



LAX Master Plan

Mitigation Monitoring and Reporting Program

2023 Annual Progress Report

Prepared by Los Angeles World Airports

The Development Group

June 2024

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LAX Master Plan MMRP Documents

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

For a copy of these MMRPs, reference “LAX Master Plan Documents” at Los Angeles World Airports’ (LAWA) website at:

<https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program>.

Note: LAWA obtained data from various sources to generate this report. The reporting team did not have access to each primary document and thus did not verify all data sets fully against the source documents.

Cover Image Credit: Brian Reidy, Los Angeles World Airports (LAWA)

Background

LAX Master Plan

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 Los Angeles International Airport (LAX) and adopted the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP). The 2004 MMRP is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. Following certification of the LAX Master Plan FEIR, the Board of Airport Commissioners (BOAC) certified a number of project-level EIRs for individual Master Plan components which the City Council subsequently approved. Those projects included the South Airfield Improvement Project (SAIP), Crossfield Taxiway Project (CFTP), Bradley West Project (BWP), West Aircraft Maintenance Area (WAMA) Project, and Midfield Satellite Concourse (MSC) Project). The Board of Airport Commissioners (BOAC) and the Los Angeles City Council adopted MMRPs for these projects to mitigate or avoid potentially significant effects on the environment. As a result, project-specific mitigation measures are included in this report for the BWP (traffic monitoring only), WAMA project (aircraft monitoring only), and the MSC project. The SAIP and the CFTP projects were completed in 2008 and 2010, respectively, and, therefore, are not included in this annual report.

This report, which covers the period January 1, 2023, through December 31, 2023, provides an update on applicable mitigation activities, policies, and programs implemented by LAWA. Measures completed in prior reporting periods, and not applicable measures, can be found in Appendices A through D.

MMRP Summary Table Overview

LAX Master Plan

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

- **Resource Category** – lists the environmental factor/resource category.
- **Measure ID** – lists the mitigation number as identified in the project’s MMRP.
- **Status** – the following categories state the progress of the implementation at time of reporting:
 - ***Continuing to Monitor and Report:*** Mitigation measure either is in progress during construction of a project or has ongoing monitoring and reporting requirements.
 - ***Completed During the Reporting Period:*** Mitigation measure was completed during the reporting period.
 - ***No Action was Required:*** Mitigation measure was not triggered/no action was required during the reporting period.

Non-Project Specific Mitigation Measures for the Reporting Period

LAX Master Plan

The LAX Master Plan MMRP, adopted in December 2004, contains a number of general non-project specific mitigation measures. This report is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program>. The following table addresses those non-project specific mitigation measures implemented in 2023 and mitigation measures for which no action was required. Measures are shown by resource category and mitigation measure as presented in the MMRPs.

Measure ID	Overview	Resource Category	Status	Summary of Compliance
N-1	Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program (ANAP)	Noise	Continuing to Monitor and Report	LAWA complied with this commitment in 2023 by maintaining the LAX Aircraft Noise Abatement Program (ANAP) and preparing Quarterly Reports for submittal to the County of Los Angeles. This information is available on https://www.lawa.org/lawa-environment/noise-management/lawa-noise-management-lax/california-state-airport-noise-standards-quarterly-reports-and-contour-maps .
MM-LU-1	Implement Revised Aircraft Noise Mitigation Program	Land Use	Continuing to Monitor and Report	LAWA completed the soundproofing program for the City of Los Angeles in 2014, continues to fund and oversee residential sound insulation programs implemented by the City of Inglewood and the County of Los Angeles. In 2022, LAWA restarted the sound insulation program for incompatible dwellings in the City of El Segundo since their termination of the sound insulation program and relaunched the LAX Residential Sound Insulation Program for City of Los Angeles homeowners, which provides a second chance to those who did not take advantage of the previous LAX soundproofing program.
MM-LU-2	Incorporate Residential Dwelling Units Exposed to	Land Use	Continuing to Monitor and	LAWA produced the N94 contour for 2015 (2015 N94 contour) under the LAX Master Plan to identify any newly

Non-Project Specific Mitigation Measures for the Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
	Single Event Awakenings Threshold into Aircraft Noise Mitigation Program		Report	<p>impacted incompatible residential properties for inclusion in the Airport Noise Mitigation Program (ANMP).</p> <p>For the Cities of Los Angeles and El Segundo, and the County of Los Angeles, all dwelling units within the 2015 N94 contour are already included in the ANMP, based on the current Program Boundary (2020 Noise Exposure Map 65 dB CNEL contour) and FAA-approved Block Rounding areas.</p> <p>Within the City of Inglewood, several parcels located within the 2015 N94 contour are not included in the City of Inglewood’s acquisition program. All these parcels are in close proximity to the current Program Boundary, but the City of Inglewood reported it did not include them in their FAA-approved Block Rounding areas because these properties are planned for industrial or commercial uses and are not eligible for sound insulation.</p>
EJ-1	Aviation Curriculum	Environmental Justice	Continuing to Monitor and Report	LAWA regularly coordinates with local school districts to develop aviation-related curriculum. In 2023, LAWA continued working with local schools to offer an aviation program that includes information about aviation careers, aviation business education, and job shadow components.
EJ-2	Aviation Academy	Environmental Justice	Continuing to Monitor and Report	In 2023, LAWA merged the Aviation Academy into an expanded Aviation Career Day at both LAX and VNY, where over 1,100 and 700 students participated, respectively.


Non-Project Specific Mitigation Measures for the Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
				Students came from numerous LAUSD schools and schools surrounding LAX including El Segundo, Inglewood, and Culver City. The events featured commercial aircraft, equipment demonstrations, and a career fair with representatives from various organizations and professions including government agencies, airlines, law enforcement, construction, and more.
EJ-3	<p>Job Outreach Center</p> <p>Community Job Database [www.jobsatlax.org]</p>	Environmental Justice	Continuing to Monitor and Report	<p>LAWA’s First Source Hiring Program (FSHP) employment portal www.jobsatlax.org, provides a free resource to contracted LAX employers to advertise their career opportunities to the local community in the Airport Impact Area and throughout Los Angeles County. LAX employers can set up pre-screening questions, review candidates’ resumes, accept applications, or redirect them into their Applicant Tracking System, and communicate with candidates directly through the employment portal. This allows LAX employers to save on recruitment costs with instant access to candidates.</p> <p>The employment portal advertises hiring events for LAX employers and those being hosted by workforce development partners in the local community. Resources are also available for candidates who need additional assistance with career counseling.</p>

Non-Project Specific Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<p>In 2023:</p> <ul style="list-style-type: none"> • 258 LAX employers were registered with the First Source Hiring Program. • 2,452 jobs were posted by LAX employers. • 8,941 candidate profiles were created. • 17 events were advertised. • The employment portal was visited 128,587 times. 
EJ-3	<p>Job Outreach Center</p> <p><i>Construction and Other LAX Related Job Outreach</i></p>	Environmental Justice	Continuing to Monitor and Report	<p><u>LAX Career Fair</u> On November 29, 2023, the West Los Angeles America’s Job Center of California (WLA AJCC) hosted the LAX Career Fair in Culver City. Over 80 job seekers and 14 LAX employers attended including Southwest Airlines, DFS North America, TSA, Cathay Pacific Airlines, and LAX Security.</p> <p><u>iCARE Program</u> Established in 2019 in the Guest Services Division, the iCARE Crew are frontline staff assigned to the curbside providing</p>

Non-Project Specific Mitigation Measures for the Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<p>navigation assistance, and other as-needed assistance to our guests. They are trained in the iCARE principles that adhere to being Informative, Courteous, Approachable, Responsive, and Efficient. The iCARE Crew members are assigned to areas to relieve construction-related impacts to guests, passengers, and travelers. Candidates are referred to iCARE through a partnership with the South Bay Workforce Investment Board (SBWIB) and the Department of Rehabilitation.</p> <p>The First Source Hiring Program held 3 workshops at the end of 2023 with iCARE Crew members to discuss the career opportunities available with LAX employers. Of the 15 workshop attendees, 2 have been hired by LAX employers and 3 are anticipating official job offers.</p> <p><u>Community Job Fairs</u></p> <p>The First Source Hiring Program’s Senior Workforce Development Manager attended 19 job fairs throughout Los Angeles to promote career opportunities with LAX employers to local job seekers.</p> <ul style="list-style-type: none">Local Hire/First Source Construction & Workforce Resource Fair, July 19, 2023

Non-Project Specific Mitigation Measures for the Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<ul style="list-style-type: none"> • Trans & Non-Binary Career Fair, September 13, 2023 • Culver City High School College & Career Fair, September 26, 2023 • 9th Annual Steps to Success Job Fair, September 28, 2023 • Los Angeles Air Force Base Career Fair, October 4, 2023 • Spartan College of Aeronautics and Technology Job Fair, October 17, 2024 • East & Central Connect LA Job Fair, October 18, 2023 • Virtual Employment Resource Fair, October 18, 2023 • TransLatin@ Coalition Job Fair, October 20, 2023 • West LA Veterans Affairs Stand Down, October 25, 2023 • LA Trade Tech College Reentry Resource & Job Fair, October 25, 2023 • LA Southwest College Career & Transfer Fair, October 26, 2023 • UEI College Career Fair, October 27, 2023 • City of LA Career Fair, November 2, 2023 • Valley Regional Connect LA Job Fair, October 2, 2023 • Veteran’s Job & Resource Fair, October 7, 2023 • BizFed Institute Career Fair, October 8, 2023 • 9th Annual Fall Classic Hiring Spree, November 16, 2023 • Together We Rise Job Fair, November 17, 2023

