

LAX MASTER PLAN

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

2021 ANNUAL PROGRESS REPORT

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LOS ANGELES INTERNATIONAL AIRPORT (LAX)

MASTER PLAN PROGRAM

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

2021 ANNUAL PROGRESS REPORT

Prepared by:

**Los Angeles World Airports
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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

MSC MMRP dated June 2014

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

Note: LAWA obtained data from various sources to generate this report. The reporting team did not have access to each primary document and thus did not 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 Board of Airport Commissioners (BOAC) certified a number of project-level EIRs for individual Master Plan components which the City Council subsequently affirmed. Those projects included the South Airfield Improvement Project (SAIP) Crossfield Taxiway Project (CFTP), Bradley West Project (BWP), West Aircraft Maintenance Area (WAMA) Project, and Midfield Satellite Concourse (MSC) Project). 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. As a result, project-specific mitigation measures are included in this report for the BWP (traffic monitoring only), WAMA project (aircraft monitoring only), and the MSC project (no action required during the 2021 reporting period). The SAIP and the CFTP projects were completed in 2008 and 2010, respectively, and, therefore, are not included in this annual report.

This report, which covers the period January 1, 2021, through December 31, 2021, provides an update on applicable mitigation activities, policies, and programs implemented by LAWA. Separate tables are provided for mitigation measures that are on-going or in-progress and measures where no action was required during the reporting period. Measures completed in prior reporting periods, and not applicable measures, can be found in Appendices A through D.

2. Non-Project Specific Mitigation Measures for Reporting Period

The LAX Master Plan MMRP, adopted in December 2004, contains a number of general non-project specific mitigation measures, is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program>. The following tables, 2-1 and 2-2, address those non-project specific mitigation measures implemented in 2021 and mitigation measures for which no action was required. Measures are shown by resource and mitigation measure as presented in the MMRPs.

Table 2-1 Summary of General Mitigation Measures in the 2021 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
NOISE		
N-1	Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program (ANAP)	LAWA complied with this commitment in 2021 by maintaining the LAX Aircraft Noise Abatement Program (ANAP) and preparing Quarterly Reports for submittal to the County of Los Angeles.
LAND USE		
MM-LU-1	Implement Revised Aircraft Noise Mitigation Program	<p>The Aircraft Noise Mitigation Program (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 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, continues to fund and oversee residential sound insulation programs implemented by the City of Inglewood and the County of Los Angeles, and is restarting the sound insulation program for incompatible dwellings in the City of El Segundo since their termination of the sound insulation program. The LAX Residential Sound Insulation Program will also provide a second chance to City of Los Angeles homeowners who did not take advantage of the previous LAX soundproofing program.</p>
MM-LU-2	Incorporate Residential Dwelling Units Exposed to Single Event Awakenings	LAWA produced the N94 contour for 2015 (2015 N94 contour) under the LAX Master Plan to identify any

Table 2-1 Summary of General Mitigation Measures in the 2021 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
	Threshold into Aircraft Noise Mitigation Program	<p>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, several parcels located within the 2015 N94 contour are not included in the City of Inglewood’s acquisition program. All these parcels are in close proximity to the current Program Boundary, but the City of Inglewood reports it 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>
ENVIRONMENTAL JUSTICE		
EJ-1	Aviation Curriculum	LAWA regularly coordinates with local school districts to develop aviation-related curriculum. In 2021, 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 El Segundo Middle School in El Segundo; WISH Academy High School in Westchester; Monroe Middle School in Inglewood; Dana and Hawthorne Middle Schools in Hawthorne; Wilders Preparatory Academy Charter School in Inglewood and Lennox Math, Science and Technology Academy in Lennox.
EJ-2	Aviation Academy	LAWA’s Aviation Career Education (ACE) Academy is a free, week-long motivational program to provide seventh and eighth graders and high school students in communities surrounding LAX, including El Segundo, Gardena, 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 general knowledge about LAX. More than 140 local students participated in the virtual, on-line program during the summer of 2021.

Table 2-1 Summary of General Mitigation Measures in the 2021 Monitoring Period Implemented Measures; Continuing to Monitor and Report														
Mitigation Measure		Status												
EJ-3	Job Outreach Center <i>Construction and Other LAX-Related Job Outreach</i>	<p>During the 2020 and 2021 COVID-19 pandemic, LAWA’s Job Outreach Center has operated through the Job Outreach portal website www.jobsatlax.org.</p> <p>The First Source Hiring Program (FSHP) provides early access to airport jobs for residents from the communities immediately surrounding the airport and those most impacted by airport operations – South Los Angeles, El Segundo, Hawthorne, Inglewood, and Lennox.</p> <p>FSHP works closely with local Community Organizations such as WorkSource Centers, One-Stop Centers, and faith-based organizations to promote airport jobs for LAX employers. FSHP also lists jobs through its website www.jobsatlax.org. During 2021, FSHP activity was as follows:</p> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th></th> <th style="text-align: center;">2021</th> </tr> </thead> <tbody> <tr> <td>Job Openings</td> <td style="text-align: center;">1,193</td> </tr> <tr> <td>Registered Job Seekers</td> <td style="text-align: center;">2,878</td> </tr> <tr> <td>Website Visits</td> <td style="text-align: center;">91,225</td> </tr> <tr> <td>LAX Employers</td> <td style="text-align: center;">257</td> </tr> <tr> <td>Community Partners¹</td> <td style="text-align: center;">152</td> </tr> </tbody> </table> <p>Through the HireLAX Apprenticeship Readiness Program, 250 locally-based residents have acquired the skills needed to secure well-paying employment in the union construction trades that are building the multibillion-dollar improvement program at LAX. Graduates have started their careers in construction by building major airport projects such as the Automated People Mover system, upgraded terminals, and the new West Gates at Tom Bradley concourse.</p>		2021	Job Openings	1,193	Registered Job Seekers	2,878	Website Visits	91,225	LAX Employers	257	Community Partners ¹	152
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¹ First Source Hiring Program outreach efforts to local community-based organizations

