

LAX MASTER PLAN

**MITIGATION MONITORING
AND REPORTING PROGRAM**

**2018 ANNUAL PROGRESS
REPORT**



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*Los Angeles
World Airports*

LOS ANGELES INTERNATIONAL AIRPORT (LAX)

MASTER PLAN PROGRAM

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

2018 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. Due to these limitations, it is possible that certain numbers may not be accurate.

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 component), 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, 2018 through December 31, 2018. 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 2018 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 2018. Measures are shown by resource and mitigation measure as presented in the MMRPs.

| Table 2-1 Summary of General Mitigation Measures in the 2018 Monitoring Period Measures 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, all dwelling units within the 2015 N94 contour are already included in the ANMP, based on the current Program Boundary (the 2020 Noise Exposure Map 65 dB CNEL contour).</p> <p>For the County of Los Angeles, there are dwelling units within the 2015 N94 Contour, but outside the current Program Boundary that are included in the ANMP as part of the FAA-approved Block Rounding areas.</p> <p>Within the City of Inglewood, there are several parcels located within the 2015 N94 contour that are outside the current Program Boundary. 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. These properties may be acquired for conversion to compatible land use.</p> <p>If the City of Inglewood wishes to include residential</p> |

| Table 2-1 Summary of General Mitigation Measures in the 2018 Monitoring Period Measures for Which No Action is Required at this Time | |
|---|--|
| Mitigation Measure | |
| Status | |
| | properties (planned for industrial or commercial use) in an acquisition program, eligibility will be evaluated at that time, based on current FAA-eligible contours. |

| Table 2-2 Summary of General Mitigation Measures in the 2018 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 2018 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 Program | <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 and continues to convert incompatible land use to compatible land use through the Residential Acquisition Program. In 2018, LAWA acquired 7 properties in Manchester Square as part of the Residential Acquisition Program.</p> |
| SURFACE TRANSPORTATION | | |
| MM-ST-14 | Ground Transportation/Construction Coordination Office Outreach Program | In 2018, LAWA's Construction and Logistics Management (CALM) team continued 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. |
| ENVIRONMENTAL JUSTICE | | |
| EJ-1 | Aviation Curriculum | LAWA regularly coordinates with local school districts to develop aviation-related curriculum. In 2018, LAWA continued working with Orville Wright Middle School in Westchester, (Judge) Albert Monroe Middle School in Inglewood, and Hawthorne High School in Hawthorne to offer an aviation program that includes aviation business education and job shadow components. Also in 2018, LAWA continued coordinating aviation-related |

| Table 2-2 Summary of General Mitigation Measures in the 2018 Monitoring Period Implemented Measures; Continuing to Monitor and Report | | | | | | | | | |
|--|---|--|------|--------------|-------|------------------------|--------|----------------|---------|
| Mitigation Measure | Status | | | | | | | | |
| | <p>activities with Thirty-Second Street Elementary and Normandie Elementary Schools in South Los Angeles, Wish Elementary School in Westchester, and Graham Elementary School in the Watts area of South Los Angeles.</p> | | | | | | | | |
| EJ-2 | <p>Aviation Academy</p> <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. Forty-two (42) local students participated in the program during the summer of 2018.</p> <p>In 2018 LAX hosted its third Aviation Career Day bringing more than 650 LAX area and Los Angeles area high school students to the LAX airfield for a career fair focusing on aviation and aviation-related services.</p> | | | | | | | | |
| EJ-3 | <p>Job Outreach Center</p> <p>Construction and Other LAX-Related Job Outreach</p> <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 platform www.jobsatlax.org, and social media, and currently has approximately 4,566 followers on Facebook. In 2018, LAWA representatives attended 33 job-related/community events. During 2018, the following FSHP activity occurred:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #cccccc;"></th> <th style="background-color: #cccccc;">2018</th> </tr> </thead> <tbody> <tr> <td>Job Openings</td> <td style="text-align: center;">5,508</td> </tr> <tr> <td>Registered Job Seekers</td> <td style="text-align: center;">21,173</td> </tr> <tr> <td>Website Visits</td> <td style="text-align: center;">297,382</td> </tr> </tbody> </table> | | 2018 | Job Openings | 5,508 | Registered Job Seekers | 21,173 | Website Visits | 297,382 |
| | 2018 | | | | | | | | |
| Job Openings | 5,508 | | | | | | | | |
| Registered Job Seekers | 21,173 | | | | | | | | |
| Website Visits | 297,382 | | | | | | | | |