Non-Project Specific Mitigation Measures for the Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<p>Additionally, LAWA’s The Development Group (TDG) also held the following outreach events:</p> <ul style="list-style-type: none"> • LAX Contracting Forecast 2023, January 27, 2023 • LAX Terminal 9 Industry Showcase, April 14, 2023 • LAX Program Services Multiple Award Task Order Contract (MATOC) Preproposal Outreach Event, May 12, 2023 • LAX Planning & Design MATOC & Wayfinding Enhancement Program Industry Forum, June 23, 2023 • LAX Program Services MATOC Preproposal Conference, July 26, 2023 • LAX Terminal 9 Design Pre-proposal Conference, September 28, 2023 • \$30 Billion LAX Transformation - Virtual DBE Outreach Event, November 1, 2023 • Wayfinding Enhancement Program Preproposal Conference, November 16, 2023 <p><u>Rapid Response</u> The First Source Hiring Program partnered with the City of Los Angeles’ Economic and Workforce Development Department to provide a Rapid Response Orientation to</p>

Non-Project Specific Mitigation Measures for the Reporting Period

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				<p>workers affected by layoffs at FedEx on November 6, 2023, at the Flight Path Museum.</p> <p><u>Doing Business with LAWA</u> The Senior Workforce Development Manager presented on the First Source Hiring Program at the bimonthly “Doing Business with LAWA” virtual workshops for prospective contractors.</p> <p><u>SBWIB 28th Annual Awards Ceremony</u> The Business, Jobs, and Social Responsibility (BJSR) Division sponsored the South Bay Workforce Investment Board’s (SBWIB’s) 28th Annual Awards Ceremony on November 9, 2023. Representing LAWA was the FSHP Senior Workforce Development Manager with guests from URW, LAUSD North Valley Occupational Center Aviation Technician Program, Building Skills Partnership, West Los Angeles College, and iCARE.</p> <p>Amber Meshack, Director of BJSR serves as a Board Member for the SBWIB.</p>


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				<p><u>West LA College</u> On October 16, 2023 the Senior Workforce Development Manager presented during the Industry Overview and Career Opportunities course at WLAC to a cohort of current LAX employees about additional career opportunities at LAX. The course was developed through a partnership with WLAC and Building Skills Partnership.</p> <p><u>ACI-NA Workforce Development Workgroup</u> The Senior Workforce Development Manager and BJSR Director attended the Airports Council International-North America (ACI-NA) Workforce Development Workgroup on October 23, 2023. The workgroup is comprised of airport workforce development staff, national partners in education, job training and aviation awareness, federal transportation and aviation-related agencies, and state partners in workforce development. The purpose of the workgroup is to 1) identify the critical workforce development efforts that are required for the airport industry to successfully compete for talent against other industries in the future, 2) consider those efforts that produce the greatest strategic benefit for the entire industry, including airports and business partners, and 3) develop and prioritize a 3-year roadmap for airport</p>

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				<p>workforce development projects that should be undertaken. The workgroup will continue to meet throughout 2024.</p> <p><u>Jobs@ LAX Workforce Development Taskforce</u> On October 24, 2023, the inaugural meeting of the Jobs@LAX Workforce Development Taskforce Meeting was held virtually with 23 workforce development partners from various America’s Job Centers of California (AJCCs), community-based programs, and nonprofit organizations in attendance. The Jobs@LAX Workforce Development Taskforce serves as a way to conduct outreach to the LA region workforce development system about the FSHP, provide a referral system from these partners to the FSHP, and connect LAX employers to additional business support services. The Jobs@LAX Workforce Development Taskforce will meet quarterly throughout 2024.</p> 

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
EJ-3	<p>LAWA Business Engagement</p> <p><i>[MBE/WBE/ACDBE/DBE/SBE/LBE/LSBE/DVBE]</i></p> <p><i>[Business Outreach and Activities]</i></p> <p><i>[SSD roles and responsibilities of the Business Enterprise Inclusion Programs]</i></p>	Environmental Justice	Continuing to Monitor and Report	<p>Since 2011, LAWA’s Strategic Sourcing Division (SSD), formerly known as Procurement Services Division, has been overseeing the administration of various Business Enterprise (BE) and/or Business Inclusion Programs and the compliance enforcement requirements on LAWA’s contracts. In 2016, SSD implemented a web-based system, the Business Diversity Management System (B2G) to track and monitor prime contractor/concessionaire’s actual BE participation, including payment to the prime contractor, revenue from prime concessionaire and BE achievement.</p> <p>In collaboration with other LAWA divisions, SSD oversees a virtual (since April 2020) “Doing Business with LAWA” workshop that is currently done every other month (six times a year). In calendar year (CY) 2023, over 210 businesses participated in these workshops. These workshops present information on how small business can get work on a LAWA contract as well as guidelines for getting certified in the four current BE programs that LAWA accepts on their contracts.</p> <p>In October 2012, LAWA’s Board of Airport Commissioners (BOAC) adopted the Small Business Enterprise (SBE) program as one of LAWA’s local BE programs to replace the Minority/Women Business Enterprise (MBE/WBE) program, at which time SSD started implementing and administering the SBE program on LAWA’s contracts. In 2016, SSD started</p>

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				<p>implementing and administering other local BE programs:</p> <ul style="list-style-type: none"> • Local Business Enterprise (LBE) • Local Small Business Programs (LSBE) • Disabled Veteran Business Enterprise (DVBE). <p>SSD also administers two federal programs, the Airport Concession Disadvantaged Business Enterprise (ACDBE) and the Disadvantaged Business Enterprise (DBE) programs. Since 2010, SSD has been administering these federal programs of which, SSD is responsible for the following:</p> <ul style="list-style-type: none"> • Establishing LAWA’s Triennial Overall ACDBE and DBE Goals • Conducting a certification of contract review and monitoring activities, including inspection at the work site • Ensuring the inclusion of ACDBE/DBE assurances/provisions • Monitoring to enforce prime contractor/concessionaire’s compliance with the ACDBE/DBE regulatory requirements. • Reporting of LAWA’s Annual Uniform ACDBE and DBE Reports, Triennial Overall ACDBE/DBE Goals and /DBE Prompt Payment Complaint Report to the Federal Aviation Administration (FAA) • Updating the ACDBE/DBE Program Plans

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<p>It is LAWA’s policy to provide DBE and ACDBE firms with an equal opportunity to participate in the performance on all of LAWA’s federally funded contracts and concession agreements. As such, LAWA ensures that there is no discrimination against small, minority and disadvantaged businesses in the solicitation process on LAWA’s federally funded projects and on LAWA’s concession opportunities at LAX terminals.</p> <p>For LAWA’s local BE programs, the objective is to achieve the participation of LAWA’s BE participants at levels comparable to their availability to provide services to the airport, with the ultimate goal of developing their status and expertise so that they may compete for future contracts on an equal basis. SSD also sets specific BE (ACDBE/DBE/SBE/LBE/ LSBE/DVBE) goals on each project (over \$150,000) at pre-award.</p> <p><u>LAWA’s Triennial Overall DBE/ACDBE Goal in Federal Fiscal Years (FFYs) 2024-2026 and Performance in FFY 2023:</u></p> <ul style="list-style-type: none"> • Triennial Overall <i>DBE</i> Goal FFY 2023 is 11.55% (approved in January 2023) • Annual <i>DBE</i> Uniform Report Achievement in FFY 2023 – 11.40% • Triennial Overall <i>ACDBE</i> Goal and Annual Performance in FFYs 2024-2026:

Non-Project Specific Mitigation Measures for the Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<ul style="list-style-type: none"> – Non-Car Rental Triennial Overall ACDBE Goal for FFY 2024-2026 – 25.1% (proposed) – Car Rental Triennial Overall ACDBE Goal for FFY 2021-2023 - 1.6% (proposed) – Non-Car Rental ACDBE Achievement - 26.3 • ACDBE FFY 2023 Achievement: <ul style="list-style-type: none"> – Non-Car Rental: 20.91% – Car Rental: 2.09% <p><u>Disadvantaged Business Enterprise (DBE) Spending in FFY 2023:</u></p> <ul style="list-style-type: none"> • Paid to prime contractors and DBE subcontractors on completed contracts are \$175,882,442 and \$23,439,363, respectively. • Paid to prime contractors and DBE subcontractors on ongoing contracts are \$75,723,849 and \$10,043,902, respectively. • Total contract dollars of newly awarded contracts to prime contractors is \$601,448,342.00 of which \$68,581,447 was awarded DBE subcontractors. <p><u>Airport Concessions Disadvantaged Business Enterprise (ACDBE) Revenues in FFY 2023:</u></p> <ul style="list-style-type: none"> • Non-Car Rental Revenues from Prime Concessionaires - \$859,706,735

Non-Project Specific Mitigation Measures for the Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<ul style="list-style-type: none"> • Non-Car Rental Revenues from ACDBE Concessionaires - \$226,522,809 • Car Rental Revenues from Prime Concessionaires - \$825,135,014 <p>Additionally, LAWA's The Development Group (TDG) also held the following outreach events:</p> <ul style="list-style-type: none"> • LAX Contracting Forecast 2023, January 27, 2023 • LAX Terminal 9 Industry Showcase, April 14, 2023 • LAX Program Services MATOC Preproposal Outreach Event, May 12, 2023 • LAX Planning & Design MATOC & Wayfinding Enhancement Program Industry Forum, June 23, 2023 • LAX Program Services MATOC Preproposal Conference, July 26, 2023 • LAX Terminal 9 Design Pre-proposal Conference, September 28, 2023 • \$30 Billion LAX Transformation - Virtual DBE Outreach Event, November 1, 2023 • Wayfinding Enhancement Program Preproposal Conference, November 16, 2023
EJ-4	Community Mitigation Monitoring	Environmental Justice	Continuing to Monitor and	LAWA continues to provide stakeholders with direct access to applicable LAX Master Plan projects through its website at