Table 2-1 Summary of General Mitigation Measures in the 2021 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
EJ-3	Job Outreach Center <i>Community Job Database</i>	<p>LAWA's FSHP website www.jobsatlax.org, allows airport employers to have their jobs automatically or manually posted to the FSHP website from their company website.</p> <p>The website also advertises hiring events for the airport as well as sends out communications to the talent community of over 103,000 registered jobseekers. In September 2021, LAWA attracted over 3,500 local jobs seekers for its LAX Hiring Event, hosted at SoFi Stadium. Thousands of jobs were available through over 40 LAX-based companies, including airlines, concessionaires, construction firms, hospitality, and more.</p> <p>In response to the economic crisis precipitated by the COVID-19 pandemic, LAWA's Business, Jobs & Social Responsibility Division (BJSR) sought and became a co-grantee to the State's Keep LA Working Grant. Through this grant, BJSR and its City partners worked to engage and assist workers displaced by the economic impacts of the pandemic, connecting them to resources and training to support their return to the workforce, including transitioning into construction and aviation-related careers.</p>

<p>EJ-3</p>	<p>LAWA Business Engagement</p> <p><i>MBE/DBE & SBE Business Outreach</i></p>	<p>In collaboration with the Business Jobs and Social Responsibility Division, The Development Group, and the Commercial Development Division, LAWA's Procurement Services Division (PSD), held ten "Doing Business with LAWA" workshops in 2021, with 209 business representatives attending.</p> <p>In October 2012, the BOAC adopted the Small Business Enterprise (SBE) program to replace the Minority/Women/Other Business Enterprise (M/W/OBE) program.</p> <p>In addition, pursuant to United States Code of Federal Regulations Title 49—Transportation, Subtitle A, Part 26 (49 CFR 26), Executive Directive No. 2001-26 of Mayor Richard Riordan and the Provisions of Resolution No. 19765 of the Board of Airport Commissioners, it is LAWA's policy to provide Disadvantaged Business Enterprises (DBE) firms with an equal opportunity to participate in the performance on all LAWA contracts and concession agreements. As such, LAWA will ensure that there is no discrimination against small and disadvantaged businesses in the solicitation process on LAWA's federally funded projects and on LAWA's concession opportunities at LAX terminals.</p> <p>PSD sets SBE or DBE goals for each contract over \$150,000. The selected contractor submits a certain level of business enterprise participation pledge which meets or exceeds the contract goal. On locally-funded contracts, if the contractor fails to meet the mandatory percentage goal, LAWA has the authority to withhold monies from contract payments or levy other non-compliance consequences pursuant to the specific contract.</p> <p>Pursuant to the contract provisions of the DBE Program, contractor failures to comply with any of the requirements of the DBE Program's requirements or the terms of the FAA-funded contracts, including the requirement to engage in good-faith outreach to DBE firms, will constitute a material breach of contract and may result in the contractor being deemed "Non-Responsible."</p> <p>PSD monitors all LAWA's contracts with business enterprise goals. Subsequent to the suspension of the M/W/OBE program, PSD has manually monitored the M/W/OBE participation all contractors. In 2018, LAWA began to use an online business enterprise monitoring application (B2G) that leverages the subcontractor firm's certification information found in local and state/national certification databases. This is accurate information but is dependent on data that a firm is not required to provide.</p>
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Table 2-1 Summary of General Mitigation Measures in the 2021 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
		The Federal Airport Concessions Disadvantaged Business Enterprise (ACDBE) program is included in LAWA's concession agreements, as required by the FAA. This program offers contracting opportunities at airports for certified disadvantaged businesses with at least 51 percent ownership by a socially or economically disadvantaged individual(s). The DBE Program requirements as mentioned above are also applicable to the ACDBE Program.
EJ-4	Community Mitigation Monitoring	LAWA 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 .
BIOTIC COMMUNITIES		
MM-BC-8	Replacement of Habitat Units	In 2021, LAWA reviewed an initial draft of the Master Restoration Plan (Plan) and provided feedback. Polytechnique and Wildlands Conservation Science continued to revise the Plan. LAWA expects to complete the Plan in 2022. Restoration work on the remaining habitat will commence once the Plan is finalized and approved.
ENDANGERED AND THREATENED SPECIES		
MM-ET-1	Riverside Fairy Shrimp Habitat Restoration	In 2021, LAWA continued to work with the U.S Fish and Wildlife Service (USFWS) and the biological consultant to evaluate the viability of the remaining potential receiver sites. A receiver site in Costa Mesa, CA was identified as potentially viable. LAWA expects to develop a mitigation plan for the Riverside Fairy Shrimp (RFS) and obtain the necessary approvals in 2022. The salvaged soil containing the RFS cysts remained in storage.
LAW ENFORCEMENT		
LE-1	Routine Evaluation of Manpower and Equipment Needs	LAWA's Police Department (Los Angeles Airport Police or APD) monitors and evaluates law enforcement needs at LAX on an ongoing basis and adjusts law enforcement assignments and services accordingly. 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, LAWA's Construction and Logistics Management (CALM) team is responsible for coordinating with APD to ensure adequate law enforcement services associated with LAX construction projects. In 2021,

