West Aircraft Maintenance Area (WAMA) and approved the MMRP. The WAMA MMRP dated February 2014, is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. The WAMA Project includes the development of approximately 84 acres in the southwestern portion of the airfield, including development of approximately 68 acres of the 84 acres with taxiways and aircraft parking apron areas, maintenance hangars, employee parking, service roads, and ancillary facilities. The first part of the WAMA project, including the Qantas Hangar and the aircraft parking area, service road and taxiway, was completed in 2016. In 2017, the construction of a second hangar for Delta Air Lines – referred to as the “Delta Hangar” – was started. Development of the Delta Hangar in the 2019 reporting period involved the completion of the hangar construction and the initial phase of interior systems installation. In addition, 2019 included the grading and foundation activities and the construction of an associated (adjacent) Ground Support Equipment (GSE) building.

Following are those LAX Master Plan and project specific mitigation measures that were implemented in 2019 in association with the Delta Hangar. Measures are shown by resource and mitigation measure as presented in the MMRP. The mitigation measures that are still applicable are identified as “no action required at this time” (Table 4-1) or “implemented; continuing to monitor and report” (Table 4-2). Also listed below are mitigation measures that were “completed” in this reporting period (Table 4-3).

Table 4-1 Summary of WAMA Mitigation Measures in the 2019 Monitoring Period for Which No Action is Required at this Time		
Mitigation Measure		Status
AIR QUALITY		
LAX-AQ-2: Construction-Related Control Measures		
LAX-AQ-2h	Suspend use of construction equipment during second stage smog alert	Not applicable during the 2019 reporting period.
LAX-AQ-4: Operations-Related Control Measures		
LAX-AQ-4a	GSE Conversion	Previously completed components of the project are required to comply with LAWA’s GSE Emissions Reduction Policy. GSE associated with the Delta Air Lines hangar currently under construction will comply with this policy.

Table 4-2 Summary of WAMA Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
AIR QUALITY		
LAX-AQ-1: General Air Quality Control Measures		
<i>LAX-AQ-1a</i>	Water twice daily	The contractor implemented measures to minimize fugitive dust in compliance with mitigation requirements and with SCAQMD Rule 403, including regular watering of construction areas at least three times a day.
<i>LAX-AQ-1b</i>	Ultra-low sulfur diesel in construction equipment	The contractor only used ultra-low sulfur diesel (ULSD) fuel in construction equipment, as this is the only fuel commercially available in California.
<i>LAX-AQ-1d</i>	Cover or treat all ground surfaces prior to final occupancy	In 2019, the contractor paved all graded areas associated with the Delta Hangar. As portions of the adjacent GSE building site were completed, The contractor paved the ground surface. For the remaining portions of the GSE building site that were not yet paved in 2019.:LAWA treated the open ground surfaces, i.e., watered/controlled to reduce dust.
<i>LAX-AQ-1e</i>	Complete paved surfaces as soon as possible	In 2019, the contractor paved the Delta Hangar area. The adjacent GSE site was under active construction during the reporting period. As portions of the GSE site were completed, the contractor paved the area, however there were some unpaved surfaces remaining in 2019 that needed underground utilizes installation completed before they could be paved.
<i>LAX-AQ-1f</i>	Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes	LAWA instructed vehicle operators that no vehicle idling was permitted in excess of 5 minutes during periods of non-active vehicle use; no written violations pertaining to excessive equipment idling occurred.
<i>LAX-AQ-1g</i>	Maintain on-site construction equipment	LAWA mitigation monitoring staff did not observe any onsite equipment that appeared to be malfunctioning; all equipment appeared to be properly maintained.
LAX-AQ-2: Construction-Related Control Measures		
<i>LAX-AQ-2a</i>	Outfit construction diesel-fueled equipment with the best available emission control devices	The MMRP requirement for the WAMA project requires off-road equipment to have Tier 3 engines and on-road haul trucks with a GVWR of at least 19,500 pounds to be 2007 or newer. The vast majority of equipment and trucks used in 2019 were Tier 4 and 2010 or newer, respectively, which, by design, incorporated best available emissions control devices that serve to minimize PM and NOx emissions. The

Table 4-2 Summary of WAMA Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
		WAMA project did not use on-road trucks older than 2007 in 2019.
<i>LAX-AQ-2b</i>	Water three times daily	LAWA watered construction areas at least three times a day.
<i>LAX-AQ-2d</i>	Have construction employees work/commute during the off-peak hours to the extent feasible	Standard construction shift hours did not coincide with the heaviest commuter traffic periods during the 2019 reporting period – workers typically arrived before 7:00 am and departed by approximately 3:30 pm.
<i>LAX-AQ-2e</i>	Make on-site lunch trucks available during construction	Lunch trucks visited a nearby location on the northeast corner of World Way West and Maintenance Road on a regular basis.
<i>LAX-AQ-2g</i>	Provide electricity from power poles and portable generators using clean-burning diesel	On occasion in 2019, project-related construction used ultra-low sulfur diesel (clean-burning) generators for welding activities. In addition, the project construction trailers used grid power.
<i>LAX-AQ-2i</i>	Use construction equipment having the minimum practical engine size	The Delta Air Lines lease requires utilization of construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job). There were no written violations in 2019.
<i>LAX-AQ-2j</i>	Prohibit construction equipment engine tampering	The Delta Air Lines lease prohibits tampering with construction equipment to increase horsepower or to defeat emission control devices. There were no written violations in 2019.
<i>LAX-AQ-2k</i>	Designate a person(s) to ensure implementation of construction-related measures	A number of people are responsible for ensuring implementation of all components of the construction-related measures, including contractor personnel, and LAWA inspectors and mitigation monitors. Monitoring included direct inspections, reviews of monthly reports, and investigation of complaints.
<i>LAX-AQ-2m</i>	Provide infrastructure for alternative-fueled vehicles	Sweepers are fueled by alternative fuels (compressed natural gas). In addition, many staff vehicles and some construction contractor vehicles are alternative-fueled vehicles. There is sufficient infrastructure available in the local area to provide fuel to these alternatively fueled vehicles.
<i>LAX-AQ-2n</i>	On-road trucks with a gross vehicle weight rating of at least 19,500 pounds shall comply with USEPA 2007 on-road emission standards	All construction equipment is subject to review and approval by LAWA monitors prior to being allowed to operate at the airport. All on-road trucks with a gross vehicle weight rating of at least 19,500 pounds comply with USEPA 2010

Table 4-2 Summary of WAMA Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
		on-road emission standards for Particulate Matter 10 (PM ₁₀) and Nitrogen Oxides (NO _x).
LAX-AQ-4: Operations-Related Control Measures		
LAX-AQ-4e	Conversion of sweepers to alternative fuels or electric power for ongoing airfield and roadway maintenance	LAWA continues to provide sweepers for the access taxiway at the WAMA construction site. These sweepers are covered by either the LAX Alternative Fuel Vehicle Requirement or the LAX GSE Emissions Reduction Policy.
MM-AQ (WAMA)-1	On-Road Trucks	The Delta Hangar component of the WAMA project required new/additional diesel construction equipment in 2019 that was not reviewed/cleared in prior years. All construction equipment was subject to review and approval by LAWA monitors prior to being allowed to operate at the airport. All on-road trucks with a gross vehicle weight rating of at least 19,500 pounds complied with USEPA 2010 on-road emission standards for PM ₁₀ and NO _x .
SURFACE TRANSPORTATION		
ST-12	Designated Truck Delivery Hours	LAWA inspectors and mitigation monitors strictly enforced truck delivery hours, and did not receive any truck waiver requests in 2019.
ST-14	Construction Employee Shift Hours	LAWA approved construction employee shift hours at the initiation of construction. LAWA inspectors and construction monitors checked shift hours during the reporting period.
ST-16	Designated Haul Routes	LAWA designated haul routes at the initiation of project construction. LAWA inspectors and construction monitors checked construction traffic, including haul routes, during the reporting period.
ST-17	Maintenance of Haul Routes	In 2019, the City of Los Angeles Bureau of Street Services in conjunction with LAWA repaired potholes on Pershing Drive, which is a haul route for the WAMA project and other LAWA construction projects.
ST-18	Construction Traffic Management Plan	In accordance with the project's Construction Traffic Management Plan, which the CALM team reviewed, LAWA inspectors and construction monitors monitored construction traffic, including haul routes, delivery hours, construction employee shift hours, construction employee parking locations, and other considerations.
ST-22	Designated Truck Routes	LAWA designated truck routes at the initiation of project construction. LAWA inspectors and

Table 4-2 Summary of WAMA Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
		construction monitors checked construction traffic, including truck routes, during the reporting period.
PROJECT DESIGN FEATURES		
WAMA-PDF-1	Quarterly Reporting	LAWA leased the WAMA aircraft parking area in front of the blast fence to Delta Airlines in May 2017. LAWA requires Delta to comply with the requirements outlined in the LAX Master Plan MMRP. In addition, Delta must record all Delta aircraft that use the blast fence for aircraft run ups. All other airlines must request the use of the blast fence through LAWA Airport Operations. In 2019, Airport Operations recorded all requests for use of the blast fence by airlines other than Delta.
WAMA-PDF-2	APU Usage While Aircraft is Parked	LAWA's Airfield Operations was not aware of any non-compliance issues in 2019 related to this measure.
WAMA-PDF-3	Aircraft Taxiing	LAWA's Airfield Operations monitored aircraft traveling to or from WAMA during nighttime hours in 2019 to ensure aircraft were not taxiing under their own power without approval by LAWA. LAWA did not note any violations of this measure.
WAMA-PDF-4	Aircraft Engine Ground Run-Ups	LAWA leased the WAMA aircraft parking area in front of the blast fence to Delta airlines in May 2017. LAWA requires Delta to comply with all WAMA restrictions and to record all aircraft engine run ups at the blast fence. All other airlines must request the use of the blast fence through LAWA Airport Operations. In 2019, Airport Operations recorded all requests for use of the blast fence by airlines other than Delta. LAWA did not issue any violations in 2019.
WAMA-PDF-5	Use of WAMA Site	LAWA included the requirement in WAMA leases that the Lessee comply with applicable Los Angeles International Airport West Aircraft Maintenance Area Project Design Features, including WAMA-PDF-5.
WAMA-PDF-6	Automated Run-Up Monitoring System	LAWA installed a ground run-up monitoring system at WAMA in 2015. Information is accessible via LAWA's website at www.lawa.org/laxwamagru/ .