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
			Report	https://www.lawa.org/en/lawa-our-lax .
MM-BC-8	Replacement of Habitat Units	Biotic Communities	Continuing to Monitor and Report	<p>In 2023, LAWA continued the habitat restoration work in the dunes west of LAX (the “Dunes”).</p> <p>The Coastal Dunes Improvement Project (CDIP) is a 6-acre (4.8 habitat units) habitat restoration and maintenance project initiated in 2013 in the 48-acre dune area on the northernmost edge of the Dunes. The project includes removing some existing pavement from abandoned streets, and sidewalks and planting appropriate native vegetation in the northern portion of the Dunes. The 2023 Ecological Monitoring Report (EMR) concluded that during the year, LAWA planted an additional 4,000 native plants, seeded with 3.62 lbs. of seed, and removed almost 12,000 lbs. of non-native vegetation. Restoration efforts have yielded positive impacts across the CDIP area, with increased native cover and species richness, while reducing non-native cover. Although every success criterion has been met as of this reporting year, maintenance work will continue. The EMR is pending approval from the California Coastal Commission.</p> <p>The California Natural Resources Agency (CNRA) has approved a grant in the amount of \$500,000 for a project to restore 50 acres (40 habitat units) within the 200-acre LAX Dunes El Segundo Blue Butterfly habitat restoration area. The project is underway.</p>

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
MM-ET-1	Riverside Fairy Shrimp Habitat Restoration	Endangered and Threatened Species	Continuing to Monitor and Report	<p>Since 2005, LAWA has pursued several targeted conservation alternatives for Riverside Fairy Shrimp (RFS) enhancement and creation, but none were successful and were ultimately determined to be infeasible. However, substantial progress has been made in 2023 relative to the formulation of a mitigation strategy within the scope of original mitigation measure involving the purchase of vernal pool acreage/credits through the Skunk Hollow Mitigation Bank, which is an established mitigation bank in Riverside County, CA. The US Fish and Wildlife Service (USFWS) and other associated regulatory agencies have approved the mitigation strategy. As the Skunk Hollow Mitigation Bank is an existing vernal pool location, LAWA would not need to create vernal pool habitat under this strategy.</p> <p>In conjunction with that mitigation strategy, the USFWS has identified two potential sites where a portion of the LAX RFS cysts bearing soils currently in storage may be taken to and deposited. The USFWS has requested that the subject soils be sampled and analyzed for the potential presence of specific contaminants. LAWA is developing a soil sampling and analysis plan.</p>
LE-1	Routine Evaluation of Manpower and Equipment Needs	Law Enforcement	Continuing to Monitor and Report	LAWA's Police Department (Los Angeles Airport Police or APD) monitors and evaluates law enforcement needs at LAX on an ongoing basis and adjusts law enforcement assignments and services accordingly. The ongoing

Non-Project Specific Mitigation Measures for the Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
				monitoring and adjustments include officers, administrative staff, and equipment. Operational meetings are conducted regularly, and steps are taken to adjust resources as needed. In addition, LAWA's Construction and Logistics Management (CALM) team is responsible for coordinating with APD to ensure adequate law enforcement services associated with LAX construction projects.
AQ-2	School Air Filters	Air Quality	No Action was Required	In 2018, LAWA requested guidance from FAA on whether LAWA could fund this measure consistent with revenue diversion rules. LAWA has discussed this measure with the FAA in subsequent years but did not receive a formal response in 2023.

Bradley West Project Mitigation Measures for the Reporting Period

LAX Master Plan

On September 21, 2009, the City of Los Angeles certified the Bradley West Project (BWP) FEIR and approved the project’s MMRP. The BWP MMRP dated September 2009, is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. The BWP is a component of the LAX Master Plan. As of 2016, LAWA had implemented all major components of the BWP as initially proposed. In 2017, LAWA initiated the construction of an additional component of the BWP known as the Baggage Optimization Project (BOP). The BOP component was evaluated in an Addendum to the BWP EIR, prepared in 2016. Construction of the BOP component was completed in the 2020 reporting period.

The following are the remaining project specific mitigation measures implemented and monitored in 2023. The mitigation measures that are still applicable are identified as “continuing to monitor and report” or “no action was required.”

Measure ID	Overview	Resource Category	Status	Summary of Compliance
MM-ST (BWP)-5	Modify the Intersection of Arbor Vitae Street and Aviation Boulevard (Intersection #10)	Surface Transportation	Completed	The Landside Access Modernization Program (LAMP) has made improvements to Arbor Vitae Street and Aviation Boulevard as part of the construction of the Consolidated Rent-a-Car (ConRAC) facility. The improvements have satisfied the MM-ST (BWP)-5 mitigation requirements for this location.
MM-ST (BWP)-6	Modify the Intersection of Imperial Highway and Sepulveda Boulevard (Intersection #71)	Surface Transportation	Continuing to Monitor and Report	The EIRs for the Bradley West Project and Northside Plan Update both identified impacts to the intersection of Imperial Highway and Sepulveda Boulevard and proposed mitigation measures MM-ST (BWP)-6 and MM-T (NSP)-4, respectively, to address the impacts. The adopted mitigation measures from each EIR proposed slightly different modifications to the intersection. LAWA conducted an internal analysis of each mitigation measure’s

Bradley West Project Mitigation Measures for the Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
				ability to mitigate the combined impacts of the projects' impacts and found that MM-T (NSP)-4 would adequately mitigate the combined projects' impacts. The improvement is currently on hold until the 1st quarter of 2027.
MM-ST (BWP)-7	Modify the Intersection of La Cienega Boulevard and I-405 Ramps N/O Century Boulevard (Intersection #96)	Surface Transportation	Continuing to Monitor and Report	The Landside Access Modernization Program (LAMP) is in the process of improving the intersection of the La Cienega Boulevard and the I-405 ramps north of Century Boulevard under the Roadway, Utilities, and Enabling (RUE) developer. Once completed, the improvements would satisfy the MM-ST (BWP)-7 mitigation requirements for this location.
MM-ST (BWP)-8	Modify the Intersection of La Tijera Boulevard and Sepulveda Boulevard (Intersection #101)	Surface Transportation	No Action was Required	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 18.7 million annual international passengers. In 2023, approximately 12.2 million international passengers traveled through TBIT. Therefore, there was no action required at this time.
MM-ST (BWP)-9	Modify the Intersection of Sepulveda Boulevard and 76th/77th Street (Intersection #136)	Surface Transportation	No Action was Required	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 19.7 million annual international passengers. In 2023, approximately 12.2 million international passengers traveled through TBIT. Therefore, there was no action required at this time.

West Aircraft Maintenance Area Mitigation Measures for the Reporting Period

LAX Master Plan

On March 18, 2014, the Los Angeles City Council certified the FEIR for the LAX West Aircraft Maintenance Area (WAMA) and approved the project's MMRP. The WAMA MMRP dated February 2014, is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. The WAMA Project includes the development of approximately 84 acres in the southwestern portion of the airfield, including development of approximately 68 acres of the 84 acres with taxiways and aircraft parking apron areas, maintenance hangars, employee parking, service roads, and ancillary facilities. The first phase of the WAMA project, which included the construction of the Qantas Hangar and the aircraft parking area, service road and taxiway, was completed in 2016. In 2017, the construction of a second hangar for Delta Air Lines – referred to as the “Delta Hangar” – was started. Construction of the Delta Hangar and an associated (adjacent) Ground Support Equipment (GSE) building were completed in the 2020 reporting period.

LAWA has not implemented the westerly extension of Taxiway C as originally approved in the WAMA FEIR. Therefore, no mitigation measures associated with that activity were applicable during the 2023 reporting period. In 2021, LAWA and the Federal Aviation Administration (FAA) published environmental documents for the LAX Airfield and Terminal Modernization Project (ATMP), a non-LAX Master Plan project, pursuant to CEQA and NEPA, respectively. The EIR and Environmental Assessment (EA) were based on detailed airfield simulation modeling representing the reasonably foreseeable airfield configuration at LAX in 2028 and 2033. In these airfield simulations, no westerly extension of Taxiway C was assumed to have occurred. The LAX ATMP Final EIR was certified by the BOAC in October 2021, a decision that was upheld by the City Council in November 2021; the project's Final EA, Finding of No Significant Impact (FONSI), and Record of Decision (ROD), were approved by the FAA in December 2021. These approvals constitute sufficient evidence that the westerly extension of Taxiway C will not be implemented under the existing entitlement provided by the WAMA EIR. With no westerly extension of Taxiway C, all remaining project components associated with the WAMA project are complete. Therefore, MMRP measures relating to WAMA project construction were completed when construction of the Delta Hangar and its associated GSE building were finished in the 2020 reporting year.

The following are the project specific operational mitigation measures that were implemented in 2023 in association with the WAMA Project. The mitigation measures that are still applicable are identified as “continuing to monitor and report” or “no action was required.”