Table 2-1 Summary of General Mitigation Measures in the 2021 Monitoring Period Implemented Measures; Continuing to Monitor and Report		
Mitigation Measure		Status
		no additional APD staffing was required in conjunction with construction projects (e.g., at airfield access posts used by construction vehicles).

Table 2-2 Summary of General Mitigation Measures in the 2021 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
AIR QUALITY		
AQ-2	School Air Filters	In 2018, LAWA requested guidance from FAA on whether LAWA could fund this measure consistent with revenue diversion rules. LAWA has discussed this measure with the FAA in subsequent years but did not receive a formal response in 2021.

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 had implemented all major components of the BWP as initially proposed. In 2017, LAWA initiated the construction of an additional component of the BWP known as the Baggage Optimization Project (BOP). The BOP component was evaluated in an Addendum to the BWP EIR, prepared in 2016. Construction of the BOP component was completed in the 2020 reporting period.

The following are the remaining project specific mitigation measures implemented and monitored in 2021. The mitigation measures that are still applicable are identified as “implemented; continuing to monitor and report” (Table 3-1) or “no action was required at that time” (Table 3-2).

Table 3-1 Summary of BWP Mitigation Measures in the 2021 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)	In 2021, LAWA continued the procurement phase of this project.

Table 3-2 Summary of BWP Mitigation Measures in the 2021 Monitoring Period for Which No Action was Required at that 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 2021, approximately 4.4 million international passengers traveled through TBIT. Therefore, there was no action required at that 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 2021, approximately 4.4 million international passengers traveled through TBIT. Therefore, there was no action required at that time.
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 2021, approximately 4.4 million international passengers traveled through TBIT. Therefore, there was no action required at that 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 2021, approximately 4.4 million international passengers traveled through TBIT. Therefore, there was no action required at that time.

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 project's 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 phase of the WAMA project, which included the construction of 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. Construction of the Delta Hangar and an associated (adjacent) Ground Support Equipment (GSE) building were completed in the 2020 reporting period.

LAWA has not implemented the westerly extension of Taxiway C in 2020 originally approved in the WAMA FEIR. Therefore, no mitigation measures associated with that activity were applicable during the 2021 reporting period. In 2021, LAWA and the Federal Aviation Administration (FAA) published environmental documents for the LAX Airfield and Terminal Modernization Project (ATMP), a non-LAX Master Plan project, pursuant to CEQA and NEPA, respectively. The EIR and Environmental Assessment (EA) were based on detailed airfield simulation modeling representing the reasonably foreseeable airfield configuration at LAX in 2028 and 2033. In these airfield simulations, no westerly extension of Taxiway C was assumed to have occurred. The LAX ATMP Final EIR was certified by the Board of Airport Commissioners in October 2021, a decision that was upheld by the City Council in November 2021; the project's Final EA, Finding of No Significant Impact (FONSI), and Record of Decision (ROD), were approved by the FAA in December 2021. These approvals constitute sufficient evidence that the westerly extension of Taxiway C will not be implemented under the existing entitlement provided by the WAMA EIR. With no westerly extension of Taxiway C, all remaining project components associated with the WAMA project are complete. Therefore, MMRP measures relating to WAMA project construction were completed when construction of the Delta Hangar and its associated GSE building were finished in the 2020 reporting year.

The following are the project specific operational mitigation measures that were implemented in 2021 in association with the WAMA Project. The mitigation measures that are still applicable are identified as “implemented; continuing to monitor and report” (Table 4-1).

Table 4-1 Summary of WAMA Measures in the 2021 Monitoring Period Implemented; Continuing to Monitor and Report		
Mitigation Measure		Status
PROJECT DESIGN FEATURES		
WAMA-PDF-1	Quarterly Reporting	LAWA leased the 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. Delta submitted their 2021 blast fence usage report to LAWA. All other airlines must request the use of the blast fence through LAWA Airport Operations.
WAMA-PDF-2	APU Usage While Aircraft is Parked	LAWA did not observe any violations of this APU usage measure in 2021.
WAMA-PDF-3	Aircraft Taxiing	LAWA requires that aircraft traveling to or from WAMA during nighttime hours are not taxiing under their own power without LAWA approval. LAWA's Airfield Operations did not note any violations of this measure in 2021.
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. All other airlines must request the use of the blast fence through LAWA Airport Operations. LAWA did not observe violations of this requirement.
WAMA-PDF-5	Use of WAMA Site	LAWA included a requirement in WAMA leases that the Lessee complies with applicable Los Angeles International Airport West Aircraft Maintenance Area Project Design Features, including WAMA-PDF-5. LAWA did not note any violations of this measure.

