Appendix LAX Master Plan Final EIS/EIR

F-A. Environmental Justice Materials

April 2004

Prepared for:

Los Angeles World Airports

U.S. Department of Transportation Federal Aviation Administration

Prepared by:

PCR

List of Attachments

Attachment 1Environmental Justice Program Public Recommendations for Mitigation
Measures and BenefitsAttachment 2Environmental Justice Workshops

Los Angeles International Airport

Attachment 1 Environmental Justice Program Public Recommendations for Mitigation Measures and Benefits

Category		Comment/Recommendation	Recomr	nendation Inc	orporated	Recommen Incorp		Notes ²
	Ltr. ID #		Master Plan Feature	EIS/EIR Mitigation Measure	EJ Benefit	No Nexus with Master Plan Impacts	Infeasible to Fund or Implement	
Air Quality	AL00017-192	GSE Conversions: The DEIR/EIS does note three census tracts just northeast of the LAX that will have cancer risk thresholds of significance in 2005. They are generally between Airport Blvd and the San Diego Freeway but extends into downtown Inglewood as well. Nearly 60% of the 1,100 residents of that three-census tract area are minority and 14% low-income. Cancer risks would be reduced by 2015 due to the various mitigation measures such as GSE conversions, more aircraft activity in the West Terminal area, and the Ring Road.		x				
Air Quality	PC01750-29	Air Purification Programs for local schools and public buildings – we understand that additional filters can be added to current air conditioning systems to cut down on negative effects of smog and other pollutants in classrooms in the Lennox, Hawthorne and Inglewood School Districts. A similar program should be considered for all other public buildings.			x		x	A benefit is proposed to provide air purification programs in schools, in part due to heightened vulnerability for children. It is considered infeasible to support a program for all public buildings.
Air Quality	PC01750-29	Air Purification Programs for local schools and public buildings			Х			
Business/Jobs	AL00017-11	LAWA should share the economic benefits that flow from LAX with the surrounding communities to the same degree that the environmental burdens by those communiteies.			x			Benefits are proposed to help offset disproportionately high and adverse effects on minority and low-income communities. However, it is infeasible to measure or ensure that they are equivalent to environmental burdens.
Business/Jobs	AL00017-12	It is possible that some of the increased demand (for cargo handling) could be met nearby in Inglewood where the City's General Plan indicates a priority for expanding existing industrial firms and providing increased employment opportunities while mitigating residential areas significantly impacted by aircraft noise.		x				
Business/Jobs	EJ Wksp	The Master Plan relies on the commitments under the Residential & Business Relocation Program to cover environmental justice (Aldene Sligh)	x	x		x		Benefits are proposed for business assistance and contracting opportunities. There are no significant impacts that support a soundwall along I-405.
Business/Jobs	PC01739-1	Business Assistance Center, contracting opportunities, flight schedules, shuttle/vanpool, sound wall along 405 freeway.			x			
Business/Jobs	PC01739-1	Business assistance center			Х			
Business/Jobs	PC01739-1	Business empowerment zone		Х				
Business/Jobs Business/Jobs	PC01739-1 PC01750-16	Contracting opportunities We recommend that the Business Assistance Center be used to coordinate existing job training programs and services.			X X			

¹ The comments listed include those received at Environmental Justice Workshops conducted in 2001 and 2003, or by letter or testimony at public hearings during circulation of the Draft EIS/EIR and Supplement to the Draft EIS/EIR.

² Notes are provided for clarification only. Full responses to each comment are presented in the Response to Comments chapter of the Final EIS/EIR.

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	Ltr. ID #		Master Plan Feature	EIS/EIR Mitigation Measure	EJ Benefit	No Nexus with Master Plan Impacts	Infeasible to Fund or Implement	
Business/Jobs	PC01750-9	We are also concerned that construction positions will not be made available to Latino area residents who are skilled to work on these projects. We recommend that an arrangement be made with LAWA and LAX for area residents of the impacted communities to be given priority for job opportunities for any and all construction projects.			x			
Business/Jobs	PC01750-9	Priority jobs for area residents in the construction phase of the project			х			
Business/Jobs	PC01750-12	It is in LAWA's best interest to support the local community in the construction of a LAX Business Center in Lennox.			x		x	LAWA's existing Jobs Outreach Center is proposed to be expanded with new programs that would benefit interested parties in Lennox.
Business/Jobs	PC01750-12	Create an LAX Business Center in Lennox			x		x	LAWA's existing Jobs Outreach Center is proposed to be expanded with new programs that would benefit interested parties in Lennox.
Business/Jobs	PC01750-13	The LAX Employment Training Center can serve for the re-training of current LAX employees for new employment opportunities and career advancement. A language institute can be incorporated in the curriculum of the training center. The LAX Employment Training Center can further be utilized to provide shuttle service to and from the airport, and as a free employee parking facility.						
Business/Jobs	PC01750-14	A LAWA Childcare Center for LAX employees				x		LAWA currently operates a childcare center for employees.
Business/Jobs	PC01750-16	Incorporate unions into the job training programs and services			х			Unions are not excluded from proposed job-related benefit programs.
Business/Jobs	PC01750-18	We request a guarantee that any and all positions created or currently in place should require a minimum salary equivalent to the established living wage. We also request that a benefits package, including health, dental, vision, educational assistance, life insurance, childcare and parking, be provided for all employment through LAX.				x		
Business/Jobs	PC01750-18	Special living wages/benefits package for LAX workers				Х		
Business/Jobs	PC01750-20	LAWA organize partnerships between local non-profits and airline managers			х			
Business/Jobs	PC01750-22	An immediate potential employment opportunity for area residents and local business is to provide a direct link to upcoming projects for soundproofing of homes, businesses and area schools.			x			
Business/Jobs	PC01750-22	Provide a direct link to upcoming projects for area residents			Х			
Business/Jobs	PC01750-25	Institute a flight restriction penalty of \$5,000 for every 15 minutes between 12am and 6am, and allocate payments to non-profits supporting education/job training programs					x	

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Business/Jobs	PC01750-30	Providing an Employee Health and Wellness Center at LAX will contribute to a reduction of stress and an improvement of work performance.				x		
Business/Jobs	PC01750-33	We request that LAWA support local organizations and businesses in the rehabilitation of existing housing stock or the construction of new buildings under the Affordable Housing Programs.				x		LAWA staffs preferred alternative does not involve residential acquisition. LAWA currently has a "Move-on-Housing" program associated with its existing acquisition activities that helps address housing supply.
Business/Jobs	PC01750-13	Create an LAX Business Center in Lennox			x		x	LAWA's existing Jobs Outreach Center is proposed to be expanded with new programs that would benefit interested parties in Lennox.
Business/Jobs	PC01750-16	We request that LAWA and LAX recruit, with the assitance of the South Bay Latino Chamber of Commerce, Local Latino businesses who are registered as MBE/WBE/OBE/DBE firms to contract with and work on construction projects and provide funds for programs to assist in the certification process.			x			
Business/Jobs	PC01750-9	Latino small businesses are the fastest growing segment of the business community, particularly in Greater Los Angeles. For procurement, we request that the South Bay Latino Chamber of Commerce member businesses be considered as a preferred partner for expansion contracts for any and all projects approved of an executed by LAWA especially for productss and services in the areas of Inglewood, Lennox, South Central and Hawhtorne.			x			The proposed job-related benefit program would be open to Santa Barbara Chamber of Commerce businesses.
Business/Jobs	PC01750-10	We are also concerned that construction positions will not be made available to Latino area residents who are skilled to work on these projects. We recommend that an arrangement be made with LAWA and LAX for area residents of the impacted communities to be given priority for job opportunities for any and all construction projects.			x			
Business/Jobs	PC02081-3	Offer business to come into the area.		Х	Х			
Business/Jobs	PC02208-10	LAX should consider adopting a program similar to the Playa Vista Job Opportunities and Business Services (PVJOBS) program, which reserves ten percent of all construction jobs performed at Playa Vista for at-risk youth and adults			x			
Business/Jobs	PC02208-10	Reserve 10% of all construction jobs for at risk youth and adults			Х			
Business/Jobs	PC01750-13	A LAX Employment training center with a shuttle service in Lennox covering new opportunities and career advancement			х			
Business/Jobs	SPC00071-1 SPC00218-1	We need more new jobs, but we don't minimum wage jobs. What we need is jobs that aprovide a livable wage and affordable family health coverage. We encourage the Mayorto include in his plan a local hiring program so that others in my communities can also raise their families and our thouths can strive to immulate their parents.			x			