Table 4-3 Summary of WAMA Mitigation Measures Completed in the 2019 Monitoring Period		
Mitigation Measure		Status
SURFACE TRANSPORTATION		
ST-9	Construction Deliveries	WAMA did not require lane closures for construction deliveries in 2019. LAWA does not anticipate construction deliveries for the remainder of construction. Therefore, this measure is completed.
PROJECT DESIGN FEATURES		
WAMA-PDF-1	Develop a Tiered Penalty Program	In 2019, the City of Los Angeles approved an LAX-wide Ordinance regarding penalties for violating a prohibition of mounted aircraft engine run-ups for maintenance or test purposes between the hours of 2300 to 0600. Therefore, this measure is completed.
WAMA-PDF-7	Resurfacing a Portion of Imperial Highway	On August 31, 2019, the Los Angeles Bureau of Street Services (LABSS) completed the final segment of this project by resurfacing Imperial Highway from Aviation Boulevard to Douglas Street.

5 Midfield Satellite Concourse North Project Mitigation Measures for Reporting Period

On July 21, 2014, the Los Angeles City Council certified the FEIR for the Midfield Satellite Concourse-North (MSC North) Project. The MSC MMRP dated June 2014, is available online under LAX Master Plan Documents at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. The MSC North Project consists of a concourse, aircraft parking aprons, taxiways/lanes, utilities and tunnels between Tom Bradley International Terminal and MSC North for conveyance systems for passengers, baggage, and utilities. In 2019, the main MSC North project component being constructed was the North Concourse and Associated Improvements (i.e., Gateway and Far East Tunnel).

Following are those LAX Master Plan and project-specific mitigation measures that were implemented in 2019 in association with the MSC North project. Measures are shown by resource and mitigation measure as presented in the MMRP. The mitigation measures that are still applicable are identified as “no action required at this time” (Table 5-1) or “implemented; continuing to monitor and report” (Table 5-2). Also listed below are mitigation measures that were “completed” in this reporting period (Table 5-3) for the MSC North project.

Table 5-1 Summary of MSC North Mitigation Measures in the 2019 Monitoring Period for Which No Action is Required at this Time		
Mitigation Measure		Status
SURFACE TRANSPORTATION		
MM-ST (MSC)-1	Restripe Manchester Avenue at Sepulveda Boulevard	Implementation of this measure is to occur when the construction peak hour volume/capacity reaches 0.843. Based on traffic counts recorded on Friday, August 9, 2019, this intersection was operating with a volume/capacity of 0.7647 and a Level of Service C during the PM peak hour. This is better than the 0.843 volume/capacity level that would trigger this measure. Therefore, there is no need to implement this mitigation at this time.
AIR QUALITY		
LAX-AQ-4: Operations-Related Control Measures		
LAX-AQ-4a	GSE Conversion	This component was not applicable during the 2019 reporting period because the MSC North project was not operational. In April 2015, BOAC adopted a GSE Emissions Reduction

Table 5-1 Summary of MSC North Mitigation Measures in the 2019 Monitoring Period for Which No Action is Required at this Time		
Mitigation Measure		Status
		Policy to reduce emissions, and an update to the Policy in November 2019. This requirement is in effect at LAX and will apply to airlines and other GSE operators that use MSC once the project is operational.
<i>LAX-AQ-4e</i>	Conversion of sweepers to alternative fuels or electric power for ongoing airfield and roadway maintenance	This component was not applicable during the 2019 reporting period because the MSC North project was not operational.

Table 5-2 Summary of MSC North Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
SURFACE TRANSPORTATION		
ST-9	Construction Deliveries	Lane closures were not required for construction deliveries in 2019.
ST-12	Designated Truck Delivery Hours	LAWA inspectors and mitigation monitors strictly enforced truck deliveries. In 2019, LAWA granted waivers for concrete deliveries (for large pours that could not be interrupted). Although LAWA granted these waivers during peak hours, the deliveries were minimal and did not contribute to peak hour congestion.
ST-14	Construction Employee Shift Hours	LAWA approved construction employee shift hours at the initiation of construction. LAWA inspectors and construction monitors checked shift hours during the reporting period.
ST-16	Designated Haul Routes	LAWA designated haul routes at the initiation of project construction. LAWA inspectors and construction monitors periodically checked for contractor compliance with haul route requirements during the reporting period.
ST-17	Maintenance of Haul Routes	In 2019, the City of Los Angeles Bureau of Street Services in conjunction with LAWA, repaired potholes on Pershing Drive, which is a haul route for the MSC North project and other LAWA construction projects.
ST-18	Construction Traffic Management Plan	Prior to the initiation of the MSC North project, the contractor developed a Construction Traffic Management Plan, which the CALM team reviewed. LAWA inspectors and construction monitors monitored construction traffic, including haul routes, delivery hours, construction employee shift hours, construction employee parking locations, and other considerations.
ST-19	Closure Restrictions of Existing Roadways	The project did not require any closure restrictions of existing roadways in 2019.
ST-22	Designated Truck Routes	LAWA designated truck routes at the initiation of project construction. LAWA inspectors and construction monitors checked construction traffic, including truck routes, during the reporting period.
AIR QUALITY		
LAX-AQ-1: General Air Quality Control Measures		
LAX-AQ-1a	Water twice daily	The contractor implemented measures to minimize fugitive dust in compliance with mitigation requirements and with SCAQMD

Table 5-2 Summary of MSC North Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
		Rule 403, including regular watering of construction areas at least two times a day.
<i>LAX-AQ-1b</i>	Ultra-low sulfur diesel in construction equipment	The contractor only used ultra-low sulfur diesel (ULSD) fuel in construction equipment, as this is the only fuel commercially available in California.
<i>LAX-AQ-1d</i>	Cover or treat all ground surfaces prior to final occupancy	In 2019, the contractor paved a majority of the MSC North project site as was possible and treated portions of the project site that were unpaved.
<i>LAX-AQ-1e</i>	Complete paved surfaces as soon as possible	In 2019, the contractor paved a majority of the MSC North project site as was possible when various increments of the project were completed; however, there were unpaved areas still remaining at the end of the 2019 reporting period.
<i>LAX-AQ-1f</i>	Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes	LAWA instructed vehicle operators that no vehicle idling was permitted in excess of 5 minutes during periods of non-active vehicle use; no written violations pertaining to excessive equipment idling occurred.
<i>LAX-AQ-1g</i>	Maintain on-site construction equipment	LAWA mitigation monitoring staff did not observe any onsite equipment that appeared to be malfunctioning; all equipment appeared to be properly maintained.
LAX-AQ-2: Construction-Related Control Measures		
<i>LAX-AQ-2a</i>	Outfit construction diesel-fueled equipment with the best available emission control devices	LAWA complied with provisions relating to diesel-fueled equipment and vehicles through implementation of MM-AQ (MSC)-1.
<i>LAX-AQ-2b</i>	Water three times daily	The contractor watered for dust control during construction activities in accordance with SCAQMD Rule 403.
<i>LAX-AQ-2d</i>	Have construction employees work/commute during the off-peak hours to the extent feasible	Standard construction shift hours did not coincide with the heaviest commuter traffic periods during the 2019 reporting period.
<i>LAX-AQ-2e</i>	Make on-site lunch trucks available during construction	Lunch trucks visited sites near the various MSC North construction activity areas, as well as the construction site office located near World Way West.
<i>LAX-AQ-2g</i>	Provide electricity (for stationary sources) from power poles and portable generators using clean-burning diesel	On occasion in 2019, project-related construction used ultra-low sulfur diesel (clean-burning) generators for welding activities. In addition, the project construction trailers used grid power.
<i>LAX-AQ-2i</i>	Use construction equipment having the minimum practical engine size	The MSC North construction specifications require use of construction equipment having the minimum practical engine size (i.e., lowest