5. Midfield Satellite Concourse Project Mitigation Measures for Reporting Period

On July 21, 2014, the BOAC certified the FEIR for the Midfield Satellite Concourse (MSC) Program and approved the project’s MMRP. 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. Due to the size and scale of the MSC Program, LAWA decided to implement the program in phases. The 2014 MSC EIR contained a program-level analysis of the full MSC Program, including a planned southerly extension of the MSC, and project-level analysis of what the EIR called the “MSC North Project.” The MSC North Project is now referred to as the West Gates at Tom Bradley International Terminal and was completed in May 2021. It consists of a concourse, a gateway building to facilitate passenger transition from the Tom Bradley International Terminal to the underground walkway connecting the international terminal and the new concourse, aircraft parking aprons, taxiways/lanes, a ramp tower, utilities, and tunnels between Tom Bradley International Terminal and MSC for conveyance systems for passengers, baggage, and utilities. In 2020, LAWA completed all construction elements of the West Gates at Tom Bradley Terminal for which measures in the MMRP were applicable. LAWA completed the final interior “fit out” (concessionaire spaces, interior signage, plumbing and electrical fixtures, etc.), for which no measures in the MMRP were applicable, in early 2021.

BOAC approved the next phase of the MSC Program, commonly referred to as the MSC South project, on August 1, 2019. However, in the 2021 reporting year, LAWA had not yet initiated the construction of the second component of the MSC project.

LAWA did not implement any LAX Master Plan and project specific mitigation measures associated with the MSC Project in 2021. The mitigation measures that will apply to the new south concourse are identified in Table 5-1 (measures for which no action was required in the reporting period). Measures are shown by resource and mitigation measure as presented in the MMRP.

Table 5-1 Summary of MSC Mitigation Measures in the 2021 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
AIR QUALITY		
MM-AQ (MSC)-1	On-Road Trucks & Off-Road Equipment	Not applicable during the 2021 reporting period.

Table 5-1 Summary of MSC Mitigation Measures in the 2021 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
General Air Quality Control Measures		
LAX-AQ-1a	Water twice daily	Not applicable during the 2021 reporting period.
LAX-AQ-1b	Ultra-low sulfur diesel in construction equipment	Not applicable during the 2021 reporting period.
LAX-AQ-1c	Post of publicly visible sign	Not applicable during the 2021 reporting period.
LAX-AQ-1d	Cover or treat all ground surfaces prior to final occupancy	Not applicable during the 2021 reporting period.
LAX-AQ-1e	Complete paved surfaces as soon as possible	Not applicable during the 2021 reporting period.
LAX-AQ-1f	Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes	Not applicable during the 2021 reporting period.
LAX-AQ-1g	Maintain on-site construction equipment	Not applicable during the 2021 reporting period.
Construction-Related Control Measures		
LAX-AQ-2a	Outfit construction diesel-fueled equipment with the best available emission control devices	Not applicable during the 2021 reporting period.
LAX-AQ-2b	Water three times daily	Not applicable during the 2021 reporting period.
LAX-AQ-2c	Pave Construction Access Roads	Not applicable during the 2021 reporting period.
LAX-AQ-2d	Have construction employees work/commute during the off-peak hours to the extent feasible	Not applicable during the 2021 reporting period.
LAX-AQ-2e	Make on-site lunch trucks available during construction	Not applicable during the 2021 reporting period.
LAX-AQ-2f	Utilize on-site rock crushing facility	Not applicable during the 2021 reporting period.
LAX-AQ-2g	Provide electricity (for stationary sources) from power poles and portable generators using clean-burning diesel	Not applicable during the 2021 reporting period.

Table 5-1 Summary of MSC Mitigation Measures in the 2021 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
LAX-AQ-2h	Suspend use of construction equipment during second stage smog alert	Not applicable during the 2021 reporting period.
LAX-AQ-2i	Use construction equipment having the minimum practical engine size	Not applicable during the 2021 reporting period.
LAX-AQ-2j	Prohibit construction equipment engine tampering	Not applicable during the 2021 reporting period.
LAX-AQ-2k	Designate a person(s) to ensure implementation of construction-related measures	Not applicable during the 2021 reporting period.
LAX-AQ-2l	Locate rock crushers and stockpiles away from residents	Not applicable during the 2021 reporting period.
LAX-AQ-2m	Provide infrastructure for alternative-fueled vehicles	Not applicable during the 2021 reporting period.
Transportation-Related Control Measures		
LAX-AQ-3a through 3r	Transportation-Related Mitigation Measures	Not applicable during the 2021 reporting period.
Operations-Related Control Measures		
LAX-AQ-4b	Passenger Gate Electrification	Not applicable during the 2021 reporting period.
LAX-AQ-4f	Available and sufficient infrastructure for alternative fueled vehicles and equipment	Not applicable during the 2021 reporting period.
HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES		
MM-HA (MSC)-1	Conformance with LAX Master Plan Archaeological Treatment Plan	Not applicable during the 2021 reporting period.
MM-HA-5	Monitoring of Excavation Activities	Not applicable during the 2021 reporting period.
MM-HA-6	Excavation and Recovery	Not applicable during the 2021 reporting period.
MM-HA-7	Administration	Not applicable during the 2021 reporting period.
MM-HA-8	Archaeological/Cultural Monitor Report	Not applicable during the 2021 reporting period.