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	Ltr. ID #		Master Plan Feature	EIS/EIR Mitigation Measure	EJ Benefit	No Nexus with Master Plan Impacts	Infeasible to Fund or Implement	
Business/Jobs	SPC00095-5	Jobs: Traning or apprenticeship program with on-site job placement. Airport employers must whow eveidence of community outreach. new hires from the community are tracked for promotion. shuttle/Van Pool to and from LAX for new hires.			x			
Business/Jobs	SPC00273-9	Goodpaying jobs with a future. Training and education.			Х			
Business/Jobs	SPHE00006-1	In order to ensure this modernization plan provides good employment opportunities for our communities, we encourage the Mayor to include in this plan a local hiring program, apprenticeships and programs for the youth so that our youth can strive to a better future.			x			
Business/Jobs	SPHE00007-1	We hope that the Mayor's office as well as your commission will partner, not juest with the ulti-million dollar companies, but grass root organizations. I'm talking about the man at the bottom. And that there be apprenticeship programs set up where we have proven programs that works with ex-offenders, that worked with those gentlemen, men and women, who are coming out of a lifestyle of gangs, who wants to change their life, but there are no jobs.			x			
Education	EJ Wksp	Continue to have public meetings on the weekends for those of us who to work during the week to attend. The forum was well organized and our questions were answered. The literature provided was very helpful (Jo Ann Parker)	x					
Education	PC01750-10	We recommend that LAWA locate available land, and aid in the construction of an Airport Magnet High School in the Lennox area. The Airport Magnet High School could also provide a site for Adult Education Training for Airport Employees.			x			Benefits are proposed for aviation curriculum and an Aviation Academy that would benefit the Lennox community. Siting has not been determined.
Education	PC01750-10	Build an Airport Magnet High School in Lennox			x			Benefits are proposed for aviation curriculum and an Aviation Academy that would benefit the Lennox community. Siting has not been determined.
Education	PC01750-13	A language institute				Х		
Education	PC01750-19	We request that LAWA institute a Summer Internship Program for area youth at LAX Headquarters.			х			
Education	PC01750-19	Summer and after school programs for area youth			Х			
Education	PC01750-24	Despite the fact that schools have already benefited from initial soundproofing and insulation programs, we recommend that a reassessment of all classrooms at local area schools be undertaken before the end of 2001. Schools in the most affected low income areas and minority census tracts should also be considered for enhanced soundproofing and insulation efforts including air conditioning where needed.					x	

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	Ltr. ID #		Master Plan Feature	EIS/EIR Mitigation Measure	EJ Benefit	No Nexus with Master Plan Impacts	Infeasible to Fund or Implement	
Education	PC01750-41	We request that LAWA begin an "Adopt A School" program for local area schools and provide incentives for employees of LAWA and LAX to volunteer at these academic institutions. Volunteer efforts can include job training programs geared at educating local area youth for future positions at LAX.			x			
Education	PC01750-41	An "adopt-a-school" program with employee incentives to volunteer			x			
Education	PC01750-11	Relocation or removal of any academic institution in Lennox, Hawthorne and Inglewood, is not negotiable. Inf act, the addition of K-12 academic institutions is an urgent need.				x	x	
Education	PC01750-19	Summer Internship/After School Programs - We request the LAWA institute a summer Internship Program for area yourth at LAX Headquarters. Local area youth do no have sufficient job training and educational programs available to them during the summer, and as after school programs.			x			
Education	PC01750-41	Adopt a School - We request that LAWA begin an "Adopt A School" program for localarea schools and provide incentives for employees of LAWA and LAX to volunteer at these academic institutions. Volunteer efforts can include job training programs geared at educating local area for future positions at LAX.			x			
Education	PC02073-3	Give Lennox space for a High School.				Х	Х	
Education	PC01750-10	We recommend that LAWA locate available land, and aid in the construction of an airport Magnet High School in the Lennox area. LAWA shold assist the Lennox community in obtaining funding for construction of the facility, and provide support for the Magnet school curriculum, and operations. The Airport Manget High School can aloso provide a site for Adult Education Training for Airport Employees. We are confident that a quality hight school education is a mutual benefit to the local community and to the objective of preparing area youth to work in the largest local industry, LAX.			x			Benefits are proposed for aviation curriculum and an Aviation Academy that would benefit the Lennox community. Siting has not been determined.
Education	SPC00095-5	School District: Land to build a HIgh Schoo for Lennox Students. Permanent indoor PE facility. Support School District's lobbying efforts for placement of billboards on Schools adjacent to 405 freeway. Periodic school painting (maybe every 10 years). Finance School District Emergency AID kit. Tours of LAX for kids, a career day at LAX.				x	x	LAWA does offer tours and career days.
Infrastructure	AL00022-11	Remote Terminals.	Х					
Infrastructure	AL00022-77	Remote Terminals	Х					

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	Ltr. ID #		Master Plan Feature	EIS/EIR Mitigation Measure	EJ Benefit	No Nexus with Master Plan Impacts	Infeasible to Fund or Implement	
Infrastructure	PC01750-25	We urge that a restriction of flight arrivals and departures after midnight and before 6:00am be strictly enforced. We also recommend that LAWA institute a penalty for airlines who are in violation of the time restrictions, and that penalty funds be allocated to non-profit organizations supporting education/job-training programs. We recommend that LAWA institute a monetary penalty of \$5,000.00 for every fifteen (15) minutes for airlines that are in violation of the midnight and 6:00a.m. time restriction.		x			x	While a measure to enforce flight restrictions is proposed, there is no fine structure for deviations nor is one proposed. Normally there are good reasons for deviations.
Infrastructure	PC02221-17	We request that impacts on the populations under the flight path and within 10 miles on LAX be analyzed and incorporated into a further supplemental EIS/EIR.				x		
Neighborhood Improvements	PC01739-1	Recreational facilities				х		
Neighborhood Improvements	PC01739-1	Youth Programs				x		
Neighborhood Improvements	PC01750-25	Create an Airport Employee Health Screening Center				x		
Neighborhood Improvements	PC01750-30	Provide an employee health and Wellness Center at LAX to reduce stress and improvement of work performance				x		
Neighborhood Improvements	PC01750-31	We request that LAWA locate areas where green space can be added to provide local children a place where they can have soccer fields, baseball fields, basketball, a skateboard park, and a gymnasium.	x					LAWA currently leases out property for use as a sports field (Nielson Park). Recreational provisions are incorporated into the proposed LAX Northside/Westchester Southside project.
Neighborhood Improvements	PC01750-31	Locate areas where green space can be used for recreational facilities	х					See above.
Neighborhood Improvements	PC01750-32	However, consistent with already established homeowner relocation programs, we urge LAWA to ensure that Latino residents that are eligible, be provided with benefits that exceed the minimal levels of assistance required by these programs.	x					LAWA's preferred alternative does not include residential relocation. Residential relocation under the other alternatives would be generally consistent with LAWA's existing relocation program.
Neighborhood Improvements	PC01750-32	Home ownership program for area residents				х	x	
Neighborhood Improvements	PC01750-33	Affordable housing programs for Lennox and Hawthorne area residents				x	x	The preferred alternative does not include residential acquisition.
Neighborhood Improvements	PC01750-42	Mural Art at LAX – Create a "Mural Art Program" for local area youth to create mural art for LAX Projects.		x				Mural art opportunities are proposed for construction fencing.
Neighborhood Improvements	PC01750-42	Create a "Mural Art Program" for local area youth for LAX Projects		х				See above.
Neighborhood Improvements	PC01750-42	More trees	х		x			
Neighborhood Improvements	PC01750-42	Better lighting	х					