Table 5-2 Summary of MSC North Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
		appropriate horsepower rating for intended job). There were no written violations in 2019.
LAX-AQ-2j	Prohibit construction equipment engine tampering	The MSC North construction specifications prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices. There were no written violations in 2019.
LAX-AQ-2k	Designate a person(s) to ensure implementation of construction-related measures	A number of people are responsible for ensuring implementation of all components of the construction-related measures, including contractor personnel, LAWA inspectors and mitigation monitors. Monitoring includes direct inspections, reviews of monthly reports, and investigation of complaints.
LAX-AQ-2m	Provide infrastructure for alternative-fueled vehicles	Some of the construction equipment is fueled by alternative fuels (compressed natural gas). In addition, many staff vehicles and some construction contractor vehicles are alternative-fueled vehicles. There is sufficient infrastructure available in the local area to provide fuel to these alternatively-fueled vehicles. Also see LAX-AQ-4f in Appendix D regarding the provision of infrastructure for electric GSE (eGSE).
MM-AQ (MSC)-1	On-Road Trucks & Off-Road Equipment	For on-road vehicles associated with the MSC North project in 2019, LAWA evaluated 481 trucks, and disapproved thirty (30) vehicles for failure to comply with MM-AQ (MSC)-1 requirements. The remaining 451 on-road vehicles met or exceeded the EPA 2007 standards and were equipped with a factory installed VDECS. Relative to off-road diesel equipment associated with the MSC-North project, a total of 531 pieces of construction equipment have undergone independent monitoring. Four hundred eighty-seven (487) were certified by the US EPA as compliant with Tier 4 or Tier 4-Interim Emissions Standards – this equipment was configured with a factory-installed diesel emission control system. One hundred six (106) pieces of equipment were equipped with small displacement engines and LAWA determined that these did not have a VDECS available at the time construction commenced.

Table 5-2 Summary of MSC North Mitigation Measures in the 2019 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
HAZARDS AND HAZARDOUS MATERIALS		
MM-HM (MSC)-2	Hazardous Materials Contingency Plan	LAWA’s construction contract specifications for the MSC North project include provisions for addressing hazardous materials should they be unexpectedly encountered during construction, and require the contractor to prepare a Hazardous Materials Management Plan. The contractor’s activities were conducted in accordance with this plan.
MM-HM (MSC)-3	Hazardous and Solid Waste Disposal	The contractor encountered volatile organic compound (VOC) contaminated soils during the 2018 reporting period and disposed of these soils off-site in accordance with all federal, state, and local laws and regulations.
CONSTRUCTION		
C-1	Establishment of a Ground Transportation/Construction Coordination Office	In 2019, the CALM team and LAWA monitors worked with the MSC North project staff and contractors to coordinate construction traffic related to the demolition of apron and grading activities during the reporting period. The CALM team successfully coordinated these activities and there were no notable MSC North-related construction traffic problems, nor were there any detours required for the MSC project during the 2019 reporting period.

Table 5-3 Summary of MSC North Mitigation Measures Completed in the 2019 Monitoring Period		
Mitigation Measure		Status
CULTURAL RESOURCES		
MM-HA (MSC)-1	Conformance with LAX Master Plan Archaeological Treatment Plan	During the 2019 reporting period, excavation did not extend down into native material (where the potential exists for encountering archaeological resources); therefore, no monitoring was required during the 2019 reporting period. This measure was completed in 2019.
MM-HA-5	Monitoring of Excavation Activities	LAWA complied with this measure through implementation of MM-HA (MSC)-1. See status of MM-HA (MSC)-1. This measure was completed in 2019.
MM-HA-6	Excavation and Recovery	LAWA complied with this measure through implementation of MM-HA (MSC)-1. See status of MM-HA (MSC)-1. This measure was completed in 2019.
MM-HA-8	Archaeological/Cultural Monitor Report	LAWA complied with this measure through implementation of MM-HA (MSC)-1. See status of MM-HA (MSC)-1. This measure was completed in 2019.
MM-HA-9	Artifact Curation	LAWA complied with this measure through implementation of MM-HA (MSC)-1. See status of MM-HA (MSC)-1. This measure was completed in 2019.
MM-HA-10	Archaeological Notification	LAWA complied with this measure through implementation of MM-HA (MSC)-1. See status of MM-HA (MSC)-1. This measure was completed in 2019.
MM-PA (MSC)-1	Conformance with LAX Master Plan Paleontological Management Treatment Plan	During 2019, excavation did not extend down into native material (where the potential exists for encountering paleontological resources); therefore, no monitoring or treatment plan was required during the reporting period. This measure was completed in 2019.
MM-PA-2	Paleontological Authorization	LAWA complied with this measure through implementation of MM-PA (MSC)-1. See status of MM-PA (MSC)-1. This measure was completed in 2019.
MM-PA-4	Paleontological Resources Collection	LAWA complied with this measure through implementation of MM-PA (MSC)-1. See status of MM-PA (MSC)-1. This measure was completed in 2019.
MM-PA-5	Fossil Preparation	LAWA complied with this measure through implementation of MM-PA (MSC)-1. See status of MM-PA (MSC)-1. This measure was completed in 2019.
MM-PA-6	Fossil Donation	LAWA complied with this measure through implementation of MM-PA (MSC)-1. See status of MM-PA (MSC)-1. This measure was completed in 2019.
MM-PA-7	Paleontological Reporting	LAWA complied with this measure through implementation of MM-PA (MSC)-1. See status of MM-PA (MSC)-1. This measure was completed in 2019.

APPENDIX A

NON-PROJECT SPECIFIC/GENERAL MITIGATION MEASURES COMPLETED IN PRIOR REPORTING PERIODS & MEASURES THAT ARE NO LONGER APPLICABLE

Table A-1 General Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
NOISE		
MM-N-5	Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory	The Part 161 Study Process was completed in 2014 when the Federal Aviation Administration (FAA) issued a formal rejection of the application. All materials related to this application and study, and all formal communications with Los Angeles World Airports (LAWA) and FAA may be found at: http://www.lawa.org/LAXPart161.aspx?id=7203
LAND USE		
LU-1	Incorporation of City of Los Angeles Ordinance No. 159,526 (Q) Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project	The (Q) Zoning Conditions were incorporated into the updated LAX Specific Plan that was adopted in 2016. The 2016 LAX Specific Plan update for the Northside includes development standards and design guidelines that captured the (Q) Zoning Conditions.
LU-2	Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion	LAWA completed the LAX Street Frontage and Landscape Development Plan (LDP) in March 2005. It addresses landscaping requirements for parcels acquired under the LAX Master Plan. Subsequent to the adoption of the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP), LAWA approved both the LAX Northside Environmental Impact Report (EIR) and the LAX Landside Access Modernization EIR. Any land acquisition associated with those projects is addressed in those documents. There are no ongoing or future Master Plan projects that would require land acquisition. Therefore, this measure is considered completed.
LU-4	Neighborhood Compatibility Program	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the project associated with those programs. There are no remaining Master Plan projects that are located near a boundary; therefore, this measure has been completed.
MM-LU-3	Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn	ACRP completed the final report in 2017. LAWA assessed the conclusions of the studies against the goal of setting acceptable replacement thresholds of significance for classroom disruption by aircraft noise events. The Study did not reach any significant conclusions regarding the effects of aircraft noise on student behaviors. Therefore, this measure has been completed.

Table A-1 General Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
MM-LU-5	Upgrade and Expand Noise Monitoring Program	On February 4, 2010, CalTrans approved LAWA's Noise Monitoring Plan for LAX, Ontario, and Van Nuys airports that included the upgraded and expanded Aircraft and Noise Monitoring and Management System (ANMMS). The system is fully functional at this time, therefore, this measure is completed.
SURFACE TRANSPORTATION		
MM-ST-14	Ground Transportation/ Construction Coordination Office Outreach Program	LAWA's Construction and Logistics Management (CALM) team was established to work in cooperation with LAWA staff including Terminal Operations, Airport Police, Environmental Programs Group, and Commercial Development Group, to monitor construction traffic, coordinate lane and roadway closures, and analyze the need for additional traffic controls on individual Master Plan projects.
AIR QUALITY		
AQ-1	Air Quality Source Apportionment Study	LAWA completed the LAX Air Quality and Source Apportionment Study (AQSAS) in 2013. The study and informational materials can be found on the web page titled, <i>Final Report and Materials</i> , at https://www.lawa.org/en/lawa-environment/lax/lax-air-quality-and-source-apportionment-study .
AQ-3	Mobile Health Research Lab	The funding and implementation of the Master Plan commitments, as well as the MMRP mitigation measures, are subject to LAWA's ability to use airport revenue to the extent permissible under federal law and policies, or to develop other state or federal funding sources. On November 23, 2015, LAWA received a letter from the FAA stating that airport revenues may not be used to provide funding for MMRP Commitment AQ-3, Mobile Health Research Lab.
MM-AQ-1	LAX Master Plan – Mitigation Plan for Air Quality (Framework)	Plan established and implemented. In 2005, LAWA completed a Mitigation Plan for Air Quality that established the overall framework for the implementation of specific measures for mitigating air quality impacts associated with the LAX Master Plan. BOAC adopted the MM-AQ-1 Plan in December 2005, in conjunction with approval of the SAIP.
MM-AQ-2	Construction-Related Mitigation Measures	Plan established and implemented. LAWA completed a Construction-Related Mitigation Plan that set forth specific implementation requirements for the measures in the LAX Master Plan Final EIR. BOAC adopted the MM-AQ-2 Plan in