Table 5-1 Summary of MSC Mitigation Measures in the 2021 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
MM-HA-9	Artifact Curation	Not applicable during the 2021 reporting period.
MM-HA-10	Archaeological Notification	Not applicable during the 2021 reporting period.
MM-PA (MSC)-1	Conformance with LAX Master Plan Paleontological Management Treatment Plan	Not applicable during the 2021 reporting period.
MM-PA (MSC)-2	Construction Personnel Briefing	Not applicable during the 2021 reporting period.
MM-PA-1	Paleontological Qualification and Treatment Plan	Not applicable during the 2021 reporting period.
MM-PA-2	Paleontological Authorization	Not applicable during the 2021 reporting period.
MM-PA-3	Paleontological Monitoring Specifications	Not applicable during the 2021 reporting period.
MM-PA-4	Paleontological Resources Collection	Not applicable during the 2021 reporting period.
MM-PA-5	Fossil Preparation	Not applicable during the 2021 reporting period.
MM-PA-6	Fossil Donation	Not applicable during the 2021 reporting period.
MM-PA-7	Paleontological Reporting	Not applicable during the 2021 reporting period.
HAZARDS AND HAZARDOUS MATERIALS		
MM-HM (MSC)-1	Asbestos-Containing Materials and Lead Based Paint	Not applicable during the 2021 reporting period.
MM-HM (MSC)-2	Hazardous Materials Contingency Plan	Not applicable during the 2021 reporting period.
MM-HM (MSC)-3	Hazardous and Solid Waste Disposal	Not applicable during the 2021 reporting period.

Table 5-1 Summary of MSC Mitigation Measures in the 2021 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
CONSTRUCTION		
C-1	Establishment of a Ground Transportation/Construction Coordination Office	Not applicable during the 2021 reporting period.
C-2	Construction Personnel Airport Orientation	Not applicable during the 2021 reporting period.
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 6, 2021, this intersection was operating with a volume/capacity of 0.617 and a Level of Service B during the PM peak hour. This is better than the 0.843 volume/capacity level that would trigger this measure. Therefore, no action was required during the 2021 reporting period.
ST-9	Construction Deliveries	Not applicable during the 2021 reporting period.
ST-12	Designated Truck Delivery Hours	Not applicable during the 2021 reporting period.
ST-14	Construction Employee Shift Hours	Not applicable during the 2021 reporting period.
ST-16	Designated Haul Routes	Not applicable during the 2021 reporting period.
ST-17	Maintenance of Haul Routes	Not applicable during the 2021 reporting period.
ST-18	Construction Traffic Management Plan	Not applicable during the 2021 reporting period.
ST-19	Closure Restrictions of Existing Roadways	Not applicable during the 2021 reporting period.
ST-22	Designated Truck Routes	Not applicable during the 2021 reporting period.

Table 5-1 Summary of MSC Mitigation Measures in the 2021 Monitoring Period for Which No Action was Required at that Time		
Mitigation Measure		Status
PUBLIC SERVICES – FIRE PROTECTION		
FP-1	LAFD Design Recommendations	Not applicable during the 2021 reporting period.

APPENDIX A

NON-PROJECT SPECIFIC/GENERAL MITIGATION MEASURES COMPLETED IN PRIOR REPORTING PERIODS & MEASURES THAT ARE NOT APPLICABLE

Table A-1 General Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
NOISE	
MM-N-5	Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory
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
LU-2	Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion
LU-4	Neighborhood Compatibility Program
MM-LU-3	Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn
MM-LU-5	Upgrade and Expand Noise Monitoring Program
SURFACE TRANSPORTATION	
MM-ST-14	Ground Transportation/Construction Coordination Office Outreach Program
AIR QUALITY	
AQ-1	Air Quality Source Apportionment Study
AQ-3	Mobile Health Research Lab
MM-AQ-1	LAX Master Plan – Mitigation Plan for Air Quality (Framework)
MM-AQ-2	Construction-Related Mitigation Measures
MM-AQ-3	Development of New FlyAway Capacity
MM-AQ-3	Public Outreach Program for FlyAway Service
MM-AQ-4	Operations-Related Mitigation Measures
HYDROLOGY AND WATER QUALITY	
HWQ-1	Conceptual Drainage Plan
HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES	
HR-1	Preservation of Historic Resources Engage qualified architectural historian or historic architect when Soundproofing in Morningside Park Neighborhood
MM-HA-4	Discovery
BIOTIC COMMUNITIES	
MM-BC-3	Conservation of Floral Resources: Mature Tree Replacement
MM-BC-9	Conservation of Faunal Resources: <i>Special status species</i>