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	Ltr. ID #		Master Plan Feature	EIS/EIR Mitigation Measure	EJ Benefit	No Nexus with Master Plan Impacts	Infeasible to Fund or Implement	
Neighborhood Improvements	PC01750-14	LAWA Childcare Center - Area residents, employees and business owners unanimously support the recommendation of the construction of a LAWA Childcare Center should be constructed at a convenient site on the airport perimeter, such as Lennox or Hawthorne.				x		LAWA currently runs a children's center for employees in Westchester.
Neighborhood Improvements	PC01750-42	Mural Art at LAX – Create a "Mural Art Program" for local area youth to create mural art for LAX Projects.		х				Mural art opportunities are proposed for construction fencing.
Neighborhood Improvements	PC01750-14	LAWA childcare Center for area residents, employees and business owners. The childcare center should be constructed at a convenient site on the airport perimeter, such as Lennox or Hawthorne.				x		LAWA currently runs a children's center for employees in Westchester.
Neighborhood Improvements	PC02072-1	Want a community center in Lennex & look for empty lots. Inglewood Ave near Imp. Hwy (vacant lot) 111th Street & Osage (vacant lots) 111th Place.				x	x	
Neighborhood Improvements	PC02073-2	Build community centers in Lennox.				x	x	
Neighborhood Improvements	PC02073-2	Community Center in Lennox				х	х	
Neighborhood Improvements	PC02079-2	We need more trees, better roads to drive on. More lighting. More outreach and job programs for our youth.			х			
Neighborhood Improvements	PC02081-1	Youth Center in Inglewood				x	x	
Neighborhood Improvements	PC02081-1	Develop a youth center in the (LA) area east of Inglewood.				x	x	
Neighborhood Improvements	PC02083-1	My suggestion is to have more community large trash pick-ups, trash yards (local) or trash bins to limit trash dumping.				х	x	
Neighborhood Improvements	PC02083-1	More community large trash pick ups				х	x	
Neighborhood Improvements	PC02083-1	Most communities have experience trash being discarded any and every where. My suggestion is to have more community large trash pick ups, trash yards (local) or trash bins to limit trash dumping.				x	x	
Neighborhood Improvements	PC02084-1	My idea would be to fix every house or apartment from LAX to Western and from Western to 108 ^{th.}		х				Properties exposed to significantly high noise levels would be eligible for mitigation.
Neighborhood Improvements	PC02084-1	Fix every house from LAX to Western and from Western to 108th		x				See above.
Neighborhood Improvements	PC02203-33	Implement a healthcare program that educate surrounding communities			х			A mobile health clinic is proposed as a benefit.
Neighborhood Improvements	PC01750-31	Green space - Insufficient green space is availe in areas such as Lennox and Hawthome. We request that LAWA locate areas where green space can be added to provide local children a place where they can have soccer fields, baseball fields, basketball, a skateboard park, and a gymnasium.	x					LAWA currently leases out property for use as a sports field (Nielson Park). Recreational provisions are incorporated into the proposed LAX Northside/Westchester Southside project.

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Neighborhood Improvements	PC02073-2	Build community centers in Lennox.				х	x	
Neighborhood Improvements	PC02079-2	We need more tree, better road to drive on. More lighting. More security near our homes so that's we can stay safe. We need less polution. We need more out reach program for our youth. And we need more job that's where our youth can stay out of trouble and to better thereself.	x					
Neighborhood Improvements	SPC00095-5	Recreation: Enclose Lennox Pool. Provide for Staff and Life Guard presence througout the year.				x	x	
Neighborhood Improvements	SPC00095-5	Youth Activity League (YAL) funding to help with the conversion of the Sheriff's Station.				x	x	
Neighborhood Improvements	SPC00095-5	Skate Park that is covered by insurance.				х	x	
Neighborhood Improvements	SPC00095-5	Beautification: Road and sidewalk improvements Reconstruct 104th, 111th, Inglewood, and Lennox blvd.				x		
Neighborhood Improvements	SPC00095-5	Land for St. Margaret's Center.				х	x	
Noise	AL00017-192	Increase aircraft activity in the West Terminal area	Х					
Noise	AL00034-34	Sound insulation to alleviate noise impacts inside classrooms in Lennox		х				Significantly impacted schools not subject to an existing avigation easement would qualify.
Noise	AL0034-23	Sound insulation can alleviate noise impacts inside classrooms. A working example of this is the Moffet School within the Lennox School District. This school, built with noise mitigation as a key component, is able to provide a decent learning environment despite its proximity to LAX.		x				Significantly impacted schools not subject to an existing avigation easement would qualify.
Noise	EJ Wksp	The Master Plan noise mitigation program needs to expand to included East of Normandie past Central on Century Boulevard. Monitors need to be placed on Century Boulevard & Century Avenue (Parker)		x				Properties exposed to significantly high noise levels would be eligible for mitigation.
Noise	EJ Wksp	Create wider options to mitigate the impact of noise and pollution on communities by insulating air conditioning, finance property improvement caused by air conditioning emissions, provide a significant tax deduction based on property depreciation and a yearly monetary compensation for the former, We need an "annoyance fee" (Marilyn Dourvux)		x				Mitigation for aircraft noise would include sound insulation with air conditioning for homes east of I- 405. Property depreciation is not anticipated as a result of the project.
Noise	PFH00001-1	Sound Wall along 405 freeway				Х		
Noise	PC01750-7	We recommend that LAWA locate available land in Lennox, Inglewood, Hawthorne and South Central, purchase it and construct a soundproofed complex to be utilized as senior housing for residents of these communities. If land is not available, we recommend the rehabilitation of an existing complex to be designated as Senior Housing in these impacted communities.				x	x	

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	Ltr. ID #		Master Plan Feature	EIS/EIR Mitigation Measure	EJ Benefit	No Nexus with Master Plan Impacts	Infeasible to Fund or Implement	
Noise	PC01750-7	Creation of a soundproof complex for senior housing in Lennox, Inglewood, Hawthorne & South Central				х	x	
Noise	PC01750-24	Reassess local area schools for enhanced soundproofing and insulation		х				Significantly impacted schools not subject to an existing avigation easement would qualify.
Noise	PC01750-26	Construct a freeway sound wall between Imperial & Century Blvd.				Х		
Noise	PC01750-26	Construction of a sound wall along the 405 freeway (running through the Lennox community between Imperial Highway and Century Boulevard) to mitigate airport related noise to residents and schools in the area.				x		
Noise	PC01750-27	We request that LAWA conduct constant monitoring of noise and air quality impacts to neighboring communities.		х	x			Enhanced noise monitoring is proposed. Although air quality measurements are proposed as part of future studies, constant monitoring is not considered feasible.
Noise	PC01750-27	Constant monitoring of noise and air quality impacts in the area		x	x			Enhanced noise monitoring is proposed. Although air quality measurements are proposed as part of future studies, constant monitoring is not considered feasible.
Noise	PC01750-23	Reduce Noise on Surface Streets - Community residents in areas closest to the airport are concerned about the noise levels on surface streets. Clearly the increased cargo and passenger volume at LAX is especially felt by the communities closest to the airport. LAX should study the best means to reduce noise and implement an appropriate program.				x		
Noise	SPC00095-4	Meaningful soundproofing: lessening of the code stipulations, free inspections; no signing of easements. Moratorium of Flights between 11:00 PM and 5:30 AM (part 161 of the EIR; Sound all along the 405 freeway; Ongoing funding for Healthy start; Air conditioners and purifiers for homes and school classrooms; Special emergency Response Unit (make community aware of disaster plan).		x	x	x	x	A special emergency response unit would not relate to project impacts and would be infeasible to implement.
Roadway Improvement	AL00017-192	Design and implementation of the Ring Road	х					
Roadway Improvement	PC01739-1	Widening of streets	x					
Roadway Improvement	PC01750-36	Roads and sidewalks that bear a large portion of airport related traffic should be widened, made into one-way streets, or be reconfigured to funnel traffic out of residential areas.	х					
Roadway Improvement	PC01750-36	Enlarge roads and sidewalks, convert into one-way streets	x				x	One-way streets are not a plan feature. Other traffic mitigation is provided to address significant traffic impacts.
Roadway Improvement	PC01750-37	Upgrade area traffic lights		Х				