West Aircraft Maintenance Area Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
WAMA-PDF-1	Quarterly Reporting [to LAWA]	Project Design Reporting	Continuing to Monitor and Report	LAWA leased the aircraft parking area in front of the blast fence to Delta Airlines in May 2017. LAWA requires Delta to comply with the requirements outlined in the LAX Master Plan MMRP. In addition, Delta must record all Delta aircraft that use the blast fence for aircraft run ups. Delta submitted their 2023 blast fence usage report to LAWA. All other airlines must request the use of the blast fence through LAWA Airport Operations.
WAMA-PDF-2	Auxiliary Power Unit (APU) Usage While Aircraft is Parked	Project Design Reporting	Continuing to Monitor and Report	LAWA did not observe any violations of this APU usage measure in 2023.
WAMA-PDF-3	Aircraft Taxiing	Project Design Reporting	Continuing to Monitor and Report	LAWA requires that aircraft traveling to or from WAMA during nighttime hours are not taxiing under their own power without LAWA approval. LAWA's Airfield Operations did not observe any violations of this measure in 2023.
WAMA-PDF-4	Aircraft Engine Ground Run-Ups	Project Design Reporting	Continuing to Monitor and Report	LAWA leased the WAMA aircraft parking area in front of the blast fence to Delta airlines in May 2017. LAWA requires Delta to comply with all WAMA restrictions. All other airlines must request the use of the blast fence through LAWA Airport Operations. LAWA did not observe any violations of this requirement in 2023.
WAMA-PDF-5	Use of WAMA Site	Project Design Reporting	Continuing to Monitor and Report	LAWA included a requirement in WAMA leases that the Lessee complies with applicable LAX West Aircraft Maintenance Area Project Design Features, including WAMA-PDF-5. LAWA did not note any violations of this measure in 2023.

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

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

BOAC approved the next phase of the MSC Program, commonly referred to as the MSC South project, on August 1, 2019. In the 2023 reporting year, LAWA initiated the construction of the MSC South project. The mitigation measures that apply to the new south concourse are identified in this section (measures for which action or no action was required in the reporting period). Mitigation measures are shown by resource category and Measure ID as presented in the MMRP.

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
MM-AQ (MSC)-1	On-Roads Trucks & Off-Road Equipment	Air Quality	Continuing to Monitor and Report	LAWA authorized a total of 33 on-road trucks and 163 off-road pieces of construction equipment for use during the reporting period. With one exception, the approved trucks and off-road construction equipment all met the applicable requirements (i.e., 2010 or newer trucks and construction equipment with Tier 4 Final engines). One 120-mile exception was granted during the reporting period consistent with the mitigation measure's step-down provisions (as identified under 2p) for a rare piece of off-road equipment.
LAX-AQ-1a	Water twice daily	Air Quality- General Air Quality Measures	Continuing to Monitor and Report	Watering of unpaved areas occurred three times or more each day of construction.
LAX-AQ-1b	Outfit construction diesel-fueled equipment with the best available emission control devices	Air Quality-General Air Quality Measures	Continuing to Monitor and Report	Per above, trucks were 2010 or newer and construction equipment had Tier 4 Final engines, which have best available emissions control devices built into the engines.
LAX-AQ-1c	Post of publicly visible sign	Air Quality- General Air Quality Measures	Completed	Signs were posted at the "Offsite Construction and Relocation" (OCR) area off of Westchester Parkway.
LAX-AQ-1d	Cover or treat all ground surfaces prior to final occupancy	Air Quality-General Air Quality Measures	Continuing to Monitor and Report	The contractor covered and/or treated all ground surfaces during the reporting period, including, but not limited to, at the soil stockpile by the OCR area at the north end of the airport.
LAX-AQ-1e	Completed paved surfaces	Air Quality- General Air	Continuing	Apron areas at the Taxilane (TLN) C12 enabling

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
	as soon as possible		to Monitor and Report	project area were repaved as soon as possible following installation of subsurface.
LAX-AQ-1f	Prohibit idling or queuing of diesel- fueled vehicles in excess of 5 minutes	Air Quality-General Air	Continuing to Monitor and Report	No incidents of excess idling were observed.
LAX-AQ-1g	Maintain on-site construction equipment	Air Quality-General Air	Continuing to Monitor and Report	Construction equipment appeared to be well-maintained.
LAX-AQ-2a	Outfit construction diesel- fueled equipment with the best available emission control devices	Air Quality-General Air	Continuing to Monitor and Report	See LAX-AQ-1b above.
LAX-AQ2b	Water three times daily	Air Quality-Construction-Related Control Measures	Continuing to Monitor and Report	See LAX-AQ-1a above.
LAX-AQ-2c	Pave Construction Access Roads	Air Quality-Construction Related Control Measures	No Action was Required	The project site was located in an improved area of the airport where all access roads were already paved. Additionally, access to the OCR area is provided via Westchester Parkway, which is an existing paved road.
LAX-AQ-2d	Have construction employees work/commute during the off-peak hours to the extent feasible	Air Quality-Construction Related Control Measures	Continuing to Monitor and Report	Construction crews arrived prior to 7:00 AM and finished around 3:00 PM, which avoided peak traffic hours.
LAX-AQ-2e	Make on-site lunch trucks	Air Quality-	Continuing	Lunch trucks were available nearby to the project

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
	available during construction	Construction Related Control Measures	to Monitor and Report	site.
LAX-AQ-2f	Utilize on-site rock crushing facility	Air Quality-Construction Related Control Measures	Continuing to Monitor and Report	Rock crushing activities occurred on-site during the reporting period.
LAX-AQ-2g	Provide electricity (for stationary sources) from power poles and portable generators using clean-burning diesel	Air Quality-Construction Related Control Measures	Continuing to Monitor and Report	Both the OCR site and airside site had power poles and cleaning-burning diesel portable generators.
LAX-AQ-2h	Suspend use of construction equipment during second stage smog alert	Air Quality-Construction Related Control Measures	No Action was Required	No second stage smog alerts occurred.
LAX-AQ-2i	Use construction equipment having the minimum practical engine size	Air Quality-Construction-Related Control Measures	Continuing to Monitor and Report	Construction equipment appeared to be properly sized for the job.
LAX-AQ-2j	Prohibit construction equipment engine tampering	Air Quality-Construction-Related Control Measures	Continuing to Monitor and Report	No construction equipment tampering appeared to have occurred.
LAX-AQ-2k	Designate a person(s) to ensure implementation of construction-related measures	Air Quality-Construction-Related Control Measures	Continuing to Monitor and Report	The contractor assigned a primary person and secondary backup for environmental compliance.
LAX-AQ-2l	Locate rock crushers and stockpiles away from	Air Quality-Construction-Related	Continuing to Monitor	Rock crushing and stockpiles were located away from residential areas.

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
	residents	Control Measures	and Report	
LAX-AQ-2m	Provide infrastructure for alternative fueled vehicles	Air-Quality-Construction-Related Control Measures	No Action was Required	No requests for alternative fueling infrastructure were received by LAWA from the contractor during the reporting period.
LAX-AQ-3a	Construct on-site or off-site bus turnouts, passenger benches, or shelters	Air-Quality-Operations-Related Control Measures	No Action was Required	Not applicable during the reporting period. The MSC South project does not include roadway modifications.
LAX-AQ-3b	Construct on-site or off-site pedestrian improvements	Air-Quality-Operations-Related Control Measures	No Action was Required	Not applicable during the reporting period. The MSC South project does not include roadway modifications.
LAX-AQ-3c	Link Intelligent Transportation Systems (ITS) with off-airport parking facilities	Air-Quality-Operations-Related Control Measures	No Action was Required	Not applicable during the reporting period. The MSC South project does not include Master Plan-related parking improvements.
LAX-AQ-3d	Expand ITS and Adaptive Traffic Control Systems (ATCS), concentrating on I-405 and I-105 corridors, extending into South Bay and Westside surface street corridors	Air-Quality-Operations-Related Control Measures	No Action was Required	Not applicable during the reporting period. The MSC South project does not include Master Plan-related parking improvements and traffic improvements.
LAX-AQ-3e	Link LAX traffic management system with airport cargo facilities	Air-Quality-Operations-Related Control Measures	No Action was Required	Not applicable during the reporting period. The MSC South project does not include Master Plan-related parking improvements and traffic improvements.

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
LAX-AQ-3f	Develop a program to minimize use of conventional-fueled fleet vehicles during second stage smog alerts	Air-Quality-Operations-Related Control Measures	Completed	One of LAWA’s standard control measures is to suspend all construction equipment during second stage smog alerts. Additionally, LAWA continues to focus on the replacement of conventional-fueled vehicles with alternative-fueled (i.e., CNG and battery electric) vehicles in the LAWA fleet to reduce air pollutant emissions at all times.
LAX-AQ-3g	Provide free parking and preferential parking locations for ultra-low emission vehicles/super low emission vehicles/zero emission vehicles (ULEV/SULEV/ZEV); provide free charging stations for ZEV	Air-Quality-Operations-Related Control Measures	Continuing to Monitor and Report	Preferential parking locations are given to ULEV/SULEV/ZEV at airport parking facilities and free parking is provided to LAWA employees. Prior to 2021, LAWA provided free charging stations for ZEV. Beginning in 2021 the Board of Airport Commissioners approved new EV charger rates that went into effect in that year.
LAX-AQ-3h	Develop measures to reduce air emissions of vehicles in line to exit parking lots such as pay-on-foot (before getting into car)	Air-Quality-Operations-Related Control Measures	Continuing to Monitor and Report	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX LAMP EIR and the projects associated with that program. The ITFs and ConRAC include quick turnaround, pay-on-foot, and other smart parking features including advance signage that display the number of available spaces within the structure and indicator lights over parking stalls that show whether its occupied or not in compliance with its associated MMRP (see LAMP

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
				Annual Reports and applicable LAX-AQ-2 sub-measures). Additionally, since 2021 LAWA has been upgrading parking structures within the Central Terminal Area with smart parking features such as those mentioned above.
LAX-AQ-3i	Implement on-site circulation plan in parking lots to reduce time and associated air emissions	Air-Quality-Operations-Related Control Measures	No Action was Required	Not applicable during the reporting period. The MSC South project does not include Master Plan-related parking improvements.
LAX-AQ-3j	Encourage video conferencing capabilities at various locations on the airport	Air-Quality-Operations-Related Control Measures	Continuing to Monitor and Report	In April 2022, LAWA launched a Pilot Telecommute Policy allowing eligible LAWA employees to work from home twice a week (Mondays and Fridays). Approximately a third of LAWA employees participate in this program. LAWA expanded its use of videoconferencing, including Microsoft Teams, to all employees.
LAX-AQ-3k	Expand LAWA's Rideshare to include all tenants	Air-Quality-Operations-Related Control Measures	Continuing to Monitor and Report	In 2021, LAWA launched commutelAX, a Transit Management Organization (TMO) that provides alternative commute services for LAX employers and employees. LAWA rolled out commutelAX through a marketing and education campaign, providing assistance to LAX employers, and introducing employees to programs via their employers and the recently launched https://www.lawa.org/commutelax webpage.