Table A-1 General Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
ENDANGERED AND THREATENED SPECIES	
MM-ET-3	El Segundo Blue Butterfly Conservation: Dust Control
SOLID WASTE	
SW-1	Implement an Enhanced Recycling Program
CONSTRUCTION	
C-1	Establishment of a Ground Transportation/Construction Coordination Office
DESIGN, ART AND ARCHITECTURE APPLICATIONS/AESTHETICS	
DA-2	Update and Integrate Design Plans and Guidelines
HAZARDOUS MATERIALS	
HM-2	Handling of Contaminated Materials Encountered During Construction
WATER	
W-2	Enhance Existing Water Conservation Program

Table A-2 General Mitigation Measures that are Not Applicable		
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 <i>Construction Avoidance</i>	LAWA did not conduct any construction or stockpiling within 100 feet of a state-designated sensitive habitat during the reporting period or have plans to do so within five years.
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>	LAWA did not conduct any construction or stockpiling within 100 feet of a state-designated sensitive habitat during the reporting period or have plans to do so within five years.
MM-BC-2	Conservation of Floral Resources: Lewis' Evening Primrose	LAWA did not initiate construction of the north runways during the reporting period or have plans to do so within five years.
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	LAWA did not install navigational aids or associated service roads associated with the LAX Master Plan runway improvements during the reporting period.
ENDANGERED AND THREATENED SPECIES		
MM-ET-4	El Segundo Blue Butterfly Conservation: Habitat Restoration	This measure was not applicable during the 2021 reporting period. LAWA did not install navigational aids or associated service roads associated with the LAX Master Plan runway improvements during the reporting period.
NOISE		
MM-N-4	Update the Aircraft Noise Abatement Program Elements as applicable to adapt to the future Airfield configuration	No runway relocations 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. 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</p>

		<p>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>
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 as part of the Master Plan. Therefore, this mitigation measure is no longer applicable.</p>
SURFACE TRANSPORTATION		
ST-2	Non-Peak CTA Deliveries	<p>LAX Master Plan reconstruction of terminal facilities is no longer reasonably foreseeable; therefore, the commitment is not applicable.</p>
ST-7	Adequate GTC, ITC, and APM Design	<p>This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 to remove the Intermodal Transportation Center (ITC) and the Ground Transportation Center (GTC), and LAWA approved the LAX Landside Access Modernization Program in 2016, which replaced the LAX Master Plan version of the Automated People Mover (APM) with a new version for which LAWA adopted separate mitigation measures that accomplish the intent of the original mitigation measure.</p>
ST-8	Limited Short-Term Lane Closures	<p>This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 to remove the ITC and the GTC and the related roadway improvements, and LAWA approved the LAX Landside Access Modernization Program in 2016,</p>

		which replaced the LAX Master Plan version of the Automated People Mover (APM) with a new version for which LAWA adopted separate mitigation measures that accomplish the intent of the original mitigation measure.
MM-ST-1	Require CTA Construction Vehicles to Use Designated Lanes	LAX Master Plan reconstruction of terminal facilities is no longer reasonably foreseeable, therefore, the measure is not applicable
MM-ST-2	Modify CTA Signage	LAX Master Plan reconstruction of terminal facilities is no longer reasonably foreseeable, therefore, the measure is not applicable.
MM-ST-3	Develop Designated Shuttle Stops for Labor Buses and ITC-CTA Buses	LAX Master Plan reconstruction of terminal facilities is no longer reasonably foreseeable, therefore, the measure is not applicable.
ST-20	Stockpile Locations [for the Eastern Facilities] will be Confined to the Eastern Area of the Airport Vicinity, to the Extent Feasible	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016. Together, these actions replaced the LAX Master Plan facilities to which this commitment would have applied.
ST-21	Construction Employee Parking Locations [for the Eastern Facilities] will be Selected that are as Close to I-405 and I-105 as Possible	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016. Together, these actions replaced the LAX Master Plan facilities to which this commitment would have applied.
ST-23	Expanded LAX Gateway Improvements/Greening of Impacted Communities	On November 23, 2015, LAWA received a letter from the Federal Aviation Administration (FAA) addressing this commitment.
ST-24	Fair Share Contribution to Congestion Management Plan (CMP) Improvements	This measure is no longer applicable. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX Landside Access Modernization Program, which includes measures pertaining to fair-share contributions that supersede this measure.
MM-ST-6	Add New Traffic Lanes	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-7	Restripe Existing Facilities	
MM-ST-8	Add ATSAC, ATCS or Equivalent	
MM-ST-10	Modify Signal Phasing	
MM-ST-12	Provide New Ramps Connecting I-105 to LAX Between Aviation	

	Boulevard and La Cienega Boulevard	
MM-ST-13	Create a New Interchange at I-405 and Lennox Boulevard	
MM-ST-15	Provide Fair-Share Contributions to Transit Improvements	
MM-ST-16	Provide Fair-Share Contribution to LA County's project to extend the Marina Expressway	
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

		<p>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 (LAMP) project is considered a stand-alone project subject to separate environmental review and reporting. As noted in the mitigation measure, LAWA has no jurisdiction over implementation of this mitigation measure. The Los Angeles County Department of Public Works determined that new or upgraded facilities were not required for LAX Master Plan associated projects. Subsequent to the adoption of the LAX Master Plan, LAWA approved LAMP which included mitigation measures to address drainage facilities associated with the new LAMP facilities.</p>
<p>HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES</p>		
HR-1	Preservation of Historic Resources	<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.</p>
MM-HA-1	Historic American Buildings Survey (HABS) Document	<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</p>