Table A-1 General Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
Status	
	<p>December 2005, in conjunction with approval of the SAIP and LAWA has integrated required measures into the individual project construction specifications as appropriate, including those projects described herein. The execution of MM-AQ-2 Plan occurs in conjunction with construction of each Master Plan project.</p>
MM-AQ-3	<p>Development of New FlyAway Capacity</p> <p>In 2016, LAWA completed the transportation-related air quality mitigation measure to develop and construct at least eight additional sites with FlyAway service similar to Van Nuys.</p> <p>The following eight sites similar to Van Nuys service were developed and constructed:</p> <ul style="list-style-type: none"> • Union Station • Westwood at UCLA • Irvine at Irvine Transportation Center • La Brea/Expo at La Brea Expo Line Station • Hollywood at Hollywood Boulevard/Argyle; relocated to Vine, south of Hollywood Boulevard. • Santa Monica on Main Street, north of Pico Boulevard • Long Beach at Long Beach Boulevard and 1st Street • Orange Line at Victory Boulevard and Woodley Avenue <p>All eight required facilities were in service and operational by 2015. Some locations proved not to be economical, practical, and did not reduce air pollutant emissions due to low ridership despite frequent service and competitive fares and were subsequently closed. More information on current FlyAway service can be found at www.LAXFlyAway.org.</p>

Table A-1 General Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
MM-AQ-3	Public Outreach Program for FlyAway Service	Outreach programs were provided for the opening of each new terminal, and included advertisements to target audience, signage, bus service advertisements, light rail service advertisements, Google Maps, Apple Maps, MapQuest, and Bing maps inclusion, press releases, dedicated website pages and a dedicated uniform resource location (url) and phone number (www.LAXFlyAway.org), and other custom marketing efforts. Each of the above emphasized low cost, convenience, and availability of frequent service.
MM-AQ-4	Operations-Related Mitigation Measures	In April 2015, BOAC adopted a Ground Support Equipment (GSE) Emissions Reduction Policy to reduce emissions from GSE at LAX, and serves as LAWA's GSE implementation plan. The BOAC updated this policy in 2019 with more stringent standards. All LAX GSE operators submit annual reports to LAWA in compliance with the Policy. The Air Quality Section in LAWA's Environmental Sustainability & Compliance Division serves as LAWA's GSE coordinator, and oversees compliance with the LAX Ground Support Equipment Emissions Policy.
HYDROLOGY AND WATER QUALITY		
HWQ-1	Conceptual Drainage Plan	LAWA completed a Conceptual Drainage Plan which was adopted in conjunction with the South Airfield Improvement Project (SAIP).
HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES		
MM-HA-4	Discovery	LAWA prepared an Archaeological Treatment Plan (ATP) in June 2005. In addition to fulfilling the requirements of MM-HA-4, the ATP incorporates the requirements of LAX Master Plan mitigation measures MM-HA-4 through MM-HA-10 and provides details regarding compliance with these measures. Master Plan projects comply with the ATP and thus comply with MM-HA-4.
BIOTIC COMMUNITIES		
MM-BC-3	Conservation of Floral Resources: Mature Tree Replacement	Tree replacement was completed in association with development of the Bradley West Project construction staging area and MM-BC (BWP)-7. As of June 2012, 67 trees had been planted at Westchester Park, 66 of which are associated with MM-BC (BWP)-7. The Morningside High School/ Empowerment Community Garden project was expanded to encompass a large-scale greening

Table A-1 General Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
		plan in the City of Inglewood. As of June 2012, 73 trees had been planted in Inglewood, 64 of which are associated with MM-BC (BWP)-7.
MM-BC-9	Conservation of Faunal Resources <i>Special status species</i>	This component of the measure was completed. As noted in the 2013 MMRP Annual Report, LAWA conducted pre-construction surveys for special status species, as required, and no sensitive species were detected.
SOLID WASTE		
SW-1	Implement an Enhanced Recycling Program	LAWA completed an enhanced recycling plan in 2011 for LAX and Master Plan projects in the Central Terminal Area (CTA) requiring building permits were completed. In addition, LAWA has complied with Assembly Bill 939. LAWA's Procurement Services Division (PSD) complied with this measure by promoting resource efficiency with contract language that included recycling requirements and through direct purchase of products with sustainable attributes and certifications. The LAX Northside/Westchester Southside component of this measure is no longer applicable – see Table A-2.
CONSTRUCTION		
C-1	Establishment of a Ground Transportation/Construction Coordination Office	The CALM team and LAWA monitors completed coordination with the Delta Hangar project staff and contractors to coordinate deliveries, monitor traffic conditions, and monitor and enforce delivery times and routes.
DESIGN, ART AND ARCHITECTURE APPLICATIONS/AESTHETICS		
DA-2	Update and Integrate Design Plans and Guidelines	The Street Frontage and Landscape Plan was updated in March 2005. The LAX Air Cargo Facilities Development Guidelines were updated in August 2002. These plans include requirements to be incorporated into Master Plan projects. The LAX Northside Design Plan and Development Guidelines (1989) were updated in 2016 and renamed the LAX Northside Design Guidelines and Standards. The LAX Northside Design Guidelines and Standards provide a framework for appropriately scaled development that is consistent with airport needs and neighborhood conditions. The design guidelines and standards address issues of urban design, architecture, landscape materials and design, pedestrian infrastructures, and signage.

Table A-1 General Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
		Similarly, LAX Design Guidelines for the LAX Landside Access Modernization Program were developed and adopted in 2017. They are intended to integrate the design of new and existing facilities and to create an improved passenger experience that honors LAX's history and Mid-Century Modern architecture, while providing design guidance for new construction and major renovations as part of the modernization of LAX.
HAZARDOUS MATERIALS		
HM-2	Handling of Contaminated Materials Encountered During Construction	A Hazardous Materials Management Plan was developed and revised in December 2005, and all LAWA contractors were required to comply with its provisions as they apply to the different projects.
WATER		
W-2	Enhance Existing Water Conservation Program	The Street Frontage and Landscape Plan was updated in March 2005 and it includes policies pertaining to the use of reclaimed water in Master Plan-related landscaping and new policies enhancing the ongoing use of water conservation practices at LAX.

Table A-2 General Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
NOISE		
MM-N-4	Update the Aircraft Noise Abatement Program Elements as applicable to adapt to the future Airfield configuration	No runway relocations or reconstructions will be done as part of the Master Plan; therefore, this mitigation measure no longer applies.
MM-N-11	Automated People Mover (APM) Noise Assessment and Control	Subsequent to the adoption of the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP), LAWA refined the alignment of the Automated People Mover (APM). Noise impacts associated with the refined alignment were evaluated in the LAX Landside Access Modernization Program EIR. As stated in that EIR, with implementation of the APM, transit noise impacts would be less than significant at all locations, including at the Courtyard by Marriott and the Four Points Sheraton hotels. Therefore, this mitigation measure no longer applies.
LAND USE		
LU-5	Comply with City of Los Angeles Transportation Element Bicycle Plan	<p>The City of Los Angeles approved the 2010 Bicycle Master Plan (independent of Los Angeles World Airports [LAWA]) in March 2011. The Bicycle Master Plan was subsequently incorporated into the Mobility Plan 2035 and is no longer a stand-alone plan.</p> <p>Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Northside Project and LAX Landside Access Modernization Program were approved. The LAX Northside MMRP incorporates this measure as well as other project-specific measures regarding bicycle facilities. Therefore, compliance with this measure relative to this portion of the airport property will be implemented and monitored in conjunction with the LAX Northside MMRP.</p> <p>Other bicycle enhancements in the Mobility Plan 2035 are located in the portion of the airport that is being developed in accordance with the LAX Landside Access Modernization Program.</p>

Table A-2 General Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
		Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan Environmental Impact Statement/ Environmental Impact Report (EIS/EIR), the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. Therefore, this measure does not apply to the LAX Landside Access Modernization Program facilities.
MM-LU-4	Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise	<p>The South Airfield Improvement Project (SAIP) was LAWA's first LAX Master Plan project, and moved Runway 7R/25L approximately 55 feet south of its centerline. The Transportation Research Board's Airport Cooperative Research Program (ACRP) 2017 study entitled "Evaluating the Impact of Aviation Noise on Learning" in 2017, and the ACRP-funded follow-up research, entitled, "Assessing Aircraft Noise Conditions Affecting Student Learning – Case Studies (2017)," which performed the same analysis required for MM-LU-3. These studies did not reach any significant conclusions regarding the effects of aircraft noise on student behaviors. In addition, LAWA will not be relocating additional runways or do any runway reconstructions as part of the Master Plan. Therefore, this mitigation measure is no longer applicable.</p> <p>Nevertheless, LAWA continues to actively assist the Lennox and Inglewood School Districts in their efforts to sound insulate schools per Settlement Agreements approved in 2008 with each of these school districts.</p>
SURFACE TRANSPORTATION		
ST-2	Non-Peak CTA Deliveries	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Specific Plan Amendment Study (SPAS) was approved. The LAX SPAS facilities replace the facilities that were identified in the LAX Master Plan. Among these changes, SPAS eliminated the terminal reconstruction elements that were identified in the LAX Master Plan. Therefore, this measure is no longer applicable.