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
				In 2022, commuteLAX conducted an Annual Workforce Survey that gathered information from employers on the number of employees who regularly commute to LAX, and the times their employees regularly report to work. Through this survey LAWA was able to determine how many employees are reporting onsite at given times of the day. LAWA also conducted an Employee Transportation Survey that gave LAWA more detailed information on employee commutes, including where employees are commuting from, the time, and what parts of the LAX campus they commute to. An expansion of the Vanpool Program is in the works.
LAX-AQ-3I	Promote commercial vehicles/trucks/vans using terminal areas (LAX and regional intermodal) to install SULEV/ZEV engines to reduce vehicle air emissions.	Air-Quality-Operations-Related Control Measures	Continuing to Monitor and Report	<p>LAWA originally established the LAX Alternative Fuel Vehicle Requirement as part of the 2005 LAX Master Plan Program’s Community Benefits Agreement. The Requirement applies to all operators of on-road (street-licensed) medium and heavy-duty vehicles at LAX, including all airport contractors, lessees, permittees, and licensees. Medium and heavy-duty vehicles are defined as vehicles with a Gross Vehicle Weight Rating (GVWR) greater than or equal to 8,500 pounds.</p> <p>In 2017, LAWA revised the LAX Alternative Fuel</p>

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<p>Vehicle Requirement by updating the definition of compliant clean vehicles, adding a vehicle age requirement, and establishing enforcement provisions. LAWA publishes annual updates on the LAX Alternative Fuel Vehicle Requirement in its Sustainability Report which can be found at https://www.lawa.org/lawa-sustainability.</p> <p>Additionally, the Board of Airport Commissioners approved LAWA's Updated Electric Vehicle (EV) Purchasing Policy at its meeting on May 19, 2022. The updated policy requires 25% light duty vehicles in LAWA's fleet by 2023 and 100% by December 2031.</p>
LAX-AQ-3m	Promote "best-engine" technology for rental cars using on-airport rent-a-car facilities to reduce vehicle air emissions.	Air-Quality-Operations-Related Control Measures	Continuing to Monitor and Report	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX LAMP EIR which included construction of the Consolidated Rent-a-Car Facility (ConRAC). In 2018, LAWA signed leases with seven rental car companies for space in the ConRAC. These leases include "least-polluting available vehicles" requirements and related annual reporting requirements.
LAX-AQ-3n	Consolidate non-rental car shuttles using SULEV/ZEV engines to reduce vehicle air emissions.	Air-Quality-Operations-Related Control Measures	No Action was Required	Not applicable during the reporting period.

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
LAX-AQ-3o	Cover, if feasible, any parking structures that receive direct sunlight	Air-Quality-Operations-Related Control Measures	Continuing to Monitor and Report	Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX LAMP EIR and the projects associated with those programs. The ConRAC facility incorporates solar energy. Parking canopies covered with solar panels were fully constructed throughout the South Parking Lot in 2022. Please see LAMP MMRP Annual Progress Report for more information on the solar panels.
LAX-AQ-3p	LAWA will develop an information technology system that LAWA employees and the public can utilize will provide real-time traffic conditions	Air-Quality-Operations-Related Control Measures	Completed	LAWA has developed an information technology system that allows employees and the public to review information that provides real-time traffic conditions. It is available at https://www.flylax.com/lax-traffic-and-ground-transportation under LAX Live Traffic.
LAX-AQ-3q	LAWA will incorporate quick entry and exit parking systems in the project level design of future parking lots/structures associated with the SPAS project.	Air-Quality-Operations-Related Control Measures	Continuing to Monitor and Report	See LAX-AQ-3h.
LAX-AQ-3r	LAWA will include advanced signage in the design of future parking structures that could advise airport users of available parking	Air-Quality-Operations-Related Control Measures	Continuing to Monitor and Report	See LAX-AQ-3h.

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
	spaces within the structure.			
LAX-AQ-4b	Passenger Gate Electrification	Air-Quality-Operations-Related Control Measures	Continuing to Monitor and Report	The passenger gates at MSC South are being designed in compliance with this measure.
LAX-AQ-4f	Available and sufficient infrastructure for alternative fueled vehicles and equipment	Air-Quality-Operations-Related Control Measures	Continuing to Monitor and Report	The infrastructure at MSC South is being designed in compliance with this measure.
MM-DA-1	Construction Fencing	Aesthetics	Continuing to Monitor and Report	Construction fencing is installed on the “Offsite Construction and Relocation” (OCR) area off Westchester Parkway.
MM-HA (MSC)-1	Conformance with LAX Master Plan Archaeological Treatment Plan	Historical/Architectural and Archaeological/Culture Resources	No Action was Required	No deep subsurface excavation occurred during the reporting period; only removal and replacement of sections of the apron occurred.
MM-HA-5	Monitoring of Excavation Activities	Historical/Architectural and Archaeological/Culture Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-HA-6	Excavation and Recovery	Historical/Architectural and Archaeological/Culture Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-HA-7	Administration	Historical/Architectural and Archaeological/Culture Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-HA-8	Archaeological/Culture	Historical/Architectural	No Action	See MM-HA (MSC)-1 above.

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
	Monitor Report	and Archaeological/ Culture Resources	was Required	
MM-HA-9	Artifact Curation	Historical/Architectural and Archaeological/ Culture Resources	No Action was Required	See MM-HA (MSC)-1 above.
M-HA-10	Archaeological Notification	Historical/Architectural and Archaeological/ Culture Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA (MSC)-1	Conformance with LAX Master Plan Paleontological Management Treatment Plan	Historical/Architectural and Archaeological/ Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA (MSC-2)	Construction Personnel Briefing	Historical/Architectural and Archaeological/ Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-1	Paleontological Qualification and Treatment Plan	Historical/Architectural and Archaeological/ Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-2	Paleontological Authorization	Historical/Architectural and Archaeological/ Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-3	Paleontological Monitoring Specifications	Historical/Architectural and Archaeological/ Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-4	Paleontological Resources	Historical/Architectural	No Action	See MM-HA (MSC)-1 above.

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
	Collection	and Archaeological/ Cultural Resources	was Required	
MM-PA-5	Fossil Preparation	Historical/Architectural and Archaeological/ Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-6	Fossil Donation	Historical/Architectural and Archaeological/ Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-7	Paleontological Reporting	Historical/Architectural and Archaeological/ Cultural Resources	No Action Required	See MM-HA (MSC)-1 above.
MM-HM (MSC)-1	Asbestos-Containing Materials and Lead Paint	Hazards and Hazardous Materials	No Action Required	Not applicable during the reporting period. No existing buildings were demolished as part of the MSC South project.
MM-HM (MSC)-2	Hazardous Materials Contingency Plan	Hazards and Hazardous Materials	Completed	The MSC South contractor submitted its revised Hazardous Material Contingency Plan in June 2023.
MM-HM (MSC)-3	Hazardous and Solid Waste Disposal	Hazards and Hazardous Materials	Continuing to Monitor and Report	The MSC South contractor's Hazardous Material Contingency Plan includes disposal procedures. During the reporting period, the contractor disposed of jet fuel and other materials in compliance with this measure and all applicable laws.
C-1	Establishment of a Ground Transportation/Construction Coordination Office	Construction	Continuing to Monitor and Report	In 2023, LAWA's Construction and Logistics Management (CALM) team and LAWA MMRP monitors worked with the MSC South project staff and contractors to coordinate construction traffic

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
				during the reporting period. The CALM team successfully coordinated these activities and there were no notable MSC South-related construction traffic problems, nor were there any detours required during the 2023 reporting period.
C-2	Construction Personnel Airport Orientation	Construction	Continuing to Monitor and Report	Construction personnel were briefed at start of the MSC South project.
MM-ST (MSC)-1	Restripe Manchester Avenue at Sepulveda Boulevard	Surface Transportation	No Action Required	Implementation of this measure is to occur when the construction peak hour volume/capacity reaches 0.843. LAWA conducted traffic counts under the methodology approved by the Los Angeles Department of Transportation (LADOT) where Fridays of the peak travel month (historically August) are monitored for the annual LAX Traffic Generation Report. Based on traffic counts recorded on Friday, August 4, 2023, this intersection was operating with a volume/capacity of 0.641 and a Level of Service B during the PM peak hour. This is better than the 0.843 volume/capacity level that would trigger this measure. Therefore, no action was required during the 2023 reporting period.
ST-9	Construction Deliveries	Surface Transportation	Continuing to Monitor and Report	Construction delivery occurred within the designated delivery hours. No waivers were granted during the reporting period.