| Table 2-2 Summary of General Mitigation Measures in the 2018 Monitoring Period Implemented Measures; Continuing to Monitor and Report | | | | | | | |
|--|---|---|---------------|-----|--------------------|-----|--|
| Mitigation Measure | | Status | | | | | |
| | | <table border="1"> <tr> <td>LAX Employers</td> <td>189</td> </tr> <tr> <td>Community Partners</td> <td>123</td> </tr> </table> | LAX Employers | 189 | Community Partners | 123 | |
| LAX Employers | 189 | | | | | | |
| Community Partners | 123 | | | | | | |
| | | For more information on the FSHP, please email the Business, Jobs and Social Responsibility Division (BJSR) at businessandjobs@lawa.org . You may also visit the Jobs@LAX website at www.jobsatlax.org . | | | | | |
| EJ-3 | Job Outreach Center Community Job Database | LAWA's FSHP has an online website named Jobs@LAX.org . The website allows airport employers to have their jobs automatically or manually posted to the website from their company website. LAWA's 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. | | | | | |
| EJ-3 | Job Outreach Center MBE/DBE & SBE Business Outreach | In collaboration with the Procurement Services Division, LAWA's BJSR Division conducts a monthly workshop, "Doing Business with LAWA". In 2018, approximately 118 business representatives attended the monthly workshops. 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, LAWA still monitors the MBE/WBE participation of all prime contractors. In addition, 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 disadvantage businesses with at least 51 percent ownership by a socially or economically disadvantaged individual(s). | | | | | |

| Table 2-2 Summary of General Mitigation Measures in the 2018 Monitoring Period Implemented Measures; Continuing to Monitor and Report | | |
|--|---|---|
| Mitigation Measure | | Status |
| EJ-4 | Community Mitigation Monitoring | In October 2017, LAWA discontinued the Stakeholder Liaison Office, however, 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 . |
| AIR QUALITY | | |
| AQ-2 | School Air Filters | In 2018, LAWA discussed whether airport revenues may be used to provide funding for MMRP Commitment AQ-2 School Air Filters, with the FAA. LAWA did not receive a formal response from the FAA in 2018. |
| 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 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. |
| 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. This requirement is in effect at LAX. All LAX GSE operators submit annual reports to LAWA in compliance with the Policy. The Sustainability and Commitment Management Section in LAWA’s Environmental Programs Group serves as LAWA’s GSE coordinator, and oversees compliance with the LAX Ground Support Equipment Emissions Policy. |

| Table 2-2 Summary of General Mitigation Measures in the 2018 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 2018 continued to avoid the El Segundo Blue Butterfly Habitat Restoration Area and watering or other dust control measures were implemented (see MM-ET-3 above and LAX-AQ-1 and LAX-AQ-2b in Table 4-2 below). |
| MM-BC-8 | Replacement of Habitat Units | During the reporting period, targeted weed abatement in the Coastal Dunes Improvement Project (CDIP) area on the northernmost portion of the Dunes resulted in the removal of invasive plant species in 11.6 acres. In addition, 21 Friends of the LAX Dunes (FOLD) events were held in 2018, where a total of 689 volunteers participated in 2,114 hours of weeding activities in targeted areas in the LAX Dunes. The Bay Foundation (TBF) continued invasive weed management in 2018 in the northern section of the dunes, and continued work in the CDIP area. |
| ENDANGERED AND THREATENED SPECIES | | |
| MM-ET-1 | Riverside Fairy Shrimp Habitat Restoration | LAWA continued to coordinate with the U.S. Fish and Wildlife Service (USFWS) to find a suitable habitat for the Riverside Fairy Shrimp. The USFWS supplied LAWA with a list of five prospective conservation alternatives, and five potential receiver sites for the soil containing Riverside Fairy Shrimp cysts which was removed from LAX. In fourth quarter 2018, LAWA contracted with a biological consultant to evaluate these alternatives to determine which are, or may be, feasible to complete this mitigation. |
| 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 2018. 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 |