**Table A-2
General Mitigation Measures that are No Longer Applicable**

Mitigation Measure		Status
ST-7	Adequate GTC, ITC, and APM Design	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. The LAX Landside Access Modernization Program facilities replace the facilities that were identified in the LAX Master Plan, including the Ground Transportation Center (GTC), Intermodal Transportation Facility (ITC), and the LAX Master Plan version of the Automated People Mover (APM). Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. Therefore, this measure does not apply to the LAX Landside Access Modernization Program facilities.
ST-8	Limited Short-Term Lane Closures.	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. The LAX Landside Access Modernization Program facilities replace the facilities that were identified in the LAX Master Plan, including the LAX Master Plan version of the Century Boulevard/Sepulveda Boulevard interchange, GTC, ITC, and the LAX Master Plan version of the APM. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. Therefore, this measure does not apply to the LAX Landside Access Modernization Program facilities.
MM-ST-1	Require CTA Construction Vehicles to Use Designated Lanes	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Specific Plan Amendment Study (SPAS) was approved. SPAS refined the facilities originally contemplated in the LAX Master Plan. The SPAS facilities replace the facilities that were identified in the LAX Master Plan. Among these changes, SPAS eliminated the Central

Table A-2 General Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
		Terminal Area (CTA) reconstruction projects that were identified in the LAX Master Plan. Therefore, this measure is no longer applicable.
MM-ST-2	Modify CTA Signage	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Specific Plan Amendment Study (SPAS) was approved. SPAS refined the facilities originally contemplated in the LAX Master Plan. The SPAS facilities replace the facilities that were identified in the LAX Master Plan. Among these changes, SPAS eliminated the CTA reconstruction projects that were identified in the LAX Master Plan. Therefore, this measure is no longer applicable.
MM-ST-3	Develop Designated Shuttle Stops for Labor Buses and ITC-CTA Buses	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. The LAX Landside Access Modernization Program facilities replace the facilities that were identified in the LAX Master Plan, including the GTC, IITC, and the LAX Master Plan version of the APM. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. Therefore, this measure does not apply to the LAX Landside Access Modernization Program facilities and MM-ST-3 is no longer applicable.
ST-20	Stockpile Locations	With respect to the Master Plan facilities located in the eastern portion of the airport, subsequent to the adoption of the LAX Master Plan MMRP, LAWA modified the location and nature of the facilities to be constructed within the eastern portion of the airport. Transportation impacts associated with the refined facilities were evaluated in the LAX Landside Access Modernization Program EIR and mitigation measures pertaining to transportation impacts are included in that project's MMRP, therefore this measure no longer applies.

**Table A-2
General Mitigation Measures that are No Longer Applicable**

Mitigation Measure		Status
ST-21	Construction Employee Parking Locations	This measure applies to the Master Plan facilities located in the eastern portion of the airport, and is no longer applicable. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA modified the location and nature of the facilities to be constructed within the eastern portion of the airport. Transportation impacts associated with the refined facilities were evaluated in the LAX Landside Access Modernization Program EIR and mitigation measures pertaining to transportation impacts are included in that project's MMRP
ST-23	Expanded LAX Gateway Improvements/Greening of Impacted Communities	On November 23, 2015, LAWA received a letter from the Federal Aviation Administration (FAA) stating that airport revenues may not be used to provide funding for LAX Master Plan Commitment ST-23.
ST-24	Fair Share Contribution to Congestion Management Plan (CMP) Improvements	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. There will be no "substantial completion of the LAX Master Plan" and, therefore, this fair-share contribution no longer applies. It should be noted that the LAX Landside Access Modernization Program MMRP includes measures pertaining to fair-share contributions.
MM-ST-6	Add New Traffic Lanes	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. The LAX Landside Access Modernization Program EIR evaluated traffic impacts of the project and identified applicable mitigation measures for traffic, including the addition of traffic lanes and other improvements to various intersections. These mitigation measures replace MM-ST-6. Therefore, MM-ST-6 is no longer applicable.

**Table A-2
General Mitigation Measures that are No Longer Applicable**

Mitigation Measure		Status
MM-ST-7	Restripe Existing Facilities	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. The LAX Landside Access Modernization Program EIR evaluated traffic impacts of the respective projects and identified applicable mitigation measures for traffic, including restriping existing traffic lanes at various intersections. These mitigation measures replace MM-ST-7. Therefore, MM-ST-7 is no longer applicable.
MM-ST-8	Add ATSAC, ATCS or Equivalent	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. The LAX Landside Access Modernization Program EIR evaluated traffic impacts of the respective projects and identified applicable mitigation measures for traffic, including the upgrading the traffic signal control equipment at select intersections. These mitigation measures replace MM-ST-8. Therefore, MM-ST-8 is no longer applicable.
MM-ST-10	Modify Signal Phasing	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and

Table A-2 General Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
		reporting. The LAX Landside Access Modernization Program EIR evaluated traffic impacts of the respective projects and identified applicable mitigation measures for traffic, including modifying signal phasing at select intersections. These mitigation measures replace MM-ST-10. Therefore, MM-ST-10 is no longer applicable.
MM-ST-12	Provide New Ramps Connecting I-105 to LAX Between Aviation Boulevard and La Cienega Boulevard	LAWA amended the LAX Specific Plan in 2013. The amended Specific Plan removed the ITC and the GTC. Therefore, this measure no longer applies to the LAX Master Plan or individual Master Plan projects.
MM-ST-13	Create a New Interchange at I-405 and Lennox Boulevard	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. A new interchange at I-405 and Lennox Boulevard is not included in LAX Landside Access Modernization Program; therefore, MM-ST-13 is no longer applicable.
MM-ST-15	Provide Fair-Share Contributions to Transit Improvements	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. The LAX Landside Access Modernization Program EIR evaluated traffic impacts of the respective projects and identified applicable mitigation measures for traffic, including fair-share contributions to transit improvements. These mitigation measures replace MM-ST-15. Therefore, MM-ST-15 is no longer applicable.
MM-ST-16	Provide Fair-Share Contribution to LA County's project to extend the Marina Expressway	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project

Table A-2 General Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
		subject to separate environmental review and reporting. The LAX Landside Access Modernization Program EIR evaluated traffic impacts of the respective projects and identified applicable mitigation measures for traffic. These mitigation measures replace MM-ST-16. Therefore, MM-ST-16 is no longer applicable.
RELOCATION OF RESIDENCES AND BUSINESSES		
RBR-1	Residential and Business Relocation Program	<p>LAWA completed an LAX Master Plan Program, Alternative D Draft Relocation Plan in April 2004 to address proposed acquisition and relocation of properties under Alternative D of the LAX Master Plan.</p> <p>Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. The Alternative D Relocation Plan is no longer applicable, as there are no Master Plan projects remaining that require property acquisition in the Alternative D acquisition area.</p>
MM-RBR-1	Phasing for Business Relocations	See RBR-1, above.
MM-RBR-2	Relocation Opportunities through Aircraft Noise Mitigation Program	See RBR-1, above. In addition, the Aircraft Noise Mitigation Program (ANMP) only applies to residential properties, while the Alternative D Relocation Plan only applies to business properties. The Alternative D relocation area does not include properties in the City of Inglewood or Los Angeles County.
HYDROLOGY AND WATER QUALITY		
MM-HWQ-1	Update Regional Drainage Facilities	Subsequent to the adoption of the LAX Master Plan MMRP, LAWLA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the projects associated with those programs. This project refined the facilities originally contemplated in the LAX Master Plan.