Midfield Satellite Concourse Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
ST-12	Designated Truck Deliver Hours	Surface Transportation	Continuing to Monitor and Report	The project was monitored for compliance with no trucking of bulk materials during restricted hours. No violations observed.
ST-14	Construction Employee Shift Hours	Surface Transportation	Continuing to Monitor and Report	See LAX-AQ-2d above.
ST-16	Designated Haul Routes	Surface Transportation	Continuing to Monitor and Report	Previously established truck haul routes were not near sensitive uses. No violations were noted.
ST-17	Maintenance of Haul Routes	Surface Transportation	Continuing to Monitor and Report	Hauling routes were maintained in compliance of this measure during the reporting period.
ST-18	Construction Traffic Management Plan	Surface Transportation	Continuing to Monitor and Report	A construction traffic management plan was provided by the contractor at start of project.
ST-19	Closure Restrictions	Surface Transportation	Continuing to Monitor and Report	No related roadway closures occurred during the during the reporting period.
ST-22	Designated Truck Routes	Surface Transportation	Continuing to Monitor and Report	Project-related trucking used approved haul routes during the reporting period. No violations were noted.
FP-1	LAFD Design Recommendations	Surface Transportation	Continuing to Monitor and Report	LAFD is involved in the design and permitting process for MSC South.

LAX Master Plan – Appendix A1

Non-Project Specific/General Mitigation Measures Completed in Prior Reporting Periods

LAX Master Plan – Appendix A1

Non-Project Specific/General Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
MM-N-5	Noise	Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory
LU-1	Land Use	Incorporation of City of Los Angeles Ordinance No. 159,526 (Q) Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project
LU-2	Land Use	Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion
LU-4	Land Use	Neighborhood Compatibility Program
MM-LU-3	Land Use	Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn
MM-LU-5	Land Use	Upgrade and Expand Noise Monitoring Program
MM-ST-14	Surface Transportation	Ground Transportation/Construction Coordination Office Outreach Program
AQ-1	Air Quality	Air Quality Source Apportionment Study
AQ-3	Air Quality	Mobile Health Research Lab
MM-AQ-1	Air Quality	LAX Master Plan – Mitigation Plan for Air Quality (Framework)
MM-AQ-2	Air Quality	Construction-Related Mitigation Measures
MM-AQ-3	Air Quality	Development of New FlyAway Capacity
MM-AQ-3	Air Quality	Public Outreach Program for FlyAway Service
MM-AQ-4	Air Quality	Operations-Related Mitigation Measures

LAX Master Plan – Appendix A1

Non-Project Specific/General Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
HWQ-1	Hydrology and Water Quality	Conceptual Drainage Plan
HR-1	Historical/Architectural and Archaeological/Cultural Resources	Preservation of Historic Resources Engage qualified architectural historian or historic architect when soundproofing in Morningside Park Neighborhood
MM-HA-4	Historical/Architectural and Archaeological/Cultural Resources	Discovery
MM-BC-3	Biotic Communities	Conservative of Floral Resources: Mature Tree Replacement
MM-BC-9	Biotic Communities	Conservative of Faunal Resources: Special status species
MM-ET-3	Endangered and Threatened Species	El Segundo Blue Butterfly Conservation: Dust Control
SW-1	Solid Waste	Implement an Enhanced Recycling Program
C-1	Construction	Establishment of Ground Transportation/Construction Coordination Office
DA-2	Design, Art, and Architecture Application	Update and Integrate Design Plans and Guidelines
HM-2	Hazardous Materials	Handling of Contaminated Materials Encountered During Construction
W-2	Water	Enhance Existing Water Conservation Program

LAX Master Plan – Appendix A2

Non-Project Specific/General Mitigation Measures that are Not Applicable

LAX Master Plan – Appendix A2

Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
MM-BC-1	Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area <i>Construction Avoidance</i>	Biotic Communities	LAWA did not conduct any construction or stockpiling within 100 feet of a state-designated sensitive habitat during the reporting period or have plans to do so within five years.
MM-BC-1	Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area <i>Maintenance and Habitat Management</i>	Biotic Communities	LAWA did not conduct any construction or stockpiling within 100 feet of a state-designated sensitive habitat during the reporting period or have plans to do so within five years.
MM-BC-2	Conservation of Floral Resources: Lewis' Evening Primrose	Biotic Communities	LAWA did not initiate construction of the north runways during the reporting period or have plans to do so within five years.
MM-BC-9	Conservation of Faunal Resources <i>Western Spadefoot Toad and San Diego black-tailed jackrabbit</i>	Biotic Communities	This measure is no longer applicable. Due to the absence of the Western Spadefoot Toad and the San Diego black-tailed jackrabbit, as reported in prior MMRP Annual Reports (see 2021 and 2013 reports), LAWA is no longer required to implement a relocation and monitoring plan associated with these species.

LAX Master Plan – Appendix A2

Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
MM-BC-13	Replacement of State-Designated Habitats	Biotic Communities	LAWA did not install navigational aids or associated services roads associated with LAX Master Plan runway improvements during the reporting period.
MM-ET-4	El Segundo Blue Butterfly Conservation: Habitat Restoration	Endangered and Threatened Species	This measure was not applicable during the 2023 reporting period. LAWA did not install navigational aids or associated with the LAX Master Plan runway improvements during the reporting period.
MM-N-4	Update the Aircraft Noise Abatement Program Elements as applicable to adapt to the future Airfield Configuration	Noise	This measure is no longer applicable. No runway relocations will be done as part of the Master Plan.
MM-N-11	Automated People Mover (APM) Noise Assessment and Control	Noise	This measure is no longer applicable. However, 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.
LU-5	Comply with City of Los Angeles Transportation Element Bicycle Plan	Land Use	This measure is no longer applicable. 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. Additionally, the remaining LAX Master Plan project, MSC, is on the airfield and not adjacent to public rights-of-way. Additionally, after the adoption of the LAX Master Plan

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
			MMRP, the LAX Northside Project and LAX Landside Access Modernization Program (LAMP) 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. Other bicycle enhancements in the Mobility Plan 2035 are in the portion of the airport that is being developed in accordance with the LAX LAMP.
MM-LU-4	Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise	Land Use	This measure is no longer applicable. The South Airfield Improvement Project (SAIP) was LAWA’s first LAX Master Plan project and moved Runway 7R/25L approximately 55 feet south of its centerline. The Transportation Research Board’s Airport Cooperative Research Program (ACRP) 2017 study entitled “Evaluating the Impact of Aviation Noise on Learning” in 2017, and the ACRP-funded follow-up research, entitled, “Assessing Aircraft Noise Conditions Affecting Student Learning – Case Studies (2017),” which performed the same analysis required for MM-LU-3. These studies did not reach any significant conclusions regarding the effects of aircraft noise on student behaviors. In addition, LAWA will not be relocating additional runways as part of the Master Plan.
ST-2	Non-Peak CTA Deliveries	Surface Transportation	This measure is no longer applicable. LAX Master Plan reconstruction of terminal facilities is no longer reasonably foreseeable.
ST-7	Adequate GTC, ITC, and APM	Surface	This measure is no longer applicable. LAWA amended the LAX Specific

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
	Design	Transportation	Plan in 2013 to remove the Intermodal Transportation Center (ITC) and the Ground Transportation Center (GTC), and LAWA approved the LAX Landside Access Modernization Program in 2016, which replaced the LAX Master Plan version of the Automated People Mover (APM) with a new version for which LAWA adopted separate mitigation measures that accomplish the intent of the original mitigation measure.
ST-8	Limited Short-Term Lane Closure	Surface Transportation	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 to remove the ITC and the GTC and the related roadway improvements, and LAWA approved the LAX Landside Access Modernization Program in 2016, which replaced the LAX Master Plan version of the Automated People Mover (APM) with a new version for which LAWA adopted separate mitigation measures that accomplish the intent of the original mitigation measure.
MM-ST-1	Require CTA Construction Vehicles to Use Designated Lanes	Surface Transportation	This measure is no longer applicable. LAX Master Plan reconstruction of terminal facilities is no longer reasonably foreseeable.
MM-ST-2	Modify CTA Signage	Surface Transportation	This measure is no longer applicable. LAX Master Plan reconstruction of terminal facilities is no longer reasonably foreseeable.
MM-ST-3	Develop Designated Shuttle Stops for Labor Buses and ITC-CTA Buses	Surface Transportation	This measure is no longer applicable. LAX Master Plan reconstruction of terminal facilities is no longer reasonably foreseeable.
ST-20	Stockpile Locations [for the Eastern Facilities] will be	Surface Transportation	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
	Confined to the Eastern Area of the Airport Vicinity, to the Extent Feasible		Program in 2016. Together, these actions replaced the LAX Master Plan facilities to which this commitment would have applied.
ST-21	Construction Employee Parking Locations [for the Eastern Facilities] will be Selected that are as Close to I-405 and I-105 as Possible	Surface Transportation	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016. Together, these actions replaced the LAX Master Plan facilities to which this commitment would have applied.
ST-23	Expanded LAX Gateway Improvements/Greening of Impact Communities	Surface Transportation	On November 23, 2015, LAWA received a letter from the Federal Aviation Administration (FAA) addressing this commitment.
ST-24	Fair Share Contribution to Congestion Management Plan (CMP) Improvements	Surface Transportation	This measure is no longer applicable. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX Landside Access Modernization Program, which includes measures pertaining to fair-share contributions that supersede this measure.
MM-ST-6	Add New Traffic Lanes	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-7	Restripe Existing Facilities	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
			program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-8	Add ATSAC, ATCS or Equivalent	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-10	Modify Signal Phasing	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-12	Provide New Ramps Connecting I-105 to LAX Between Aviation Boulevard and La Cienega Boulevard	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
MM-ST-13	Create a New Interchange at I-405 and Lennox Boulevard	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-15	Provide Fair-Share Contributions to Transit Improvements	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-16	Provide Fair-Share Contribution to LA County's project to extend the Marina Expressway	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
RBR-1	Residential and Business Relocation Program	Relocation of Residence and Businesses	LAWA completed an LAX Master Plan Program, Alternative D Draft Relocation Plan in April 2004 to address proposed acquisition and relocation of properties under Alternative D of the LAX Master Plan.