| Table 2-2 Summary of General Mitigation Measures in the 2018 Monitoring Period Implemented Measures; Continuing to Monitor and Report | |
|--|--|
| Mitigation Measure | Status |
| | <p>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 2018, LAWAPD did not require additional staffing at several airfield access posts used by construction vehicles.</p> |

| Table 2-3 Summary of General Mitigation Measures Completed in the 2018 Monitoring Period | | |
|--|--|---|
| Mitigation Measure | | Status |
| LAND USE | | |
| MM-LU-3 | Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn | <p>The Transportation Research Board’s Airport Cooperative Research Program (ACRP) completed the study entitled “Evaluating the Impact of Aviation Noise on Learning” in 2017 to determine when aircraft noise impacts student learning and what noise metric(s) best defines impact on learning.</p> <p>In addition, ACRP funded follow-up research, entitled Assessing Aircraft Noise Conditions Affecting Student Achievement – Case Studies (Case Studies research). The objectives were to (1) develop and implement a case study methodology to identify and measure factors at the individual classroom, student, and teacher level regarding aircraft noise impacts on student achievement (2) identify metrics to define the level and characteristics of aircraft noise that impact student achievement; and (3) develop guidance for use by decision makers on how to reduce the impact of aircraft noise on student achievement. 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.</p> |

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. In 2017, LAWA initiated construction of a component of the BWP known as the Baggage Optimization Project. As of 2016, LAWA implemented all major components of the BWP as initially proposed. 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 2018 reporting period included: the initial phases of building construction (i.e., foundation, walls and roof).

Following are those LAX Master Plan and project specific mitigation measures that were implemented in 2018 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” or “implemented; continuing to monitor and report.” Also listed below are mitigation measures that were “completed” in this reporting period.

| Table 3-1 Summary of BWP Mitigation Measures in the 2018 Monitoring Period Measures for Which No Action is Required at this Time | | |
|--|--|---|
| Mitigation Measure | | Status |
| SURFACE TRANSPORTATION | | |
| 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 2018, approximately 17.5 million international passengers traveled through TBIT. Therefore, there is no need to implement this mitigation measure at this time. |
| 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 City of Inglewood is responsible for soundproofing the homes in the Morningside Park Neighborhood. Where sound insulation is proposed, Inglewood will identify any significant historic resources and ensure that methods are developed with the approval of a qualified architectural historian or historic architect in compliance with the Secretary of the Interior’s Standards for Rehabilitation. |

| Table 3-2 Summary of BWP Mitigation Measures in the 2018 Monitoring Period Implemented Measures; Continuing to Monitor and Report | | |
|--|---------------------------------------|--|
| 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. |
| 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. |
| MM-AQ-2.3 | Nonroad Mobile Source Controls | LAWA provided construction vehicle parking in areas away from sensitive receptors. Employees utilized a shuttle bus from a construction employee parking lot to the work site, which served to reduce employee vehicle emissions. LAWA instructed construction vehicle operators that no vehicle idling was permitted in excess of 5 minutes during periods of non-active vehicle use; and issued no written violations pertaining to excessive equipment idling.. Contractors used an on-site rock crushing facility during the reporting period. |
| MM-AQ-2.4 | Stationary Point Source Controls | Project-related construction trailers used grid power. |
| 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. In addition, mitigation monitors reviewed maintenance plans for construction equipment. |
| MM-AQ-2.6 | Administrative Controls | Contractor personnel, LAWA inspectors and mitigation monitors were responsible for ensuring implementation of all components of the construction-related measure. Monitoring includes direct inspections, reviews of monthly reports, and investigation of complaints. |