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Roadway Improvement	PC01750-39	LAWA should monitor on a consistent basis the volume of traffic accidents on local streets adjacent to LAX. If the volume of traffic accidents continues to increase in communities around LAX, LAWA should provide measures such as stop signs, speed bumps and more traffic signals to address this rise in accidents.		x				All feasible mitigation is proposed to address significant traffic impacts.
Roadway Improvement	PC01750-39	Add stop signs, speed bumps and traffic signals to local streets to curtail traffic accidents		х				
Roadway Improvement	PC02079-2	Better Roads to drive on		х				
Transportation	PC01750-34	We recommend that LAWA provide a free shuttle service that has scheduled service every 15 minutes instead of the current 30 minutes interval. LAX should investigate the possibility of funding a local organization to provide a Jitney Service for employees that reside in adjacent communities.					x	
Transportation	PC01750-34	Free shuttle service for LAX employees						
Transportation	PC01750-35	Connecting the Green Line to LAX will further reduce traffic and the environmental impacts to neighboring communities. Employees should be given discounts for using public transportation.	x					Employees are provided incentives to use public transportation.
Transportation	PC01750-35	Connect the Green Line to LAX to reduce traffic of Latino employees	х					
Transportation	PC01750-37	In addition to safety considerations, upgrading and coordinating traffic lighting is essential for improving access, passenger drop off/pick up and the movement of cargo in and out of LAX.	x	x				
Transportation	PC0179-1	In and out bus service to get to work and when one exits, have good service. Preparation to change position.	х					
Transportation	PC02087-1	Because of the (pain & suffering) noise, pollution etc. of living under the flight path, I propose that a special discount or pass be given to those living in the area when we use the airport for traveling. Parking could be free or discounted.					x	
Transportation	PC02087-1	A special flying and/or parking discount for area residents					Х	
Transportation	PC02087-1	I propose that a special discount or pass be given to those living in this area when we use the airport traveling. Parking could ten be free or discounted.					x	

Attachment 2 Environmental Justice Workshops



2003

ENVIRONMENTAL JUSTICE WORKSHOPS



1 Executive Summary

2 Public Outreach

*Press Releases

* Flyers

*Newspaper Ads

*Radio Copy

3 Exhibits

4 Documents Available at Workshops

- * Notice of Availability
- * LAX & the Economy
- * Enhanced Safety & Security Alternative Fact Sheet
- * Comparative Security Analysis of Alternative D and the NA/NP Alternative
- * LAX Master Plan Supplement to the Draft EIS/EIR Questions & Answers (English)
- * Environmental Justice Brochure (English & Spanish)
- * Enhanced Safety & Security Brochure (English)
- * Written Comment Form (English & Spanish)
- * Public Hearing Speaker Cards (English & Spanish)

5 <u>Venues</u>

Jesse Owens Park

- * Sign-in Sheets
- * Written Comments

Lennox Middle School

- * Sign-in Sheets
- * Written Comments

Inglewood High School

- * Sign-in Sheets
- * Written Comments

1. EXECUTIVE SUMMARY

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ENVIRONMENTAL JUSTICE WORKSHOPS OVERVIEW

Environmental Justice focuses on providing minority and low-income communities a level playing field to prevent and/or mitigate environmental impacts associated with public works projects. Environmental Justice has three fundamental principles:

- 1. To minimize or avoid adverse health, environmental, social and economic effects on minority and/or low-income communities.
- 2. To ensure that the minority and/or low-income communities benefit from projects affecting them.
- 3. To ensure full participation of all affected communities in the Project decision-making process.

In June 2000, Los Angeles World Airports (LAWA) established an Environmental Justice Task Force. The Task Force was created to assist LAWA to adequately respond to the Environmental Justice issues projected to result from the LAX Master Plan in affected minority and low-income communities. Since the Master Plan has unavoidable impacts to low-income and minority communities, coordination with the public and conducting Environmental Justice workshops became a priority for the Task Force.

On January 18, 2001, LAWA released the Draft LAX Master Plan; initiating a 295-day public comment period. In the spring and summer of 2001, LAWA conducted a series of four Environmental Justice workshops in the impacted communities of Inglewood, unincorporated LA County and South Los Angeles. In June 2001, the City of Los Angeles swore in a new mayor. The new mayor directed LAWA's staff to reevaluate the LAX Master Plan. Before that reevaluation could be completed, the events of 9/11 changed the paradigm for LAX development. As a result, in July 2002, Mayor Hahn unveiled a new "Enhanced Safety and Security" Alternative to the LAX Master Plan.

On July 11, 2003, LAWA publicly released a Supplement to the Draft Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) and the Master Plan Addendum for the new Alternative. As part of their public outreach LAWA conducted a series of three Environmental Justice workshops to afford interested persons the opportunity to learn about the potential impacts and benefits of the proposed Master Plan on low-income and minority communities near LAX. The workshops were conducted in the communities of South Los Angeles, Lennox and Inglewood respectively. The public workshops were advertised in local periodicals, through handbills and direct mailers. As part of the workshops, the LAX Master Plan Program Manager provided a master plan introductory presentation and an explanation of the workshop process every 30 minutes. The workshop process was an open house format featuring master plan literature and various exhibits stationed throughout the venue. The layout of the exhibits at each venue was designed for optimal public presentation; with the master plan exhibits in the center of the room and other topical stations spread out around the master plan exhibits. LAWA staff and consultants were available to explain the exhibits and answer questions, provide their written comments on the Plan, using the forms provided, and/or submit their ideas to LAWA staff and consultants. The workshops provided information on (1) air quality and human health (2) noise & land use (3) ground transportation (4) jobs and economic benefits.

LAX MASTER PLAN ENVIRONMENTAL JUSTICE WORKSHOPS EXECUTIVE SUMMARY

WORKSHOP NO. 1 - SOUTH LOS ANGELES

Date:July 23, 2003Location:Jesse Owens ParkTime:5PM to 8PMNumber of Attendees Signed-in:81

Number of Public Comments: 7 Elected Officials: Councilman Parks, Dist. 8 David Kissinger, Airport Deputy, Dist. 11 Media: David Zahniser, Daily Breeze

WORKSHOP NO. 2 - LENNOX

Date:July 26, 2003Location:Lennox Middle SchoolTime:10AM to 1PM

Number of Attendees Signed-in: 35 Number of Public Comments: 0 Elected Officials: 0 Media: 0

WORKSHOP NO. 3 - INGLEWOOD

Date:August 2, 2003Location:Inglewood High SchoolTime:10AM to 1PM

Number of Attendees Signed-in: 19 Number of Public Comments: 1 Elected Officials: 0 Media: Jorge Morales, La Opinion

2. PUBLIC OUTREACH





1 World Way P.O. Box 92216 Los Angeles CA 90009-2216

CONTACT : Nancy Suey Castles (310) 646-5260

LAX MASTER PLAN ENVIRONMENTAL JUSTICE WORKSHOPS SCHEDULED

(Los Angeles, California – July 9, 2003) Environmental Justice Workshops have been scheduled to inform minority and low-income communities directly affected by Los Angeles International Airport (LAX) about the impacts and benefits of the proposed LAX Master Plan.