Table A-2 General Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
		Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. LAWA has never been responsible for implementing this mitigation measure, but evaluated the post-construction drainage conditions for ongoing and future projects to determine if regional drainage facilities should be upgraded. There are no remaining Master Plan projects to evaluate; therefore, this measure is no longer applicable.
HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES		
HR-1	Preservation of Historic Resources	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the projects associated with those programs. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, the International Airport Industrial District no longer will be affected by the remaining Master Plan projects. There are no remaining Master Plan projects that would impact Historic Resources; therefore, this component of the measure is no longer applicable.
MM-HA-1	Historic American Buildings Survey (HABS) Document	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the projects associated with those programs. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same

<p align="center">Table A-2 General Mitigation Measures that are No Longer Applicable</p>		
<p align="center">Mitigation Measure</p>		<p align="center">Status</p>
		<p>project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, the International Airport Industrial District no longer will be affected by the remaining Master Plan projects. Therefore, this mitigation is no longer applicable.</p>
MM-HA-2	<p>Historic Educational Materials</p>	<p>Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the projects associated with those programs. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, no historic resources will be affected by the remaining Master Plan projects. Therefore, this mitigation is no longer applicable.</p>
<p>BIOTIC COMMUNITIES</p>		
MM-BC-1	<p>Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area</p> <p><i>Monitoring</i></p>	<p>The LAX Master Plan EIS/EIR identified impacts to State-designated sensitive habitat within the Los Angeles/El Segundo Dunes resulting from the relocation of navigational aids attendant to relocation of the north airfield runways, and the need for a Habitat Restoration Plan was directly linked to the relocation of navigational aids under Alternative D. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX Specific Plan Amendment Study (SPAS), which reconfigured the north airfield improvements, thereby modifying impacts to State-designated sensitive habitats as identified in the LAX Master Plan Final EIS/EIR. Following litigation on the SPAS EIR, LAWA entered into a</p>

Table A-2 General Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
		Memorandum of Understanding (MOU) with a petitioner; the terms of the MOU included a delay in the implementation of the LAX SPAS north airfield improvements. LAWA currently does not anticipate implementation of north airfield improvements pursuant to the LAX Master Plan EIS/EIR or the LAX SPAS EIR. Therefore, this component of MM-BC-1 is no longer applicable.
MM-BC-1	Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area <i>Maintenance and Habitat Management</i>	The LAX Master Plan EIS/EIR identified impacts to State-designated sensitive habitat within the Los Angeles/El Segundo Dunes resulting from the relocation of navigational aids attendant to relocation of the north airfield runways, and the need for a Habitat Restoration Plan was directly linked to the relocation of navigational aids under Alternative D. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX Specific Plan Amendment Study (SPAS), which reconfigured the north airfield improvements, thereby modifying impacts to State-designated sensitive habitats as identified in the LAX Master Plan Final EIS/EIR. Following litigation on the SPAS EIR, LAWA entered into a Memorandum of Understanding (MOU) with a petitioner; the terms of the MOU included a delay in the implementation of the LAX SPAS north airfield improvements. LAWA currently does not anticipate implementation of north airfield improvements pursuant to the LAX Master Plan EIS/EIR or the LAX SPAS EIR. Therefore, this component of mitigation MM-BC-1 is no longer applicable.
MM-BC-2	Conservation of Floral Resources: Lewis' Evening Primrose	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the projects associated with those programs. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate

Table A-2 General Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
		environmental review and reporting. The north runway will not be relocated, and there are no remaining Master Plan projects that would impact Lewis' Evening Primrose, therefore this measure is no longer applicable.
MM-BC-9	Conservation of Faunal Resources <i>Western Spadefoot Toad and San Diego black-tailed jackrabbit</i>	Due to the absence of the Western Spadefoot Toad and the San Diego black-tailed jackrabbit, as reported in prior MMRP Annual Reports (see 2012 and 2013 reports), LAWA is no longer required to implement a relocation and monitoring plan associated with these species. Therefore, this portion of MM-BC-9 is no longer applicable.
MM-BC-13	Replacement of State-Designated Habitats	The LAX Master Plan EIS/EIR identified impacts to State-designated sensitive habitat within the Los Angeles/EI Segundo Dunes resulting from the relocation of navigational aids attendant to relocation of the north airfield runways. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX Specific Plan Amendment Study (SPAS), which reconfigured the north airfield improvements, thereby modifying impacts to State-designated sensitive habitats as identified in the LAX Master Plan Final EIS/EIR. Following litigation on the SPAS EIR, LAWA entered into a Memorandum of Understanding (MOU) with a petitioner; the terms of the MOU included a delay in the implementation of the LAX SPAS north airfield improvements. LAWA currently does not anticipate implementation of north airfield improvements pursuant to the LAX Master Plan EIS/EIR or the LAX SPAS EIR. Therefore, this mitigation is no longer applicable.
ENDANGERED AND THREATENED SPECIES		
MM-ET-4	EI Segundo Blue Butterfly Conservation: Habitat Restoration	The LAX Master Plan EIS/EIR identified impacts to State-designated sensitive habitat within the Los Angeles/EI Segundo Dunes resulting from the relocation of navigational aids attendant to relocation of the north airfield runways. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX Specific Plan Amendment Study (SPAS), which reconfigured the north airfield improvements, thereby modifying

Table A-2 General Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
		impacts to State-designated sensitive habitats as identified in the LAX Master Plan Final EIS/EIR. Following litigation on the SPAS EIR, LAWA entered into a Memorandum of Understanding (MOU) with a petitioner; the terms of the MOU included a delay in the implementation of the LAX SPAS north airfield improvements. LAWA currently does not anticipate implementation of north airfield improvements pursuant to the LAX Master Plan EIS/EIR or the LAX SPAS EIR. Therefore, this mitigation is no longer applicable.
SOLID WASTE		
SW-1	Implement an Enhanced Recycling Program LAX Northside/Westchester Southside	The main component of this measure has been completed – see Appendix A-1. The LAX Northside/Westchester Southside component of this measure is no longer applicable, as the LAX Northside Plan is being implemented as a stand-alone project. Measure SW-1 is included in the LAX Northside Plan MMRP, and implementation for this measure will be reported in the LAX Northside MMRP progress report.
MM-SW-1	Provide Landfill Capacity	LAWA has no jurisdiction regarding this mitigation measure which must be implemented by state, county, and local solid waste planning authorities.
DESIGN, ART AND ARCHITECTURE APPLICATIONS/AESTHETICS		
DA-1	Provide and Maintain Airport Buffer Areas	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program EIR and the projects associated with those programs. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. There are no remaining Master Plan projects that are located near an airport boundary area; therefore, this measure is no longer applicable.

Table A-2 General Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
DA-3	Undergrounding of Utility Lines	Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX Landside Access Modernization Program project is considered a stand-alone project subject to separate environmental review and reporting. Certain LAX Landside Access Modernization Program elements, particularly the APM, will require the undergrounding of some existing utility lines; this work will be completed as part of those projects. Therefore, this measure is no longer applicable.
WASTEWATER		
MM-WW-1	Provide Additional Wastewater Treatment Capacity to Accommodate Cumulative Flows	LAWA has no jurisdiction regarding this mitigation measure which will be implemented by the City of Los Angeles Department of Public Works, Bureau of Sanitation.

APPENDIX B

BRADLEY WEST PROJECT (BWP) MEASURES COMPLETED IN PRIOR REPORTING PERIODS & MEASURES THAT ARE NO LONGER APPLICABLE

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
SURFACE TRANSPORTATION		
MM-ST (BWP)-1	Trip Reduction Measures	<p>In 2017, LAWA operated FlyAway service between LAX and the following locations:</p> <ul style="list-style-type: none"> • Van Nuys • Union Station • Westwood • Hollywood • Long Beach • Orange Line Busway station at Woodley Avenue in the San Fernando Valley. <p>Marketing included the manufacturing, printing and distribution of FlyAway brochures, and information published on LAWA's website and on LAWA's Twitter and Facebook feeds. The FlyAway network has also been included in Google Transit since 2012. Google Transit provides route, location, fare, and schedule information for the FlyAway network as well as connecting transit service information from Santa Monica Big Blue Bus, Metro, and other participating agencies.</p> <p>In January 2017, LAWA implemented mandatory single level busing for private parking shuttles on the upper level roadway of the Central Terminal Area (CTA) and for hotel shuttles on the lower level of the CTA to reduce the number of shuttle trips on airport roadways. In Summer 2017, LAWA initiated a voluntary single level busing program for rental car shuttles on the lower level. See MM-AQ-3 in Table 2-3 for more information.</p>
MM-ST (BWP)-2	Improve the Intersection of Center Way and World Way South	This project was completed in the third quarter of 2015.
MM-ST (BWP)-3	Widen World Way Across from TBIT	This improvement was completed in June 2013 as part of the Central Utility Plant upgrade.
MM-ST (BWP)-4	Modify the Intersection of Airport Boulevard and Manchester Avenue (Intersection #9)	In 2014, this intersection improvement was completed as part of another project unrelated to the airport.
MM-ST (BWP)-10	Modify the Intersection of Imperial Highway and Main Street (Intersection #68)	LAWA completed this project on February 14, 2012.
MM-ST (BWP)-11	Modify the Intersection of Imperial Highway and Pershing Drive (Intersection #69)	LAWA completed this project on February 14, 2012.