		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.
MM-HA-2	Historic Educational Materials	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.
SOLID WASTE		
SW-1	Implement an Enhanced Recycling Program <i>LAX Northside/Westchester Southside</i>	The main component of this measure has been completed – see Table 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. The LAX Landside Access Modernization Program 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.
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 NOT APPLICABLE

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
AIR QUALITY	
Construction-Related Mitigation Measures	
MM-AQ-2.1	Fugitive Dust Source Controls
MM-AQ-2.2	On-Road Mobile Source Controls
MM-AQ-2.3	Nonroad Mobile Source Controls
MM-AQ-2.4	Stationary Point Source Controls
MM-AQ-2.5	Mobile and Stationary Source Controls
MM-AQ-2.6	Administrative Controls
SURFACE TRANSPORTATION	
MM-ST (BWP)-1	Trip Reduction Measures
MM-ST (BWP)-2	Improve the Intersection of Center Way and World Way South
MM-ST (BWP)-3	Widen World Way Across from TBIT
MM-ST (BWP)-4	Modify the Intersection of Airport Boulevard and Manchester Avenue (Intersection #9)
MM-ST (BWP)-10	Modify the Intersection of Imperial Highway and Main Street (Intersection #68)
MM-ST (BWP)-11	Modify the Intersection of Imperial Highway and Pershing Drive (Intersection #69)
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
ST-9	Construction Deliveries
ST-12	Designated Truck Delivery Hours
ST-14	Construction Employee Shift Hours
ST-16	Designated Haul Routes
ST-17	Maintenance of Haul Routes
ST-18	Construction Traffic Management Plan
ST-19	Closure Restrictions of Existing Roadways
ST-22	Designated Truck Routes
HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CULTURAL RESOURCES	
MM-HA-5	Monitoring of Excavation Activities
MM-HA-6	Excavation and Recovery
MM-HA-7	Administration
MM-HA-8	Archaeological/Cultural Monitor Report

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
MM-HA-9	Artifact Curation
MM-HA-10	Archaeological Notification
MM-HA (BWP)-1	Conformance with LAX Master Plan Archaeological Treatment Plan
PALEONTOLOGICAL RESOURCES	
MM-PA-1	Paleontological Qualification and Treatment Plan
MM-PA-2	Paleontological Authorization
MM-PA-3	Paleontological Monitoring Specifications
MM-PA-4	Paleontological Resources Collection
MM-PA-5	Fossil Preparation
MM-PA-6	Fossil Donation
MM-PA-7	Paleontological Reporting
MM-PA (BWP)-1	Conformance with LAX Master Plan Paleontological Management Treatment Plan
MM-PA (BWP)-2	Construction Personnel Briefing
BIOTIC COMMUNITIES	
MM-BC (BWP)-1	Conservation of Floral Resources: Southern Tarplant
MM-BC (BWP)-2	Conservation of Floral Resources: Lewis' Evening Primrose
MM-BC (BWP)-3	Conservation of Floral Resources: California Spineflower
MM-BC (BWP)-4	Conservation of Faunal Resources: Burrowing Owl
MM-BC (BWP)-5	Conservation of Faunal Resources: Loggerhead Shrike
MM-BC (BWP)-6	Conservation of Faunal Resources: San Diego Black-Tailed Jackrabbit
MM-BC (BWP)-7	Conservation of Floral Resources: Mature Tree Replacement
MM-BC (BWP)-8	Conservation of Faunal Resources: Nesting Birds/Raptors
ENDANGERED AND THREATENED SPECIES	
MM-ET (BWP)-1	Mitigation for Riverside Fairy Shrimp
ENERGY SUPPLY	
E-1	Energy Conservation and Efficiency Program
E-2	Coordination with Utility Providers
PU-1	Develop a Utility Relocation Program

Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
LIGHT EMISSIONS	
LI-2	Use of Non-Glare Generating Building Materials
LI-3	Lighting Controls
SOLID WASTE	
SW-2	Requirements for the Use of Recycled Materials During Construction
SW-3	Requirements for the Recycling of Construction and Demolition Waste
CONSTRUCTION IMPACTS	
C-1	Establishment of a Ground Transportation/Construction Coordination Office
C-2	Construction Personnel Airport Orientation
DESIGN, ART AND ARCHITECTURE APPLICATIONS/AESTHETICS	
MM-DA-1	Construction Fencing
HAZARDOUS MATERIALS	
HM-2	Handling of Contaminated Materials Encountered During Construction
WATER USE	
W-1	Maximize Use of Reclaimed Water
FIRE PROTECTION	
FP-1	LAFD Design Recommendations
PS-1	Fire and Police Facility Relocation Plan
PS-2	Fire and Police Facility Space and Siting Requirements
LAW ENFORCEMENT	
LE-2	Plan Review

Table B-2 Bradley West Project (BWP) Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
NOISE		
MM-N-7	Construction Noise Control Plan	The Bradley West Project (BWP) Baggage Optimization Project did 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 occurred on-site, which is near the middle of the airport, well-away from any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-9	Equipment Replacement	The construction site was not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-10	Construction Scheduling	The construction site was not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.