Environmental Justice focuses on providing minority and low-income communities a level playing field to prevent or mitigate environmental impacts associated with public works projects from unfairly burdening them. In 1994, Presidential Executive Order 12898 was enacted requiring all federal agencies to make Environmental Justice a priority. In 1999, California Senate Bill 115 was signed making Environmental Justice part of California Law.

Environmental Justice has three fundamental principles:

- 1. To minimize or avoid adverse health, environmental, social and economic effects on minority and/or low-income communities.
- 2. To ensure that minority and/or low-income communities benefit from publicly funded projects affecting them.
- To ensure full participation of all affected communities in the project decision making process.

In June 2000, Los Angeles World Airport's (LAWA) Executive Director, established an Environmental Justice Task Force. The Task Force was created to assist LAWA to adequately respond to the Environmental Justice issues that exist in the project-impacted minority and lowincome communities. A priority that the Task Force recognized was the coordination with the public and conducting Environmental Justice workshops. In 2001, representatives from the U.S. General Accounting Office visited LAWA's Environmental Justice workshops and noted that the LAWA program was a positive example for other airports nationwide.

The workshops will be conducted by LAWA at the following locations:

Wednesday, July 23, 2003	Saturday, July 26, 2003	Saturday, August 2, 2003
5:00PM -8:00PM	10:00AM -1:00PM	10:00AM -1:00PM
Jesse Owens Park	Lennox Middle School	Inglewood High School
Gymnasium	Cafeteria	Main Gym
9551 S. Western Avenue	11033 Buford Avenue	231 S. Grevillea Street
Los Angeles, CA	Lennox, CA	Inglewood, CA
(323) 241-6704	(310) 330-4910	(310) 680-5200

For three hours at each workshop, affected residents and other interested parties may visit exhibits and speak with experts about the impacts of the proposed LAX Master Plan. LAWA

experts and consultants will be available to discuss topics including environmental justice and potential Master Plan impacts such as air quality, aircraft noise and ground transportation, as well as the economic and social benefits of LAX modernization.

According to Jim Ritchie, Deputy Executive Director for Long-Range Planning and Environmental Management, "These workshops are part of LAWA's ongoing efforts to work with neighboring communities to address the impacts of operations at airport facilities." He further said, "LAWA wants to ensure that impacted communities share in the economic and social benefits associated with airport projects and we encourage residents to provide input on ways this modernization program may benefit their communities."

Multiple methods, such as media advisories, public service announcements, paid advertising and door-to-door canvassing, will be used to publicly notify residents, elected officials, community leaders, and members of the media, of the workshops in their communities.

######

LAX MASTER PLAN EJ WORKSHOP OUTREACH SUMMARY

In an effort to reach residents and business owners in the three impacted communities in which workshops were scheduled, primary outreach strategies implemented were placement of ads in community newspapers and door-to-door flyer distribution. Per direction and coordination with LAWA Community Relations Staff (Paul Haney & Amy Imamura), with revisions and translation provided by Long Range Planning Staff, Shirlene Sue and Evelyn Quintanilla respectively, the following copy was created to publicize the 7/23/03 (S. Los Angeles), 7/26/03 (Lennox) & 8/2/03 (Inglewood) Environmental Justice Workshops for the Draft LAX Master Plan Addendum:

- 1. Two Newspaper Ads (one English language & one Spanish language version, with all three workshops listed in each ad)
- 2. Six Flyers (one English language and one Spanish language version for each of the three EJ workshops
- 3. One Radio Spot (listing all three dates/venues)

All government outreach was to be conducted by the Mayor's office and/or LAWA directly, unless specifically directed otherwise.

Newspapers (display ads)

The English language ad was submitted to the following periodicals:

The Wave	The Los Angeles Sentinel
Publish Date - 7/17/03	Publish Date - 7/24/03
Size - 2" x 4"	Size - 4" x 4"
The Watts Times	The Spanish language ad was submitted to:
Publish Date - 7/17/03	La Opinion
Size - 4" x 4"	Publish Date - 7/25/03
	Size - 6* x 6*

*La Opinion Ad was originally scheduled to run on 7/22/03. The account executive handling our order fell ill and her orders were not properly covered by other staff. A manager from LA Opinion sent me an apology note and gave us a larger ad space for the same cost.

**Please also note that LAWA's Community Relations' office agreed that outreach for the EJ workshops should primarily target the relevant community newspapers. The Los Angeles Times (and other outlets) had already been notified of the EJ workshop schedule in LAWA's 7/9/03 press release. Therefore, this ad copy was not submitted to the Los Angeles Times.

Door-to-Door Flyers

Per coordination with Printco Graphics, the six flyers were combined to create three separate flyers (one for each workshop, double-sided w/ one side in English language and the other in Spanish language), printed on light blue paper. 5,000 copies per venue were printed. The Walking Man, Inc. hand-delivered the flyers to residents and businesses in South Los Angeles, Lennox and Inglewood.

Total # of flyers distributed - 15,000 Delivery Dates - S. Los Angeles & Lennox on 7/22/03 and Inglewood on 7/31/03

Radio Spot (PSA)

Copy submitted to: 102.3, KJLH (Jackie Stevens -- Community Calendar/News Reporter) To be aired the week of July 20th, 2003 KJLH/Jackie Stevens do not provide "proof of airing."

DOOR - TO - DOOR FLYERS

Total Number of Flyers Distributed: 15,000 Areas of Distribution: South Los Angeles Lennox Inglewood



NOTICE ENVIRONMENTAL JUSTICE PUBLIC WORKSHOP

IN THE COMMUNITY OF SOUTH LOS ANGELES

Los Angeles World Airports (LAWA) is holding a series of Environmental Justice Workshops to afford interested persons the opportunity to learn about the proposed Los Angeles International Airport (LAX) Master Plan Enhanced Safety and Security Alternative (Alternative D), and its potential impacts and benefits on minority and low-income communities near LAX.

Environmental Justice focuses on: minimizing or avoiding adverse health, environmental, social and economic effects on low-income and/or minority communities; ensuring that minority and/or low-income communities benefit from publicly funded projects affecting them; and ensuring full participation of all affected communities in the project decision-making process. LAWA is committed to ensuring that any proposed modernization of LAX is equitable, protects human health and the environment, and promotes economic vitality for all the people of the Los Angeles Community.

The first in this series of three workshops will be held:

DATE:	Wednesday, July 23, 2003
TIME:	Anytime between 5:00PM and 8:00PM
LOCATION:	Jesse Owens Park – Gymnasium 9651 S. Western Avenue Los Angeles, CA 90047

Free parking and handicap accessible. Refreshments will be served.

For three hours at each workshop, affected residents and other interested parties may visit exhibits and speak with experts about the impacts of the proposed LAX Master Plan. LAWA experts and consultants will be available to discuss topics including air quality, aircraft noise, ground transportation, as well as the economic and social benefits of LAX modernization. Display boards and literature will also be available to provide information regarding the LAX Master Plan.

If you have questions or want more information about the formal public comment process or Environmental Justice issues, you can contact Evelyn Y. Quintanilla of the LAX Master Plan Office at (310) 646-7693.





AVISO TALLER PÚBLICO DE JUSTICIA AMBIENTAL

EN LA COMUNIDAD DEL SUR DE LOS ANGELES

Los Aeropuertos Mundiales de Los Angeles (Los Angeles World Airports - LAWA) ofrecerá una serie de Talleres de Justicia Ambiental a personas interesadas para informarles sobre la Alternativa D, el Plan de Seguridad Mejorada del propuesto Plan Maestro del Aeropuerto Internacional de Los Angeles (LAX), y los posibles impactos y beneficios de este en comunidades minoritarias y de bajos ingresos cercanas a LAX.