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
MM-ST (BWP)-12	Distribution of Contractor Employee Parking between the Northwest Construction Staging/Parking Area and the East Contractor Employee Parking Area or Southeast Construction Staging/Parking Area	Completed.
ST-14	Construction Employee Shift Hours	This measure was completed in association with the Construction Traffic Management Plan reviewed and approved for the project.
ST-16	Designated Haul Routes	This measure was completed with the initial approval of haul routes.
ST-19	Closure Restrictions of Existing Roadways	Completed.
ST-22	Designated Truck Routes	This measure was completed with the initial approval of truck routes.
HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES		
MM-HA-5	Monitoring of Excavation Activities	LAWA complied with this measure through implementation of MM-HA (BWP)-1. This measure was completed in 2018.
MM-HA-6	Excavation and Recovery	This measure was completed in 2018.
MM-HA-7	Administration	This measure was completed upon approval of excavation and grading plans and prior to initiation of excavation and grading activities
MM-HA-8	Archaeological/Cultural Monitor Report	This measure was completed in 2018.
MM-HA-9	Artifact Curation	This measure was completed in 2018.
MM-HA-10	Archaeological Notification	This measure was completed in 2018.
MM-HA (BWP)-1	Conformance with LAX Master Plan Archaeological Treatment Plan	In conjunction with the MSC construction, LAWA retained an archeological/paleontological monitor, and did not find any resources. This measure was completed in 2018.
PALEONTOLOGICAL RESOURCES		
MM-PA-1	Paleontological Qualification and Treatment Plan	The Paleontological Management Treatment Plan (PMTP) was prepared and revised in December 2005. In addition to fulfilling the requirements of MM-PA-1, the PMTP incorporates the requirements of LAX Master Plan mitigation measures MM-PA-2 through MM-PA-7 and provides details regarding compliance with these

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
		measures. Master Plan projects comply with the PMTP and thus comply with MM-PA-1.
MM-PA-2	Paleontological Authorization	LAWA complied with this measure through implementation of MM-PA (BWP)-1. This measure was completed in 2018.
MM-PA-3	Paleontological Monitoring Specifications	This measure (as implemented through MM-PA (BWP)-1) was completed upon approval of construction contract.
MM-PA-4	Paleontological Resources Collection	LAWA complied with this measure through implementation of MM-PA (BWP)-1. This measure was completed in 2018.
MM-PA-5	Fossil Preparation	LAWA complied with this measure through implementation of MM-PA (BWP)-1. This measure was completed in 2018.
MM-PA-6	Fossil Donation	LAWA complied with this measure through implementation of MM-PA (BWP)-1. This measure was completed in 2018.
MM-PA-7	Paleontological Reporting	LAWA complied with this measure through implementation of MM-PA (BWP)-1. This measure was completed in 2018.
MM-PA (BWP)-1	Conformance with LAX Master Plan Paleontological Management Treatment Plan	In conjunction with the MSC construction, LAWA retained an archeological/paleontological monitor and no resources were found. This measure was completed in 2018.
MM-PA (BWP)-2	Construction Personnel Briefing	Completed.
BIOTIC COMMUNITIES		
MM-BC (BWP)-1	Conservation of Floral Resources: Southern Tarplant	This mitigation was completed in 2015, when the number of tarplants successfully achieved the success criteria of 329 germinating, flowering, or senesced individuals required for Year 5.
MM-BC (BWP)-2	Conservation of Floral Resources: Lewis' Evening Primrose	Prior to the implementation of construction staging, laydown, and parking areas associated with the Bradley West Project, LAWA conducted focused plant surveys in November 2008 for the Lewis' evening-primrose (<i>Camissonia lewisii</i>) and California spineflower (<i>Mucronea californica</i>). Neither species was observed during the focused surveys. No additional mitigation is required.
MM-BC (BWP)-3	Conservation of Floral Resources: California Spineflower	See status of MM-BC (BWP)-2 above.
MM-BC (BWP)-4	Conservation of Faunal Resources: Burrowing Owl	Prior to the implementation of construction staging, laydown, and parking areas associated with the Bradley West Project, LAWA conducted focused surveys in June 2009 for the western burrowing owl (<i>Athene cucularia hypugea</i>). The burrowing owl was not observed during the spring surveys. However, based on previous reports of burrowing owl within the western portion of LAX, it was recommended that monthly surveys be conducted between September and January 2009. These surveys were undertaken by the LAX USDA wildlife biologist under contract to LAWA. No burrowing owls were observed During these monthly surveys. No additional mitigation is required.

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
MM-BC (BWP)-5	Conservation of Faunal Resources: Loggerhead Shrike	Vegetation that was required to be removed to develop construction staging and parking areas associated with the Bradley West Project was removed in 2010 prior to the nesting season for the loggerhead shrike.
MM-BC (BWP)-6	Conservation of Faunal Resources: San Diego Black- Tailed Jackrabbit	Prior to clearing operations associated with development of construction staging and parking areas for the Bradley West Project, surveys for the presence of black-tailed jackrabbits were conducted by the LAX USDA wildlife biologist from September 2009 through February 2010 under contract to LAWA. No black-tailed jackrabbits were observed. No additional mitigation is required.
MM-BC (BWP)-7	Conservation of Floral Resources: Mature Tree Replacement	<p>In conjunction with the implementation of the Bradley West Project's Northwest Construction Staging Area, LAWA entered into letters of agreement with TreePeople, a non-profit environmental organization, and funds were provided to plant 66 native mature trees at Westchester Park and 64 trees at Morningside High School and the adjacent, student-run Empowerment Community Garden. The mature tree plantings were initiated in 2010 and were completed by June 2012. As of June 2012, 67 trees had been planted at Westchester Park as part of the TreePeople project, 66 of which are associated with MM-BC (BWP)-7.</p> <p>The Morningside High School/Empowerment Community Garden project was expanded to encompass a large-scale greening plan in the City of Inglewood, in conjunction with the non-profit Social Justice Learning Institute. In addition to the 41 trees that had been planted in in 2011, TreePeople and community volunteers planted 32 trees at Vincent Park in Inglewood. As of June 2012, 73 trees had been planted as part of the TreePeople project in Inglewood, 64 of which are associated with MM-BC (BWP)-7.</p>
MM-BC (BWP)-8	Conservation of Faunal Resources: Nesting Birds/Raptors	Prior to the removal of trees associated with implementation of the North Construction Staging Area for the Bradley West Project, LAWA conducted surveys for nesting raptors in April 2010. No birds exhibiting breeding behavior or active nests were observed during the survey. Moreover, according to the LAX USDA wildlife biologist, the West Construction Staging Area does not contain suitable habitat for raptors to nest and no nesting raptors have been observed in this area in the past 8 years. As a result, surveys for nesting raptors were not conducted for this construction staging area prior to the removal of vegetation. No additional mitigation is required.

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
ENDANGERED AND THREATENED SPECIES		
MM-ET (BWP)-1	Mitigation for Riverside Fairy Shrimp	Prior to the implementation of the Southeast Construction Staging/Parking Area associated with the Bradley West Project, two wet season surveys and one focused dry season survey for Riverside fairy shrimp (<i>Streptocephalus woottoni</i>) were conducted in 2009 and 2010 in accordance with USFWS protocol guidelines. No Riverside fairy shrimp were observed within the survey area.
ENERGY SUPPLY		
E-1	Energy Conservation and Efficiency Program	The design of the BWP Baggage Optimization Project incorporates the energy efficiency requirements of the Los Angeles Green Building Code, which, in addition to compliance with Title 24 standards, serve to support the energy efficiency of the project.
E-2	Coordination with Utility Providers	Utility design for the BWP Baggage Optimization Project (included coordination with affected utility providers including, but not limited to, LADWP and was conducted in conjunction with the MSC project.
PU-1	Develop a Utility Relocation Program	Design and construction plans formulated for the Baggage Optimization Project included preparation of utility relocation plans.
LIGHT EMISSIONS		
LI-3	Lighting Controls	Exterior lighting system proposed in lighting plan includes lighting type and placement to ensure that lighting will not interfere with aeronautical lights or otherwise impair Airport Traffic Control Tower or pilot operations. This measure was completed in 2018.
SOLID WASTE		
SW-2	Requirements for the Use of Recycled Materials During Construction	Contractor bid documents specify requirements pertaining to recycled materials.
SW-3	Requirements for the Recycling of Construction and Demolition Waste	Contractor bid documents specify requirements pertaining to recycled construction and demolition waste materials.
CONSTRUCTION IMPACTS		
C-1	Establishment of a Ground Transportation/Construction Coordination Office	In 2017, the CALM team and LAWA monitors worked with the BWP Baggage Optimization Project staff and contractors to coordinate construction traffic related to the demolition of apron and grading activities during the reporting period. Such activities were successfully coordinated with the CALM team and there were no notable BWP-related construction traffic problems, nor were there any detours required during the 2017 reporting period.
C-2	Construction Personnel Airport Orientation	Pre-construction meetings were held for the BWP Project in 2015, for the early enabling projects, to make

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
		contractors aware of parking areas, construction staging areas, and construction policies. The information and requirements from those meetings were carried into the 2017 construction activities.
DESIGN, ART AND ARCHITECTURE APPLICATIONS/AESTHETICS		
MM-DA-1	Construction Fencing	Completed.
HAZARDOUS MATERIALS		
HM-2	Handling of Contaminated Materials Encountered During Construction	Completed.
WATER USE		
W-1	Maximize Use of Reclaimed Water	Completed.
FIRE PROTECTION		
FP-1	LAFD Design Recommendations	Completed.
PS-1	Fire and Police Facility Relocation Plan	Completed.
PS-2	Fire and Police Facility Space and Siting Requirements	Completed.
LAW ENFORCEMENT		
LE-2	Plan Review	Completed.