| Table 3-2 Summary of BWP Mitigation Measures in the 2018 Monitoring Period Implemented Measures; Continuing to Monitor and Report | | |
|--|--|--|
| Mitigation Measure | | Status |
| 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). Final monitoring will occur when material has been inspected during construction. |
| SURFACE TRANSPORTATION | | |
| ST-9 | Construction Deliveries | Lane closures were not required for construction deliveries in 2018. |
| 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 2018. |
| ST-17 | Maintenance of Haul Routes | In 2018, Imperial Highway (a haul route) was resurfaced and Pershing Drive (also a haul route) had potholes repaired. These off-airport roadways were maintained by the City of Los Angeles Bureau of Street Services in conjunction with LAWA. |
| ST-18 | Construction Traffic Management Plan | Plan completed and implemented. The CALM team reviewed BWP construction traffic plans in conjunction with the MSC Traffic Management Plan. |
| 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 November 2018, LAWA's consultant, T.Y. Lin International, submitted revised plans incorporating Caltrans' latest comments. LAWA is now awaiting Caltrans approval of the plans. Once Caltrans' approval is achieved, LAWA can proceed to the construction phase. |
| MM-ST (BWP)-7 | Modify the Intersection of La Cienega Boulevard and I-405 Ramps N/O Century Boulevard (Intersection #96) | LAWA prepared a Project Study Report (PSR) for this improvement. The PSR was approved by Caltrans in May 2018, and provides for three through lanes, two left turn pockets, and one right turn pocket on the southbound approach. |
| MM-ST (BWP)-9 | Modify the Intersection of Sepulveda Boulevard and 76th/77th Street (Intersection #136) 2 | In 2014, LADOT changed the signal phasing and installed a crosswalk on the north leg of the intersection, which resulted in a conflict with the proposed mitigation measure. In an e-mail on May 18, 2016, LADOT staff informed LAWA that the implementation of closed circuit television cameras (CCTV) and other upgrades such as controllers, cabinets and loops could be used as an alternative mitigation and would not conflict with the phasing change that LADOT implemented. In 2018, LAWA consultants began conceptual design for the installation of CCTV cameras along the Sepulveda |

| Table 3-2 Summary of BWP Mitigation Measures in the 2018 Monitoring Period Implemented Measures; Continuing to Monitor and Report | |
|--|---|
| Mitigation Measure | Status |
| | Boulevard corridor between 76th/77th Street and Imperial Highway. |

| Table 3-3 Summary of BWP Mitigation Measures in the 2018 Monitoring Period Completed Measures | | |
|--|--|--|
| Mitigation Measure | | Status |
| HISTORICAL/ARCHITECTURAL AND ARCHAEOLOGICAL/CUTURAL 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-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 Archeological 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-2 | Paleontological Authorization | LAWA complied with this measure through implementation of MM-PA (BWP)-1. This measure was completed in 2018. |
| 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. |
| 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. |

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 2018 reporting period involved the completion of grading and foundation activities and the start of the hangar construction.

Following are those LAX Master Plan and project specific mitigation measures that were implemented in 2018 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” or “implemented; continuing to monitor and report.” Also listed below are mitigation measures that were “completed” in this reporting period.

| Table 4-1 Summary of WAMA Mitigation Measures in the 2018 Monitoring Period Measures for Which No Action is Required at this Time | | |
|---|--|--|
| Mitigation Measure | | Status |
| AIR QUALITY | | |
| LAX-AQ-1: General Air Quality Control Measures | | |
| <i>LAX-AQ-1d</i> | Cover or treat all ground surfaces prior to final occupancy | Previously completed components of the project have all been paved. The remainder of the project site was unpaved and under active construction during the reporting period. |
| <i>LAX-AQ-1e</i> | Complete paved surfaces as soon as possible | The project site was under active construction during the reporting period. |
| LAX-AQ-2: Construction-Related Control Measures | | |
| <i>LAX-AQ-2h</i> | Suspend use of construction equipment during second stage smog alert | Not applicable during the 2018 reporting period. |
| LAX-AQ-4: Operations-Related Control Measures | | |
| <i>LAX-AQ-4a</i> | GSE Conversion | Previously completed components of the project are required to comply with LAWA's Ground Support Equipment (GSE) Emissions Reduction |

| Table 4-1 Summary of WAMA Mitigation Measures in the 2018 Monitoring Period Measures for Which No Action is Required at this Time | | |
|--|---|---|
| Mitigation Measure | | Status |
| | | Policy. GSE associated with the Delta Air Lines hangar currently under construction will comply with this policy. |
| <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 currently under construction. |

| Table 4-2 Summary of WAMA Mitigation Measures in the 2018 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. |
| <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 2018 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 WAMA project did not use on-road trucks older than 2007 in 2018. |
| <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 2018 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 2018, project-related construction used ultra-low sulfur diesel (clean-burning) generators for welding activities. In addition, the project construction trailers used grid power. |