Justicia Ambiental se enfoca en: minimizar o evitar riesgos adversos a la salud, el medio ambiente, y aspectos sociales y económicos en las comunidades minoritarias y/o de bajos ingresos; asegurando que estas comunidades se beneficien de los proyectos públicos que los afectan; y asegurando la completa participación de todas las comunidades afectadas en el proceso de toma de decisiones. LAWA se ha comprometido en asegurar que cualquier plan de modernización propuesto para LAX sea equitativo, protega la salud humana y el medio ambiente, y promueva la vitalidad económica de todas las personas en la Comunidad de Los Angeles.

El primer en esta serie de tres talleres se llevará a cabo:

FECHA:	Miércoles, 23 de Julio, 2003
TIEMPO:	Visite cuando guste entre 5:00PM y 8:00PM
LUGAR:	Jesse Owens Park – Gymnasium 9651 S. Western Avenue Los Angeles, CA 90047

Estacionamiento gratis y accesible para incapacitados. Se servirán refrescos.

Por tres horas en cada uno de los talleres, residentes afectados y todo interesado puede visitar las exhibiciones y hablar con expertos sobre los impactos del propuesto Plan Maestro de LAX. Expertos y consultores de LAWA estarán disponibles para discutir los temas incluyendo la calidad del aire, ruido de aeronaves, transporte terrestre, como también los beneficios económicos y sociales de la modernización de LAX. Folletos y otras clases de información reloacionada con el Plan Maestro de LAX estarán disponibles.

Si tiene preguntas o desea más información sobre el proceso público para comentarios o temas de Justicia Ambiental, por favor llame a Evelyn Y. Quintanilla de la oficina del Plan Maestro de LAX al (310) 646-7693.




NOTICE ENVIRONMENTAL JUSTICE PUBLIC WORKSHOP

IN THE COMMUNITY OF LENNOX

Los Angeles World Airports (LAWA) is holding a series of Environmental Justice Workshops to afford interested persons the opportunity to learn about the proposed Los Angeles International Airport (LAX) Master Plan Enhanced Safety and Security Alternative (Alternative D), and its potential impacts and benefits on minority and low-income communities near LAX.

Environmental Justice focuses on: minimizing or avoiding adverse health, environmental, social and economic effects on low-income and/or minority communities; ensuring that minority and/or low-income communities benefit from publicly funded projects affecting them; and ensuring full participation of all affected communities in the project decision-making process. LAWA is committed to ensuring that any proposed modernization of LAX is equitable, protects human health and the environment, and promotes economic vitality for all the people of the Los Angeles Community.

The second in this series of three workshops will be held:

DATE:	Saturday, July 26, 2003
TIME:	Anytime between 10:00AM and 1:00PM
LOCATION:	Lennox Middle School - Gymnasium 11033 Buford Avenue Lennox, CA 90304

Free parking and handicap accessible. Refreshments will be served.

For three hours at each workshop, affected residents and other interested parties may visit exhibits and speak with experts about the impacts of the proposed LAX Master Plan. LAWA experts and consultants will be available to discuss topics including air quality, aircraft noise, ground transportation, as well as the economic and social benefits of LAX modernization. Display boards and literature will also be available to provide information regarding the LAX Master Plan.

If you have questions or want more information about the formal public comment process or Environmental Justice issues, you can contact Evelyn Y. Quintanilla of the LAX Master Plan Office at (310) 646-7693.





AVISO TALLER PÚBLICO DE JUSTICIA AMBIENTAL

EN LA COMUNIDAD DE LENNOX

Los Aeropuertos Mundiales de Los Angeles (Los Angeles World Airports - LAWA) ofrecerá una serie de Talleres de Justicia Ambiental a personas interesadas para informarles sobre la Alternativa D, el Plan de Seguridad Mejorada del propuesto Plan Maestro del Aeropuerto Internacional de Los Angeles (LAX), y los posibles impactos y beneficios de este en comunidades minoritarias y de bajos ingresos cercanas a LAX.

Justicia Ambiental se enfoca en: minimizar o evitar riesgos adversos a la salud, el medio ambiente, y aspectos sociales y económicos en las comunidades minoritarias y/o de bajos ingresos; asegurando que estas comunidades se beneficien de los proyectos públicos que los afectan; y asegurando la completa participación de todas las comunidades afectadas en el proceso de toma de decisiones. LAWA se ha comprometido en asegurar que cualquier plan de modernización propuesto para LAX sea equitativo, protega la salud humana y el medio ambiente, y promueva la vitalidad económica de todas las personas en la Comunidad de Los Angeles.

El primer en esta serie de tres talleres se llevará a cabo:

FECHA:	Sabado, 26 de Julio, 2003
TIEMPO:	Visite cuando guste entre 10:00AM y 1:00PM
LUGAR:	Lennox Middle School (Gymnasium) 11033 Buford Ave. Lennox, CA 90304

Estacionamiento gratis y accesible para incapacitados. Se servirán refrescos.

Por tres horas en cada uno de los talleres, residentes afectados y todo interesado puede visitar las exhibiciones y hablar con expertos sobre los impactos del propuesto Plan Maestro de LAX. Expertos y consultores de LAWA estarán disponibles para discutir los temas incluyendo la calidad del aire, ruido de aeronaves, transporte terrestre, como también los beneficios económicos y sociales de la modernización de LAX. Folletos y otras clases de información reloacionada con el Plan Maestro de LAX estarán disponibles.

Si tiene preguntas o desea más información sobre el proceso público para comentarios o temas de Justicia Ambiental, por favor llame a Evelyn Y. Quintanilla de la oficina del Plan Maestro de LAX al (310) 646-7693.





NOTICE

ENVIRONMENTAL JUSTICE PUBLIC WORKSHOP

IN THE COMMUNITY OF INGLEWOOD

Los Angeles World Airports (LAWA) is holding a series of Environmental Justice Workshops to afford interested persons the opportunity to learn about the proposed Los Angeles International Airport (LAX) Master Plan Enhanced Safety and Security Alternative (Alternative D), and its potential impacts and benefits on minority and low-income communities near LAX.

Environmental Justice focuses on: minimizing or avoiding adverse health, environmental, social and economic effects on low-income and/or minority communities; ensuring that minority and/or low-income communities benefit from publicly funded projects affecting them; and ensuring full participation of all affected communities in the project decision-making process. LAWA is committed to ensuring that any proposed modernization of LAX is equitable, protects human health and the environment, and promotes economic vitality for all the people of the Los Angeles Community.

The final workshop in this series of three workshops will be held:

DATE:	Saturday, August 2, 2003	
TIME:	Anytime between 10:00AM and 1:00PM	
LOCATION:	Inglewood High School - Cafeteria 231 Grevillea Street Inglewood, CA 90301	

Free parking and handicap accessible. Refreshments will be served.

For three hours at each workshop, affected residents and other interested parties may visit exhibits and speak with experts about the impacts of the proposed LAX Master Plan. LAWA experts and consultants will be available to discuss topics including air quality, aircraft noise, ground transportation, as well as the economic and social benefits of LAX modernization. Display boards and literature will also be available to provide information regarding the LAX Master Plan.

If you have questions or want more information about the formal public comment process or Environmental Justice issues, you can contact Evelyn Y. Quintanilla of the LAX Master Plan Office at (310) 646-7693.





AVISO TALLER PÚBLICO DE JUSTICIA AMBIENTAL

EN LA COMUNIDAD DE INGLEWOOD

Los Aeropuertos Mundiales de Los Angeles (Los Angeles World Airports - LAWA) ofrecerá una serie de Talleres de Justicia Ambiental a personas interesadas para informarles sobre la Alternativa D, el Plan de Seguridad Mejorada del propuesto Plan Maestro del Aeropuerto Internacional de Los Angeles (LAX), y los posibles impactos y beneficios de este en comunidades minoritarias y de bajos ingresos cercanas a LAX.