LAX Master Plan – Appendix A2

Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
			Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program (LAMP) was approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX LAMP project is considered a stand-alone project subject to separate environmental review and reporting. The Alternative D Relocation Plan is no longer applicable, as there are no Master Plan projects remaining that require property acquisition in the Alternative D acquisition area.
MM-RBR-1	Phasing for Business Relocations	Relocation of Residence and Businesses	See RBR-1, above.
MM-RBR-2	Relocation Opportunities through Aircraft Noise Mitigation Program	Relocation of Residence and Businesses	See RBR-1, above. In addition, the Aircraft Noise Mitigation Program (ANMP) only applies to residential properties, while the Alternative D Relocation Plan only applies to business properties. The Alternative D relocation area does not include properties in the City of Inglewood or Los Angeles County.
MM-HWQ-1	Update Regional Drainage Facilities	Hydrology and Water Quality	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program (LAMP) EIR and the projects associated with those programs. The LAMP project refined the facilities originally contemplated in the LAX Master Plan. Because the LAMP is not the same project evaluated

LAX Master Plan – Appendix A2

Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
			in the LAX Master Plan EIS/EIR, the LAMP project is considered a stand-alone project subject to separate environmental review and reporting. As noted in the mitigation measure, LAWA has no jurisdiction over implementation of this mitigation measure. The Los Angeles County Department of Public Works determined that new or upgraded facilities were not required for LAX Master Plan associated projects. Subsequent to the adoption of the LAX Master Plan, LAWA approved LAMP which included mitigation measures to address drainage facilities associated with the new LAMP facilities.
HR-1	Preservation of Historic Resources	Historical/Architectural and Archeological/Cultural Resources	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program (LAMP) EIR and the projects associated with those programs. The LAMP project refined the facilities originally contemplated in the LAX Master Plan. Because LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX LAMP project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, no historic resources will be affected by the remaining Master Plan projects.
MM-HA-1	Historic American Building Survey (HABS) Document	Historical/Architectural and Archeological/Cultural Resources	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
			Program (LAMP) EIR and the projects associated with those programs. The LAMP project refined the facilities originally contemplated in the LAX Master Plan. Because the LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX LAMP project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, no historic resources will be affected by the remaining Master Plan projects.
MM-HA-2	Historic Educational Materials	Historical/Architectural and Archeological/Cultural Resources	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program (LAMP) EIR and the projects associated with those programs. The LAMP project refined the facilities originally contemplated in the LAX Master Plan. Because LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX LAMP project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, no historic resources will be affected by the remaining Master Plan projects.
SW-1	Implement an Enhanced Recycling Program LAX Northside/Westchester Southside	Solid Waste	The main component of this measure has been completed. The LAX Northside/Westchester Southside component of this measure is no longer applicable, as the LAX Northside Plan is being implemented as a stand-alone project. Measure SW-1 is included in the LAX Northside

LAX Master Plan – Appendix A2

Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
			Plan MMRP, and implementation for this measure will be reported in the LAX Northside MMRP progress report.
MM-SW-1	Provide Landfill Capacity	Solid Waste	LAWA has no jurisdiction regarding this mitigation measure which must be implemented by the state, county, and local solid waste planning authorities. Costs for implementing this mitigation measure will be passed on to LAWA and other solid waste generators through increased solid waste disposal costs.
DA-1	Provide and Maintain Airport Buffer Areas	Deign, Art and Architecture Applications/ Aesthetics	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program (LAMP) EIR and the projects associated with those programs. LAMP refined the facilities originally contemplated in the LAX Master Plan. Because the LAX LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAXLAMP project is considered a stand-alone project subject to separate environmental review and reporting. There are no remaining Master Plan projects that are located near an airport boundary area.
DA-3	Undergrounding of Utility Lines	Deign, Art and Architecture Applications/ Aesthetics	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program (LAMP) was approved. LAMP refined the facilities originally contemplated in the LAX Master Plan. Because the LAX LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX LAMP project is considered a stand-alone project

LAX Master Plan – Appendix A2

Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
			subject to separate environmental review and reporting. Certain LAX LAMP elements, particularly the APM, will require the undergrounding of some existing utility lines; this work will be completed as part of those projects.
MM-WW-1	Provide Additional Wastewater Treatment Capacity to Accommodate Cumulative Flows	Wastewater	LAWA has no jurisdiction regarding this mitigation measure which will be implemented by the City of Los Angeles Department of Public Works, Bureau of Sanitation. LAWA would be required to pay costs for implementing the measure through increased wastewater fees.

LAX Master Plan – Appendix B1

Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods

LAX Master Plan – Appendix B1

Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
MM-AQ-2.1	Air Quality -Construction-Related Mitigation Measures	Fugitive Dust Source Controls
MMA-AQ-2.2	Air Quality -Construction-Related Mitigation Measures	On-Road Mobile Source Controls
MMA-AQ-2.3	Air Quality -Construction-Related Mitigation Measures	Nonroad Mobile Source Controls
MMA-AQ-2.4	Air Quality -Construction-Related Mitigation Measures	Stationary Point Source Controls
MMA-AQ-2.5	Air Quality -Construction-Related Mitigation Measures	Mobile and Stationary Source Controls
MMA-AQ-2.6	Air Quality -Construction-Related Mitigation Measures	Administrative Controls
MM-ST(BWP)-1	Surface Transportation	Trip Reduction Measures
MM-ST(BWP)-2	Surface Transportation	Improve the Intersection of Center Way and World Way South
MM-ST(BWP)-3	Surface Transportation	Widen World Way Across from TBIT
MM-ST(BWP)-4	Surface Transportation	Modify the Intersection of Airport Boulevard and Manchester Avenue (Intersection #9)
MM-ST(BWP)-10	Surface Transportation	Modify the Intersection of Imperial Highway and Main Street (Intersection #68)
MM-ST(BWP)-11	Surface Transportation	Modify the Intersection of Imperial Highway and Pershing Drive (Intersection #69)
MM-ST (BWP)-12	Surface Transportation	Distribution of Contractor Employee Parking the Northwest Construction Staging/Parking Area and the East Contractor Employee Parking Area or Southeast Construction Staging/Parking Area
ST-9	Surface Transportation	Construction Delivers
ST-12	Surface Transportation	Designated Truck Delivery Hours
ST-14	Surface Transportation	Construction Employee Shift Hours

LAX Master Plan – Appendix B1

Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
ST-16	Surface Transportation	Designed Haul Routes
ST-17	Surface Transportation	Maintenance of Routes
ST-18	Surface Transportation	Construction Traffic Management Plan
ST-19	Surface Transportation	Closure Restrictions of Existing Roadways
ST-22	Surface Transportation	Designated Truck Routes
MM-HA-5	Historical/Architectural and Archaeological/Cultural Resources	Monitoring of Excavation Activities
MM-HA-6	Historical/Architectural and Archaeological/Cultural Resources	Excavation and Recovery
MM-HA-7	Historical/Architectural and Archaeological/Cultural Resources	Administration
MM-HA-8	Historical/Architectural and Archaeological/Cultural Resources	Archaeological/Cultural Monitor Report
MM-HA-9	Historical/Architectural and Archaeological/Cultural Resources	Artifact Curation
MM-HA-10	Archaeological Notification	Archaeological Notification
MM-HA-(BWP)-1	Archaeological Notification	Conformance with LAX Master Plan Archaeological Treatment Plan
MM-PA-1	Paleontological Resources	Paleontological Qualification and Treatment Plan
MM-PA-2	Paleontological Resources	Paleontological Authorization
MM-PA-3	Paleontological Resources	Paleontological Monitoring Specifications