| Table 4-2 Summary of WAMA Mitigation Measures in the 2018 Monitoring Period Implemented Measures' Continuing to Monitor and Report | | |
|---|---|---|
| Mitigation Measure | | Status |
| <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 2018. |
| <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 2018. |
| <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 on-road emission standards for Particulate Matter 10 (PM ₁₀) and Nitrogen Oxides (NO _x). |
| LAX-AQ-4: Operations-Related Control Measures | | |
| <i>LAX-AQ-4e</i> | Conversion of sweepers to alternative fuels or electric power and roadway maintenance | LAWA provides sweepers for the access taxilane at the WAMA construction site. LAWA's 1999 Alternative Fuels Vehicle program for LAWA owned and operated vehicles includes the replacement of existing fossil fuel powered vehicles and equipment with alternative fuel vehicles (AFVs) whenever possible during the scheduled vehicle and equipment replacement program. In addition, the LAX Alternative Fuel Vehicle Requirement, updated in 2017 to reflect new clean vehicle technologies, requires on-road vehicles weighing 8,500 lbs. gross vehicle weight rating or more and used in operations at LAX to be alternative fuel or clean vehicles as defined in |

| Table 4-2 Summary of WAMA Mitigation Measures in the 2018 Monitoring Period Implemented Measures' Continuing to Monitor and Report | | |
|--|---|--|
| Mitigation Measure | | Status |
| | | the AFV Requirement. Also see LAX-AQ-4a regarding the LAX GSE Emissions Reduction Policy. These programs apply to sweepers used at WAMA. |
| MM-AQ (WAMA)-1 | On-Road Trucks | The Delta Hangar component of the WAMA project required new/additional diesel construction equipment in 2018 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 . |
| CONSTRUCTION | | |
| C-1 | Establishment of a Ground Transportation/Construction Coordination Office | In 2018, the CALM team and LAWA monitors worked with the Delta Hangar project staff and contractors to coordinate deliveries, monitor traffic conditions, and monitor and enforce delivery times and routes. There were no detours required for the Delta Hangar component of the WAMA project during the 2018 reporting period. |
| SURFACE TRANSPORTATION | | |
| ST-9 | Construction Deliveries | Lane closures were not required for construction deliveries in 2018. |
| 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 2018. |
| 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 2018, Imperial Highway (a haul route) was resurfaced and Pershing Drive (also a haul route) had potholes repaired. These off-airport roadways were maintained by the City of Los Angeles Bureau of Street Services in conjunction with LAWA. |
| ST-18 | Construction Traffic Management Plan | Prior to the initiation of demolition, the contractor developed a Construction Traffic |

| Table 4-2 Summary of WAMA Mitigation Measures in the 2018 Monitoring Period Implemented Measures' Continuing to Monitor and Report | | |
|---|------------------------------------|---|
| Mitigation Measure | | Status |
| | | 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 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 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 2018, Airport Operations recorded all requests for use of the blast fence by airlines other than Delta. |
| WAMA-PDF-1 | Develop a Tiered Penalty Program | LAWA is in the process of drafting 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. |
| WAMA-PDF-2 | APU Usage While Aircraft is Parked | LAWA's Airfield Operations was not aware of any non-compliance issues in 2018 related to this measure. |
| WAMA-PDF-3 | Aircraft Taxiing | LAWA's Airfield Operations monitored aircraft traveling to or from WAMA during nighttime hours in 2018 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 2018, Airport Operations recorded all requests for use of the blast fence by airlines other than |

| Table 4-2 Summary of WAMA Mitigation Measures in the 2018 Monitoring Period Implemented Measures' Continuing to Monitor and Report | | |
|--|---|---|
| Mitigation Measure | | Status |
| | | Delta. LAWA did not issue any violations in 2018. |
| WAMA-PDF-5 | Use of WAMA Site | LAWA included in WAMA leases the requirement 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/ . |
| WAMA-PDF-7 | Resurfacing a Portion of Imperial Highway | LAWA contributed \$1.9 million for the resurfacing of westbound Imperial Highway from Douglas Street to Vista del Mar. Most of this project was completed in 2018, and the City of Los Angeles' Bureau of Street Services expected to complete the project in 2019. |

| Table 4-3 Summary of WAMA Mitigation Measures in the 2018 Monitoring Period Completed Measures | | |
|---|-----------------------------|---|
| Mitigation Measure | | Status |
| HAZARDS AND HAZARDOUS MATERIALS | | |
| MM-HAZ (WAMA)-1 | Abandoned/Plugged Oil Wells | LAWA encountered an old abandoned oil well during grading and re-abandoned it in compliance with state and local regulations. This measure was completed by 2018. |