Justicia Ambiental se enfoca en: minimizar o evitar riesgos adversos a la salud, el medio ambiente, y aspectos sociales y económicos en las comunidades minoritarias y/o de bajos ingresos; asegurando que estas comunidades se beneficien de los proyectos públicos que los afectan; y asegurando la completa participación de todas las comunidades afectadas en el proceso de toma de decisiones. LAWA se ha comprometido en asegurar que cualquier plan de modernización propuesto para LAX sea equitativo, protega la salud humana y el medio ambiente, y promueva la vitalidad económica de todas las personas en la Comunidad de Los Angeles.

El primer en esta serie de tres talleres se llevará a cabo:

FECHA:	Sabado, 2 de Agusto, 2003
TIEMPO:	Visite cuando guste entre 10:00AM y 1:00PM
LUGAR:	Inglewood High School (Cafetería) 231 Grevillea Street Inglewood, CA 90301

Estacionamiento gratis y accesible para incapacitados. Se servirán refrescos,

Por tres horas en cada uno de los talleres, residentes afectados y todo interesado puede visitar las exhibiciones y hablar con expertos sobre los impactos del propuesto Plan Maestro de LAX. Expertos y consultores de LAWA estarán disponibles para discutir los temas incluyendo la calidad del aire, ruido de aeronaves, transporte terrestre, como también los beneficios económicos y sociales de la modernización de LAX. Folletos y otras clases de información reloacionada con el Plan Maestro de LAX estarán disponibles.

Si tiene preguntas o desea más información sobre el proceso público para comentarios o temas de Justicia Ambiental, por favor llame a Evelyn Y. Quintanilla de la oficina del Plan Maestro de LAX al (310) 646-7693.



PRINT ADS

The Wave

Publish Date - 7/17/03 Size - 2" x 4"

The Watts Times Publish Date - 7/17/03 Size - 4" x 4"

The Los Angeles Sentinel Publish Date - 7/24/03 Size - 4" x 4"

La Opinion Publish Date - 7/25/03 Size - 6" x 6"

NOTICE OF ENVIRONMENTAL JUSTICE PUBLIC WORKSHOPS

ON THE PROPOSED MASTER PLAN LOS ANGELES INTERNATIONAL AIRPORT

Los Angeles World Airports (LAWA) is holding a series of workshops to afford interested persons the opportunity to learn about the proposed Los Angeles International Airport (LAX) Master Plan and its potential impacts and benefits on low income and minority communities near LAX.

For three hours at each workshop, affected residents and other interested parties may visit exhibits and speak with experts about the impacts of the proposed LAX Master Plan. LAWA experts and consultants will be available to discuss topics including air quality, aircraft noise, ground transportation, as well as the economic and social benefits of LAX modernization.

The public is invited to three workshops:

Wednesday, July 23, 2003	Saturday, July 26, 2003	Saturday, August 2, 2003	
Anytime Between	Anytime Between	Anytime Between	
5:00 pm and 8:00 pm	10:00 am and 1:00 pm	10:00 am and 1:00 pm	
Jesse Owens Park – Gym	Lennox Middle School – Gym	Inglewood High School - Cafeteria	
9651 S. Western Avenue	11033 Buford Avenue	231 S. Grevillea Street	
Los Angeles, CA 90047	Lennox, CA 90304	Inglewood, CA 90303	

NOTICE OF **ENVIRONMENTAL JUSTICE** PUBLIC WORKSHOPS ON THE PROPOSED MASTER PLAN LOS ANGELES INTERNATIONAL AIRPORT Los Angeles World Airports (LAWA) is holding a series of workshops to offord interested persons the opportunity to learn about the proposed Los Angeles International Airport (LAX) Master Plan and its potential impacts and benefits on low income and minority communifies near LAX. For three hours at each workshap, affected residents and other interested parties may visit exhibits and speak with experts about the impacts of the proposed LAX Master Plan. LAWA experts and consultants will be available to discuss topics including air quality, aircraft noise, ground transportation, as well as the economic and social benefits of LAX modernization The public is invited to three workshops: Wednesday, July 23, 2003 Soturday, July 26, 2003 Anytime Between Anytime Between 5:00 pm and 8:00 pm 10:00 on and 1:00 pm Jesse Owens Park ~ Gym Leneax Middle School - Gym 9651 S. Western Avenue 11033 Buford Avenue Los Angeles, CA 90047 Lennox, CA 90304 Soturday, August 2, 2003 Anytime Between 10:00 am and 1:00 pm 5377MG0717600 Inglewood High School - Catetoria 231 S. Grevilleo Street, Inglewood, CA 90303

L.A. WATTS TIMES **PUBLIC NOTICE**

STATEWIDE CLASSIFIEDS

. "Be wary of out of area companies. Check with the local Better Business Bureau before you send any money for fees or services. Read and understand any contracts before you sign. Shop around for rates."

ADOPTIONS.

ADOPT - Hugs, kisses, love await your child. Happily manied Asian-American couple seeks newborn, Expenses paid, Janet and Homer 1-800-213-7441 before 5pm. 1-877-662-3620 after. (CAL*SCAN)

PREGNANT? CONSIDERING ADOPTION? We can help! We specialize in matching families with birthmothers nationwide. Toll free 24 hours a day 866-921-0565. One True Gift Adoptions. (CAL*SCAN)

ANNOUNCEMENTS

ANY PERSON KNOWING the whereabouts of Reynond Moses Colerick, aka Ren, aka Rick, born in London, Ontario, Canada in 1930 is requested to contact the following: CIBC Trust, Attention: Estate Department, 55 Yonge Street, Suite 1000, Toronto, Ontario M5E 1J4, Canada. (CAL*SCAN)

AUTO PARTS/MISC.

INSTANT SMOG PASS: Makes your car pass Smog, Guaranteed, \$20.00 + S&H. www.smogpass.com (800)567-4077. (CAL*SCAN)

BUSINESS OPPORTUNITY

A \$400,000 1st year income potential. Serious inquires please. 24 hour information. 1(800)947-4258. Not MLM. (CAL*SCAN)

AAA VENDING ROUTE. 80 selling units. Prime locations, \$9550 Invest, 25% down WAC, 800-396-9311. (CAL*SCAN)

ALL CASH CANDY Route. Do you earn \$800 in a day? Your own local candy route. Includes 30 machines and candy. All for \$9,995. MultiVend, LLC 880 Grand Blvd., Deer Park, NY 11729. 1-800-998-VEND, (CAL*SCAN)

A+ NESTLE Chocolate Treasures Vending Route. Great locations available while they last. Excellent Profit Potential! Investment required, \$9K and under. Toll Free (24/7) 888-333-2254. (CAL*SCAN)

CAPPUCCINO ITALIAN COFFEE Company expanding. Distributors wanted. High-profit potential. Anyone can do this! Expresso Italia Call 800-813-6625. Investment required. (CAL*SCAN)

HOME INSPECTION TRAINING. Home Study and Classroom taught by 19-year veteran. Includes American Institute of Inspectors(r) professional credentials. Training & Complete business \$2,500. 1-800-347-2455. (CAL*SCAN)

(CAL*SCAN)

EMPLOYMENT SERVICES

\$600 - \$1520/WEEKLY! Postal positions/announcement #ND81. Entry-Professional level. No experience necessary. Paid training/vacations. Call Monday-Saturday for spp/info 1-800-620-1401 x703 (Monday - Saturday). (CAL*SCAN)

FINANCIAL SERVICES

AAA EASY "No Doc" Home Loans! No income verification. Purchase, refinance, cash out, \$100,000 to \$4,000,000 & from "No Down". 866-709-3279 or www.self-employedloans.com (California MB# 8135902). (CAL*SCAN)