Table B-2 Bradley West Project (BWP) Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
NOISE		
MM-N-7	Construction Noise Control Plan	The Bradley West Project (BWP) Baggage Optimization Project does not require construction within 600 feet of any noise-sensitive uses. Therefore, a construction noise control plan is not required for this project component.
MM-N-8	Construction Staging	Construction staging for the Baggage Optimization Project occurs on-site, which is near the middle of the airport, well-away from any noise-sensitive uses. Therefore, MM-N-8 is not applicable.
MM-N-9	Equipment Replacement	The construction site is not within 600 feet of any noise-sensitive uses.
MM-N-10	Construction Scheduling	The construction site is not within 600 feet of any noise-sensitive uses.

APPENDIX C

WEST AIRCRAFT MAINTENANCE AREA (WAMA) MEASURES COMPLETED IN PRIOR REPORTING PERIODS & MEASURES THAT ARE NO LONGER APPLICABLE

Table C-1 West Aircraft Maintenance Area (WAMA) Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
AIR QUALITY		
LAX-AQ-1: General Air Quality Control Measures		
<i>LAX-AQ-1c</i>	Post of publicly visible sign	A publicly visible dust complaint sign was posted on Pershing Drive at the outset of construction.
LAX-AQ-2: Construction-Related Control Measures		
<i>LAX-AQ-2c</i>	Pave Construction Access Roads	The entrance to the construction area is World Way West, which is paved with asphalt.
<i>LAX-AQ-2f</i>	Utilize on-site rock crushing facility	An on-site rock crushing facility was used in the first phase of the project to crush stockpiles located on the project site. The crushed material was used as fill onsite.
<i>LAX-AQ-2l</i>	Locate rock crusher and stockpiles away from residents	The rock-crushing operation and related stockpiles were located in a central portion of the West Aircraft Maintenance Area (WAMA) site during the first phase of the project, away from adjacent residents.
LAX-AQ-4: Operations-Related Control Measures		
<i>LAX-AQ-4f</i>	Available and sufficient infrastructure for alternative fueled vehicles and equipment	Sufficient infrastructure for alternative fueled vehicles and equipment associated with previously completed components of the project is available. Infrastructure will be provided in association with the Delta Air Lines hangar and associated GSE facility currently under construction.
ARCHAEOLOGICAL RESOURCES		
ARCHAEO-1	Untitled	This measure was completed as part of the first phase of WAMA construction when an archaeologist was retained during excavation and grading activities and is not applicable to the current phase of construction.
PALEONTOLOGICAL RESOURCES		
PALEO-1	Conformance with LAX Master Plan Paleontological Management Treatment Plan: (PMTP)	This measure was completed as part of the first phase of WAMA construction when a paleontologist was retained during excavation and grading activities and is not applicable to the current phase of construction.
PALEO-2	Construction Personnel Briefing	This measure was completed as part of the first phase of WAMA construction and is not applicable to the current phase of construction.
HAZARDS AND HAZARDOUS MATERIALS		
HM-2	Handling of Contaminated Materials Encountered During Construction	Delta Air Lines conducted soil investigations prior to commencement of grading. In addition, Delta contractors complied with LAWA policies regarding the handling of impacted soils encountered during construction.
MM-HAZ (WAMA)-1	Abandoned/Plugged Oil Wells	LAWA encountered an old abandoned oil well during grading and re-abandoned it in

Table C-1 West Aircraft Maintenance Area (WAMA) Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
		compliance with state and local regulations. This measure was completed by 2018.
CONSTRUCTION		
C-2	Construction Personnel Airport Orientation	Pre-construction meetings were held in 2015 for the WAMA project to make contractors aware of parking areas, construction staging areas, and construction policies; the information and requirements from those meetings were carried into the 2017 Delta Hangar construction activities.

Table C-2 West Aircraft Maintenance Area (WAMA) Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
HAZARDOUS MATERIALS		
HM-1	Ensure Continued Implementation of Existing Remediation Efforts	No groundwater remediation wells are located on the WAMA project site and no wells were taken offline during construction. As such, Delta Hangar construction activities did not adversely affect continued implementation of existing remediation efforts. Therefore, this measure is not applicable.
NOISE		
MM-N-7	Construction Noise Control Plan	The Delta Hangar does not require construction within 600 feet of any noise-sensitive uses. Therefore, a construction noise control plan is not required for this project component, and this measure is not applicable.
MM-N-8	Construction Staging	The construction site is not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-9	Equipment Replacement	The construction site is not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-10	Construction Scheduling	The construction site is not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
AIR QUALITY		
LAX-AQ-4: Operations-Related Control Measures		
LAX-AQ-4d	Electric lawn mowers and leaf blowers for WAMA landscape maintenance	The WAMA site only has drought tolerant landscaping in one limited area and there is no turf that requires mowing or maintenance. Therefore, this component of Measure LAX-AQ-4 is not applicable.

APPENDIX D

MIDFIELD SATELLITE CONCOURSE (MSC) MEASURES COMPLETED IN PRIOR REPORTING PERIODS & MEASURES THAT ARE NO LONGER APPLICABLE

Table D-1 Midfield Satellite Concourse (MSC) Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
AIR QUALITY		
MM-AQ-3	Transportation-Related Mitigation Measures	Completed. See MM-AQ-3 in Table 2-3.
LAX-AQ-1: General Air Quality Control Measures		
LAX-AQ-1c	Post of publicly visible sign	A project information sign for the MSC project was posted by the entrance road at the outset of the project.
LAX-AQ-2: Construction-Related Control Measures		
LAX-AQ-2c	Pave Construction Access Roads	The entrance to the construction area is paved with asphalt.
LAX-AQ-2f	Utilize on-site rock crushing facility	A rock crusher was used in the initial phases of the MSC North construction. Use of a rock crusher is complete for this project.
LAX-AQ-4: Operations-Related Control Measures		
LAX-AQ-4b	Passenger Gate Electrification	The design of the MSC North Concourse project provides for the electrification of all of its aircraft gates (i.e., each gate will be equipped with the infrastructure to allow parked aircraft to use grid power instead of the onboard auxiliary power unit).
LAX-AQ-4f	Available and sufficient infrastructure for alternative fueled vehicles and equipment	The MSC North concourse design includes 72 eGSE chargers, including chargers located at each aircraft gate and banks of chargers on the north and south ends of the concourse.
CULTURAL RESOURCES		
MM-PA-1	Paleontological Qualification and Treatment Plan	The Paleontological Management Treatment Plan (PMTP) was prepared and revised in December 2005. In addition to fulfilling the requirements of MM-PA-1, the PMTP incorporates the requirements of LAX Master Plan mitigation measures MM-PA-2 through MM-PA-7 and provides details regarding compliance with these measures. Master Plan projects comply with the PMTP and thus comply with MM-PA-1.
MM-PA-3	Paleontological Monitoring Specifications	This measure was completed upon approval of the construction contract.
MM-PA (MSC)-2	Construction Personnel Briefing	Construction personnel briefings regarding paleontological resources were conducted in December 2016.
CONSTRUCTION		
C-2	Construction Personnel Airport Orientation	Pre-construction meetings were held for the MSC project in 2015 to make contractors aware of parking areas, construction staging areas, and construction policies. The information and requirements from those meetings were carried into the 2017 construction activities.

Table D-1 Midfield Satellite Concourse (MSC) Mitigation Measures Completed in Prior Reporting Periods		
Mitigation Measure		Status
HAZARDS AND HAZARDOUS MATERIALS		
MM-HM (MSC)-1	Asbestos-Containing Materials and Lead Based Paint	Prior to construction activities, an evaluation of all buildings built prior to 1980 to be demolished was completed to identify the presence of asbestos-containing materials and lead-based paint.
PUBLIC SERVICES – FIRE PROTECTION		
FP-1	LAFD Design Recommendations	Prior to plan sign-off, the Los Angeles Fire Department (LAFD) was consulted to address how the MSC project could avoid compromising fire prevention and protection.

Table D-2 Midfield Satellite Concourse (MSC) Mitigation Measures that are No Longer Applicable		
Mitigation Measure		Status
CULTURAL RESOURCES		
MM-HA-7	Administration	This measure only applies where known resources are present. No known resources are present at the construction site. Therefore, this measure is not applicable.
AESTHETICS		
DA-1	Provide and Maintain Airport Buffer Areas	Project construction areas are not located along major public approach or perimeter roadways. Construction fencing is not required for this project. Therefore, this measure is not applicable.
MM-DA-1	Construction Fencing	See DA-1, above and in Table 2-4.
PUBLIC SERVICES – FIRE PROTECTION		
PS-1	Fire and Police Facility Relocation Plan	The Midfield Satellite Concourse (MSC) project will not effect on-airport fire and police facilities. Therefore, this measure is not applicable.
PS-2	Fire and Police Facility Space and Siting Requirements	The MSC project will not effect on-airport fire and police facilities. Therefore, this measure is not applicable.
SURFACE TRANSPORTATION		
ST-21	Construction Employee Parking Locations	The MSC project is not an eastern airport facility. Therefore, this measure is not applicable.
MM-ST (QA) (SPAS)-2	Change Departures and Arrivals Level Commercial Vehicle Curbside Operations Under Future (2025) Conditions	Subsequent to the adoption of the MSC Environmental Impact Report (EIR), the LAX Landside Access Modernization Program was approved. The LAX Landside Access Modernization Program addresses this mitigation. Therefore, this measure is no longer applicable.