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) 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 Project consists of a 12-gate concourse, aircraft parking aprons, taxiways/lanes, utilities and provision for conveyance systems. In 2018, the main MSC 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 2018 in association with the MSC 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” or “implemented; continuing to monitor and report.” Also listed below are mitigation measures that were “completed” in this or prior reporting periods.

| Table 5-1 Summary of MSC Mitigation Measures in the 2018 Monitoring Period Measures 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 10, 2018, 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-1: General Air Quality Control Measures | | |
| LAX-AQ-1d | Cover or treat all ground surfaces prior to final occupancy | The project site was unpaved and under active construction during the reporting period. |
| LAX-AQ-1e | Complete paved surfaces as soon as possible | The project site was under active construction during the reporting period. |
| LAX-AQ-2: Construction-Related Control Measures | | |
| LAX-AQ-2h | Suspend use of construction | Not applicable during the 2018 reporting |

| Table 5-1 Summary of MSC Mitigation Measures in the 2018 Monitoring Period Measures for Which No Action is Required at this Time | | |
|---|---|--|
| Mitigation Measure | | Status |
| | equipment during second stage smog alert | period. |
| LAX-AQ-4: Operations-Related Control Measures | | |
| <i>LAX-AQ-4a</i> | GSE Conversion | This component was not applicable during the 2018 reporting period because the MSC project was not operational. In April 2015, BOAC adopted a Ground Support Equipment Emissions Reduction Policy to reduce emissions. 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-4b</i> | Passenger Gate Electrification | This component was not applicable during the 2018 reporting period because the MSC project was not operational. |
| <i>LAX-AQ-4e</i> | Conversion of sweepers to alternative fuels or electric power and roadway maintenance | This component was not applicable during the 2018 reporting period because the MSC project was not operational. |
| <i>LAX-AQ-4f</i> | Available and sufficient infrastructure for alternative fueled vehicles and equipment | This component was not applicable during the 2018 reporting period because the MSC project was not operational. The MSC concourse design includes 72 eGSE chargers, 2 at each of the 12 gates. The remainder will be at banks on the north and south ends of the concourse. |
| CULTURAL RESOURCES | | |
| MM-HA-6 | Excavation and Recovery | LAWA complied with this measure through implementation of MM HA (MSC)-1. LAWA did not discover any artifacts requiring excavation and recovery during the reporting period. |
| MM-HA-8 | Archaeological/Cultural Monitor Report | LAWA complied with this measure through implementation of MM-HA (MSC)-1. This measure applies upon completion of grading and excavation. In 2018, grading and excavation activities had not yet been completed. |
| MM-HA-9 | Artifact Curation | LAWA complied with this measure through implementation of MM-HA (MSC)-1. Grading and excavation was ongoing; LAWA did not discover any artifacts requiring curation during the reporting period. |
| MM-HA-10 | Archaeological Notification | LAWA complied with this measure through implementation of MM-HA (MSC)-1. LAWA did not find any human remains during the reporting period. |
| MM-PA-4 | Paleontological Resources Collection | LAWA complied with this measure through implementation of MM-PA (MSC)-1. |

| Table 5-1 Summary of MSC Mitigation Measures in the 2018 Monitoring Period Measures for Which No Action is Required at this Time | | |
|---|---------------------------|--|
| Mitigation Measure | | Status |
| MM-PA-5 | Fossil Preparation | LAWA complied with this measure through implementation of MM-PA (MSC)-1. |
| MM-PA-6 | Fossil Donation | LAWA complied with this measure through implementation of MM-PA (MSC)-1. |
| MM-PA-7 | Paleontological Reporting | LAWA complied with this measure through implementation of MM-PA (MSC)-1. |