APPENDIX C

WEST AIRCRAFT MAINTENANCE AREA (WAMA) MEASURES COMPLETED IN PRIOR REPORTING PERIODS & MEASURES THAT ARE NOT APPLICABLE

Table C-1 West Aircraft Maintenance Area (WAMA) Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
PROJECT DESIGN FEATURES	
WAMA-PDF-1	Develop a Tiered Penalty Program
WAMA-PDF-6	Automated Run-up Monitoring System
WAMA-PDF-7	Resurfacing a Portion of Imperial Highway
AIR QUALITY	
General Air Quality Control Measures	
LAX-AQ-1a	Water twice daily
LAX-AQ-1b	Ultra-low sulfur diesel in construction equipment
LAX-AQ-1c	Post of publicly visible sign
LAX-AQ-1d	Cover or treat all ground surfaces prior to final occupancy
LAX-AQ-1e	Complete paved surfaces as soon as possible
LAX-AQ-1f	Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes
LAX-AQ-1g	Maintain on-site construction equipment
Construction-Related Control Measures	
LAX-AQ-2a	Outfit construction diesel-fueled equipment with the best available emission control devices
LAX-AQ-2b	Water three times daily
LAX-AQ-2c	Pave Construction Access Roads
LAX-AQ-2d	Have construction employees work/commute during the off-peak hours to the extent feasible
LAX-AQ-2e	Make on-site lunch trucks available during construction
LAX-AQ-2f	Utilize on-site rock crushing facility
LAX-AQ-2g	Provide electricity from power poles and portable generators using clean-burning diesel
LAX-AQ-2h	Suspend use of construction equipment during second stage smog alert
LAX-AQ-2i	Use construction equipment having the minimum practical engine size
LAX-AQ-2j	Prohibit construction equipment engine tampering
LAX-AQ-2k	Designate a person(s) to ensure implementation of construction-related measures
LAX-AQ-2l	Locate rock crusher and stockpiles away from residents
LAX-AQ-2m	Provide infrastructure for alternative-fueled vehicles
LAX-AQ-2n	On-road trucks with a gross vehicle weight rating of at least 19,500 pounds shall comply with USEPA 2007 on-road emission standards
Operations-Related Control Measures	

Table C-1 West Aircraft Maintenance Area (WAMA) Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
LAX-AQ-4a	GSE Conversion
LAX-AQ-4e	Conversion of sweepers to alternative fuels or electric power for ongoing airfield and roadway maintenance
LAX-AQ-4f	Available and sufficient infrastructure for alternative fueled vehicles and equipment
MM-AQ (WAMA)-1	On-Road Trucks
ARCHAEOLOGICAL RESOURCES	
ARCHAEO-1	Untitled
PALEONTOLOGICAL RESOURCES	
PALEO-1	Conformance with LAX Master Plan Paleontological Management Treatment Plan: (PMTP)
PALEO-2	Construction Personnel Briefing
HAZARDS AND HAZARDOUS MATERIALS	
HM-1	Ensure Continued Implementation of Existing Remediation Efforts
HM-2	Handling of Contaminated Materials Encountered During Construction
MM-HAZ (WAMA)-1	Abandoned/Plugged Oil Wells
CONSTRUCTION	
C-1	Establishment of a Ground Transportation/Construction Coordination Office
C-2	Construction Personnel Airport Orientation
SURFACE TRANSPORTATION	
ST-9	Construction Deliveries
ST-12	Designated Truck Delivery Hours
ST-14	Construction Employee Shift Hours
ST-16	Designated Haul Routes
ST-17	Maintenance of Haul Routes
ST-18	Construction Traffic Management Plan
ST-22	Designated Truck Routes

Table C-2 West Aircraft Maintenance Area (WAMA) Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
NOISE		
MM-N-7	Construction Noise Control Plan	The only component of the WAMA project that has not been implemented is the westerly extension of Taxiway C which would not require construction within 600 feet of any noise-sensitive uses. Therefore, a construction noise control plan would not be 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 only component of the WAMA project that has not been implemented is the westerly extension of Taxiway C which would not require construction within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-10	Construction Scheduling	The only component of the WAMA project that has not been implemented is the westerly extension of Taxiway C which would not require construction within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
AIR QUALITY		
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 NOT APPLICABLE

Table D-1 Midfield Satellite Concourse (MSC) Mitigation Measures Completed in Prior Reporting Periods	
Mitigation Measure	
AIR QUALITY	
Operations-Related Control Measures	
LAX-AQ-4a	GSE Conversion
LAX-AQ-4e	Conversion of sweepers to alternative fuels or electric power for ongoing airfield and roadway maintenance

Table D-2 Midfield Satellite Concourse (MSC) Mitigation Measures that are Not Applicable		
Mitigation Measure		Status
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.
PUBLIC SERVICES – FIRE PROTECTION		
PS-1	Fire and Police Facility Relocation Plan	The Midfield Satellite Concourse (MSC) project will not affect 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 affect 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 (OA) (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.