LAX Master Plan – Appendix B1

Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
MM-PA-4	Paleontological Resources	Paleontological Resources Collection
MM-PA-5	Paleontological Resources	Fossil Preparation
MM-PA-6	Paleontological Resources	Fossil Donation
MM-PA-7	Paleontological Resources	Paleontological Reporting
MM-PA (BWP)-1	Paleontological Resources	Conformance with LAX Master Plan Paleontological Management Treatment Plan
MM-PA (BWP)-2	Paleontological Resources	Construction Personnel Briefing
MM-BC (BWP)-1	Biotic Communities	Conservation of Floral Resources: Southern Tarplant
MM-BC (BWP)-3	Biotic Communities	Conservation of Floral Resources: Lewis' Evening Primrose
MM-BC (BWP)-4	Biotic Communities	Conservation of Floral Resources: California Spineflower
MM-BC (BWP)-5	Biotic Communities	Conservation of Faunal Resource: Burrowing Owl
MM-BC (BWP)-6	Biotic Communities	Conservation of Faunal Resource: Loggerhead Shrike
MM-BC (BWP)-7	Biotic Communities	Conservation of Faunal Resources: San Diego Black-Tailed Jackrabbit
MM-BC (BWP)-8	Biotic Communities	Conservation of Faunal Resources: Nesting Birds/Raptors
MM-ET (BWP)-1	Endangered and Threatened Species	Mitigation for Riverside Fairy Shrimp
E-1	Energy Supply	Energy Conservation and Efficiency Program
E-2	Energy Supply	Coordination with Utility Providers
PU-1	Energy Supply	Develop a Utility Relocation Program
LI-2	Light Emissions	Use of Non-Glare Generating Building Materials
LI-3	Light Emissions	Lighting Controls
SW-2	Solid Waste	Requirement for the Use of Recycled Materials During Construction
SW-3	Solid Waste	Requirement for Recycling of Construction and Demolition Waste
C-1	Construction Impacts	Establishment of a Ground Transportation/Construction Coordination Office
C-2	Construction Impacts	Construction Personnel Airport Orientation

LAX Master Plan – Appendix B1

Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
MM-DA-1	Design, Art and Architecture Applications/Aesthetics	Construction Fencing
HM-2	Hazardous Materials	Handling of Contaminated Materials Encountered During Construction
W-1	Water Use	Maximize Use of Reclaimed Water
FP-1	Fire Protection	LAFD Design Recommendations
PS-1	Fire Protection	Fire and Police Facility Relocation Plan
PS-2	Fire Protection	Fire and Police Facility Space and Sitting Requirements
LE-2	Law Enforcement	Plan Review

LAX Master Plan – Appendix B2

Bradley West Project (BWP) Mitigation Measures that are Not Applicable

LAX Master Plan – Appendix B2

Bradley West Project (BWP) Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
MM-N-7	Construction Noise Control Plan	Noise	The Bradley West Project (BWP) Baggage Optimization Project did not require construction within 600 feet of any noise-sensitive uses. Therefore, a construction noise control plan is not required for this project component.
MM-N-8	Construction Staging	Noise	Construction staging for the Baggage Optimization Project occurred on-site, which is near the middle of the airport, well-away from any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-9	Equipment Replacement	Noise	The construction site was not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-10	Construction Scheduling	Noise	The construction site was not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.

LAX Master Plan – Appendix C1

West Aircraft Maintenance Area (WAMA) Mitigation Measures
Completed in Prior Reporting Periods

LAX Master Plan – Appendix C1

West Aircraft Maintenance Area (WAMA) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
WAMA-PDF-1	Project Design Features	Develop a Tiered Penalty Program
WAMA-PDF-6	Project Design Features	Automated Run-up Monitoring System
WAMA-PDF-7	Project Design Features	Resurfacing a Portion of Imperial Highway
LAX-AQ-1a	Air Quality - General Air Quality Control Measures	Water twice daily
LAX-AQ-1b	Air Quality - General Air Quality Control Measures	Ultra-low sulfur diesel in construction equipment
LAX-AQ1c	Air Quality - General Air Quality Control Measures	Post of publicly visible sign
LAX-AQ1d	Air Quality - General Air Quality Control Measures	Cover or treat all ground surfaces prior to final occupancy
LAX-AQ-1e	Air Quality - General Air Quality Control Measures	Complete paved surfaces as soon as possible
LAX-AQ1f	Air Quality - General Air Quality Control Measures	Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes
LAX-AQ1g	Air Quality - General Air Quality Measures	Maintain on site construction equipment
LAX-AQ-2a	Air Quality - Construction-Measures	Outfit construction diesel-fueled equipment with the best available emission control devices
LAX-AQ-2b	Air Quality - Construction-Measures	Water three times daily
LAX-AQ-2c	Air Quality - Construction-Measures	Pave Construction Access Roads
LAX-AQ-2d	Air Quality - Construction-Measures	Have construction employees work/commute during the off-peak hours to the extent feasible

LAX Master Plan – Appendix C1

West Aircraft Maintenance Area (WAMA) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
LAX-AQ-2e	Air Quality - Construction-Measures	Make on site lunch trucks available during construction
LAX-AQ2f	Air Quality - Construction-Measures	Utilize on-site rock crushing facility
LAX-AQ-2g	Air Quality -Construction-Measures	Provide electricity from power poles and portable generators using clean-burning diesel
LAX-AQ-2h	Air Quality - Construction-Measures	Suspend use of construction equipment during second stage smog alert
LAX-AQ-2i	Air Quality - Construction-Measures	Use construction equipment having the minimum practical engine size
LAX-AQ-2j	Air Quality - Construction-Measures	Prohibit construction equipment engine tampering
LAX-AQ2k	Air Quality - Construction-Measures	Designate a person(s) to ensure implementation of construction-related measures
LAX-AQ2l	Air Quality - Construction-Measures	Locate rock crusher and stockpiles away from residents
LAX-AQ-2m	Air Quality - Construction-Measures	Provide infrastructure for alternative-fueled vehicles
LAX-AQ-2n	Air Quality - Construction-Measures	On-road trucks with a gross vehicle weight rating of at least 19,500 pounds shall comply with USEPA 2007 on-road emission standards
LAX-AQ-4a	Air Quality – Operations-Related Control Measures	GSE Conversion
LAX-AQ-4e	Air Quality -Operations Related Control Measures	Conversion of sweepers to alternative of electric power for ongoing airfield and roadway maintenance

LAX Master Plan – Appendix C1

West Aircraft Maintenance Area (WAMA) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
LAX-AQ-4f	Air Quality-Operations Related Control Measures	Available and sufficient infrastructure for alternative fueled vehicles and equipment
MM-AQ (WAMA-1)	Air Quality-Operations Related Control	On-Road Trucks
ARCHAEO-1	Archaeological Resources	Untitled
PALEO-1	Paleontological Resource	Conformance with LAX Master Plan Paleontological Management Treatment Plan: (PMTP)
PALEO-2	Construction Personnel Briefing	Construction Personnel Briefing
HM-1	Hazards and Hazardous Materials	Ensure Continued Implementation of Existing Remediations Efforts
HM-2	Hazards and Hazardous Materials	Handling of Contaminated Materials Encountered During Construction
MM-HAZ (WAMA)-1	Hazards and Hazardous Materials	Abandoned/Plugged Oil Wells
C-1	Construction	Establishment of a Ground Transportation /Construction Office
C-2	Construction	Construction Personnel Airport Orientation
ST-9	Surface Transportation	Construction Delivers
ST-12	Surface Transportation	Designated Truck Deliver Hours
ST-14	Surface Transportation	Construction Employee Shift Hours
ST-16	Surface Transportation	Designated Haul Routes
ST-17	Surface Transportation	Construction Traffic Management Plan
ST-18	Surface Transportation	Construct ion Traffic Management Plan
ST-22	Surface Transportation	Designated Truck Routes

LAX Master Plan – Appendix C2

West Aircraft Maintenance Area (WAMA) Mitigation Measures that are Not Applicable

LAX Master Plan – Appendix C2

West Aircraft Maintenance Area (WAMA) Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
MM-N-7	Construction Noise Control Plan	Noise	The only component of the WAMA project that has not been implemented is the westerly extension of Taxiway C which would not require construction within 600 feet of any noise-sensitive uses. Therefore, a construction noise control plan would not be required for this project component, and this measure is not applicable.
MM-N-8	Construction Staging	Noise	The construction site is not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-9	Equipment Replacement	Noise	The only component of the WAMA project that has not been implemented is the westerly extension of Taxiway C which would not require construction within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-10	Construction Scheduling	Noise	The only component of the WAMA project that has not been implemented is the westerly extension of Taxiway C which would not require construction within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
LAX-AQ-4d	Electric lawn mowers and leaf blowers for WAMA landscape maintenance	Air Quality-Operations-Related Control Measures	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.

LAX Master Plan – Appendix D1

Midfield Satellite Concourse (MSC) Mitigation Measures
Completed in Prior Reporting Periods

LAX Master Plan – Appendix D1

Midfield Satellite Concourse (MSC) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
LAX-AQ-4a	Air Quality – Operations-Related Control Measures	GSE Conversion
LAX-AQ-4e	Air Quality-Operations Related Control Measures	Conversion of sweepers to alternative fuels or electric power for going airfield and roadway maintenance

LAX Master Plan – Appendix D2

Midfield Satellite Concourse (MSC) Mitigation Measures that are Not Applicable

LAX Master Plan – Appendix D2

Midfield Satellite Concourse (MSC) Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
DA-1	Provide and Maintain Airport Buffer Areas	Aesthetics	Project construction areas do not abut residential and view sensitive uses along the northern and southern boundary of the airport. Therefore, this measure is not applicable.
PS-1	Fire and Police Facility Relocation Plan	Public Service-Fire Protection	The Midfield Satellite Concourse (MSC) project will not impact on-airport fire and police facilities. Therefore, this measure is not applicable.
PS-2	Fire and Police Facility	Public Service-Fire Protection	The MSC project will not impact on-airport fire and police facilities. Therefore, this measure is not applicable.
ST-21	Construction Employee Parking Locations	Surface Transportation	The MSC project is not an eastern airport facility. Therefore, this measure is not applicable.
MM-ST (OA) (SPAS)-2	Change Department and Arrivals Level Commercial Vehicle Curbside	Surface Transportation	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 because it includes components that will alter traffic in the Central Terminal Area (CTA). Therefore, this measure is no longer applicable.