| Table 5-2 Summary of MSC Mitigation Measures in the 2018 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 2018. |
| ST-12 | Designated Truck Delivery Hours | LAWA inspectors and mitigation monitors strictly enforced truck deliveries. In 2018, LAWA received some sensitive soil movement waiver requests. Although LAWA granted these waivers during peak hours, the trucks were moving opposite traffic 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 checked construction traffic, including haul routes, during the reporting period. |
| ST-17 | Maintenance of Haul Routes | In 2018, Imperial Highway (a haul route) was resurfaced and Pershing Drive (also a haul route) had potholes repaired. These off-airport roadways were maintained by the City of Los Angeles Bureau of Street Services in conjunction with LAWA. |
| ST-18 | Construction Traffic Management Plan | Prior to the initiation of the MSC 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 2018. |
| 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 Mitigation Measures in the 2018 Monitoring Period Implemented Measures; Continuing to Monitor and Report | | |
|--|--|---|
| Mitigation Measure | | Status |
| | | Rule 403, including regular watering of construction areas at least three times a day. |
| LAX-AQ-1b | 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. |
| LAX-AQ-1f | 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. |
| LAX-AQ-1g | 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 | | |
| LAX-AQ-2a | 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. |
| LAX-AQ-2b | Water three times daily | The contractor watered for dust control during construction activities in accordance with SCAQMD Rule 403. |
| LAX-AQ-2d | 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 2018 reporting period. |
| LAX-AQ-2e | Make on-site lunch trucks available during construction | Lunch trucks visited sites near the various MSC construction activity areas, as well as the construction site office located near World Way West. |
| LAX-AQ-2f | Utilize on-site rock crushing facility | LAWA used an on-site rock crushing facility during the reporting period. |
| LAX-AQ-2g | Provide electricity (for stationary sources) from power poles and portable generators using clean-burning diesel | On occasion in 2018, project-related construction used ultra-low sulfur diesel (clean-burning) generators for welding activities. In addition, the project construction trailers used grid power. |
| LAX-AQ-2i | Use construction equipment having the minimum practical engine size | The MSC construction specifications require use of construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job). There were no written violations in 2018. |
| LAX-AQ-2j | Prohibit construction equipment engine tampering | The MSC construction specifications prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.. There were no written violations in 2018. |
| LAX-AQ-2k | Designate a person(s) to ensure implementation of construction-related | A number of people are responsible for ensuring implementation of all components of |

**Table 5-2
Summary of MSC Mitigation Measures in the 2018 Monitoring Period
Implemented Measures; Continuing to Monitor and Report**

| Mitigation Measure | | Status |
|---------------------------|--|--|
| | measures | the construction-related measure, including contractor personnel, LAWA inspectors and mitigation monitors. Monitoring includes direct inspections, reviews of monthly reports, and investigation of complaints. |
| LAX-AQ-2l | Locate rock crusher and stockpiles away from residents | The rock-crushing operation and related stockpiles were located away from adjacent residents. |
| 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 regarding the provision of eGSE infrastructure. |
| MM-AQ (MSC)-1 | On-Road Trucks & Off-Road Equipment | For on-road vehicles associated with the MSC-North project in 2018, LAWA evaluated 550 trucks, and disapproved twenty-four (24) vehicles for failure to comply with MM-AQ (MSC)-1 requirements. The remaining 526 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 357 pieces of construction equipment have undergone independent monitoring. Two hundred thirty-two (232) 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 eight (108) 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. LAWA granted three (3) pieces of equipment a “20-day” exemption. |
| CULTURAL RESOURCES | | |
| MM-HA-5 | Monitoring of Excavation Activities | LAWA complied with this measure through implementation of MM-HA (MSC)-1. |
| MM-HA (MSC)-1 | Conformance with LAX Master Plan Archaeological Treatment Plan | LAWA retained an on-site Cultural Resource Monitor (CRM) for the MSC project during the reporting period. During the 2018 reporting period, excavation extended down into native material (where the potential exists for |

| Table 5-2 Summary of MSC Mitigation Measures in the 2018 Monitoring Period Implemented Measures; Continuing to Monitor and Report | | |
|--|--|---|
| Mitigation Measure | | Status |
| | | encountering archaeological resources); however, LAWA did not find any archaeological resources during monitoring. |
| MM-PA-2 | Paleontological Authorization | LAWA complied with this measure through implementation of MM-PA (MSC)-1. |
| MM-PA (MSC)-1 | Conformance with LAX Master Plan Paleontological Management Treatment Plan | During the 2018 reporting period, LAWA retained an on-site Archaeological/ Paleontological Resource Monitor for the MSC project. Excavation extended down into native material (where the potential exists for encountering paleontological resources); however, LAWA did not find any paleontological resources during monitoring. |
| HAZARDS AND HAZARDOUS MATERIALS | | |
| MM-HM (MSC)-2 | Hazardous Materials Contingency Plan | LAWA's construction contract specifications for the MSC 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 hazardous 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 2018, the CALM team and LAWA monitors worked with the MSC 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-related construction traffic problems, nor were there any detours required for the MSC project during the 2018 reporting period. |

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-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. |

| Table A-1 General Mitigation Measures Completed in Prior Reporting Periods | | |
|---|--|---|
| Mitigation Measure | | Status |
| 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-3: Transportation-Related Mitigation Measure | | |
| MM-AQ-3 | Development of New FlyAway Capacity | <p>In calendar year 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.</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. |
| 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 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. |

| Table A-1 General Mitigation Measures Completed in Prior Reporting Periods | | |
|---|--|---|
| Mitigation Measure | | Status |
| SOLID WASTE | | |
| SW-1 | Implement an Enhanced Recycling Program | LAWA completed an enhanced recycling plan in 2011 for LAX, and all 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. |
| DESIGN, ART AND ARCHITECTURE APPLICATIONS/AESTHETICS | | |
| DA-2 | Update and Integrate Design Plans and Guidelines | <p>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.</p> <p>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.</p> <p>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.</p> |
| 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. |

| Table A-1 General Mitigation Measures Completed in Prior Reporting Periods | | |
|---|---|--|
| Mitigation Measure | | Status |
| 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. |

| <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>NOISE</p> | | |
| 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. |
| <p>LAND USE</p> | | |
| 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> <p>Because the LAX Landside Access Modernization Program is not the same project evaluated in the LAX Master Plan Environmental Impact Statement/</p> |

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. |
| MM-ST (BWP)- | Distribution of Contractor Employee Parking between the | Completed. |

| Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods | | |
|--|--|--|
| Mitigation Measure | | Status |
| 12 | Northwest Construction Staging/Parking Area and the East Contractor Employee Parking Area or Southeast Construction Staging/Parking Area | |
| 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-7 | Administration | This measure was completed upon approval of excavation and grading plans and prior to initiation of excavation and grading activities. |
| 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 measures. Master Plan projects comply with the PMTP and thus comply with MM-PA-1. |
| MM-PA-3 | Paleontological Monitoring Specifications | This measure (as implemented through MM-PA (BWP)-1) was completed upon approval of construction contract. |
| 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. |

| Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods | | |
|--|---|---|
| Mitigation Measure | | Status |
| 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. |
| 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</p> |

| Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods | | |
|--|---|--|
| Mitigation Measure | | Status |
| | | been planted as part of the TreePeople project in Inglewood, 64 of which are associated with MM-BC (BWP)-7. |
| 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. |
| 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. |
| 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 | In 2017, the CALM team and LAWA monitors worked with the BWP Baggage Optimization Project staff and |

| Table B-1 Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods | | |
|--|--|---|
| Mitigation Measure | | Status |
| | Coordination Office | 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 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. |
| SURFACE TRANSPORTATION | | |
| MM-ST (BWP)-5 | Modify the Intersection of Arbor Vitae Street and Aviation Boulevard (Intersection of Imperial Highway and Sepulveda Boulevard (Intersection #71) | Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program was approved. The revised intersection improvement proposed in MM-ST (BWP)-5 at Arbor Vitae Street and Aviation Boulevard was included as part of the LAX Landside Access Modernization Program. This revised improvement will be designed and constructed as part of the LAX Landside Access Modernization Program. This LAX Landside Access Modernization Program mitigation measure replaces MM-ST (BWP)-5. Therefore, MM-ST (BWP)-5 is no longer applicable. |

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 | | |
| LAX-AQ-1c | 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 | | |
| LAX-AQ-2c | Pave Construction Access Roads | The entrance to the construction area is World Way West, which is paved with asphalt. |
| LAX-AQ-2f | 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. |
| LAX-AQ-2l | 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. |
| 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. |
| 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. |
| 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. |
| 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. |
| 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. |