\$\$CASH\$5 Immediate Cash for structured settlements, annuities, real estate, notes, private mortgage notes, accident cases, and insurance payouts. (800)794-7310. (CAL*5CAN)

IMMEDIATE CASH!!! US Pension Funding pays cash now for 8 years of your future pension payments. Call 800-586-1325 for a FREE, no-obligation www.uspensionfunding.com estimate. (CAL*SCAN)

HELP WANTED

JOIN OUR TEAM and make a difference. In the California Army National Guard you can get money for college and career training. Call 1-800-GO-GUARD. (CAL*SCAN)

SALES \$5,500 Weekly goal potential! if someone did it, so can you! 2-3 confirmed appointments daily! Benefits available...Call Al Stone 888-543-1788. (CAL*SCAN)

TOP RANKED TECHNOLOGY Co. expanding. Sales Reps and managers needed. Above average income, company car, if qualified. Call toll free (866) 809-0262 24 hrs. (CAL*SCAN)

HELP WANTED/DRIVERS

Driver - COVENANT TRANSPORT. Teams, Teams. Teams. We need teams for the long haul. Owner operators, experienced drivers, solos, teams and graduate students. Call 1-888-MORE PAY (1-888-667-3729). (CAL*SCAN)

Drivers - SWIFT TRANSPORTATION is hiring experienced & inexperienced drivers and owner operators. CDL Training available. We pay for experience. Great benefits and consistent miles, 1-866-333-8801. (CAL*SCAN)

CLASS A CDL in just 2 1/2 weeks. Tuition paid. Hiring experienced drivers. No credit checks, No felons. Long Haul Driving, 1-800-781-2778. wgreen@crst.com (CAL*SCAN)

HOMES FOR SALE

NEW MEXICO MOUNTAINS 140 AC - Only \$49,900. Gorgeous grasslands, mature tree cover, 6.300 ft. elevation. Mountain views, year-round roads. Perfect for borse lovers. Adjacent to national forest, Excellent financing, Call today! This won't last! SW Properties of NM, Inc. 1-888-292-9711. (CAL SCAN)

SQ. COLORADO, Log cabin with well, 40 ac. -\$89,900. Outstanding Rocky Mtn. views from the deck of this beautiful log cabin, close to 1,000's of BLM rec. land. Enjoy rural living unbelievable prices. Call RCR toll-free 1-866-696-5263. (CAL*SCAN)

LAND FOR SALE

SOUTHERN SIERRA'S LAND Bargain, 20 acres -\$49,900, Priced for quick sale. Excellent location, views, great horse country. Excellent opportunity, don't miss out! Financing available. Owner 1-888-432-5263. (CAL*SCAN)

LAND/ACREAGE

20 ACRE RANCHES, Closeout Sale, \$9,995, Near Booming El Paso, Texas, \$95 down/\$99 monthly (10%/216 months). Roads surveyed. Free maps/pictures. Great location. Excellent timing. Sunset Ranches 1-800-343-9444. (CAL*SCAN)

\$395 ACRE/160 ACRES; \$695 Acre/40 Acres. Prime ranch acreage in NW Arizona. EZ no qualifying, low down terms! Adjacent to golf course community, off historic Route 66. Call today! Brooks Realty 866-300-5263. (CAL*SCAN) MEDICAL SUPPLIES

ABOUT ELECTRIC WHEELCHAIRS - New - No cost to you if eligible. Medicare accepted. Wheelchairs and Powerchairs (scooter-style) "We treat you right!" Call 7 days. (800) 835-3155. (CAL*SCAN)

MISCELLANEOUS

CIGARETTES SUPER DISCOUNT: 3 Carton minimum, Free Shipping! New customer rebate. Martboros \$26.99. Many more brands available. 1-800-316-7636. 18+. Surgeon General's Warning: Cigarette smoke contains carbon monoxide. (CAL*SCAN)

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NOTICE OF ENVIRONMENTAL JUSTICE PUBLIC WORKSHOPS

ON THE PROPOSED MASTER PLAN LOS ANGELES INTERNATIONAL AIRPORT

Los Angeles World Airports (LAWA) is holding a series of workshops to afford interested persons the opportunity to learn about the proposed Los Angeles International Airport (LAX) Master Plan and its potential impacts and benefits on low income and minority communities near LAX.

For three hours at each workshop, affected residents and other interested parties may visit exhibits and speak with experts about the impacts of the proposed LAX Master Plan. LAWA experts and consultants will be available to discuss topics including air quality. aircraft noise, ground transportation, as well as the economic and social benefits of LAX modernization.

The public is invited to three workshops:

1	Wednesday, July 23, 2003	Saturday, July 26, 2003	Saturday, August 2, 2003
	Anytime Between	Anytime Between	Anytime Between
	5:00 pm and 8:00 pm	10:00 am and 1:00 pm	10:00 am and 1:00 pm
	Jesse Owens Park — Gym	Lennox Middie School —Gym	Inglewood High School — Cafeterla
	9651 S. Western Avenue	11033 Buford Avenue	231 S. Grevillea Street
	Los Angeles, CA 90047	Lennox, CA 90304	Inglewood, CA 90303

RODEO

Continued from page 1

downplays his significance in keeping the history of past and present black cowboys alive. Vason estimates that it costs an estimated \$80,000 to operate a rodeo and said that in most of the cities the rodeo comes out in the black financially.

"We started this year in Philadelphia and got killed but that's the case in most first-time markets," Vason said, "after the first year and most people in that city become enlightened that they can lanen more shout the block coulou an animal to react to what they wanted by roping it around the neck and tying the other end to a stake ... the horse would buck and fight until near exhaustion then other steps would be taken," Babatundé said. "I understand that the nature of a horse is fright and flight-that a horse is a prey animal and not a predator, therefore they move away from pressure ... I applied pressure by placing it in the opposite direction of where I want it to go. The horse learns to trust me and I get then

COMMUNT: / CALENDAR

THURSDAY, JULY 24, 2003

A-2 COMM

LOS ANGELES SENTINEL





RADIO COPY

Copy submitted to:

102.3 - KJLH (Jackie Stevens – Community Calendar/News Reporter) To be aired the week of July 20th, 2003

PUBLIC SERVICE ANNOUNCEMENT

LOS ANGELES WORLD AIRPORTS IS CONDUCTING A SERIES OF WORKSHOPS FOR THE RESIDENTS AND SURROUNDING COMMUNITIES OF SOUTH LOS ANGELES, LENNOX AND INGLEWOOD TO LEARN ABOUT THE POTENTIAL IMPACTS AND BENEFITS OF LAX'S MASTER PLAN FOR MODERNIZATION. AIRPORT STAFF AND CONSULTANTS WILL BE AVAILABLE TO EXPLAIN THE MASTER PLAN AND TO GATHER IDEAS FROM THE COMMUNITY.

THE FIRST WORKSHOP IS IN SOUTH LOS ANGELES ON WEDNESDAY, JULY 23RD, ANYTIME BETWEEN 5PM AND 8PM, AT JESSE OWENS PARK GYMNASIUM – 9651 S. WESTERN AVE.

THE SECOND WORKSHOP IS IN LENNOX, ON SATURDAY, JULY 26TH ANYTIME BETWEEN 10AM AND 1PM, AT LENNOX MIDDLE SCHOOL – 11033 BUFORD AVE.

THE FINAL WORKSHOP IS IN INGLEWOOD, ON SATURDAY, AUGUST 2ND, ANYTIME BETWEEN 10AM AND 1PM, AT INGLEWOOD HIGH SCHOOL – 231 S. GREVILLIA ST.

3. EXHIBITS

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Regional Context

Planning for the Region's Future Air Service Needs



ANREST SAVER REAL

Morine Cent Air Ballion Eil "are is not shown as a proposed commental singler Bald to Orange County's acceptance childeskare Wietsstaw

Regional Demand



Our five-county region needs to accommodate future air service demand and ensure an optimum international gateway.

 The total number of airline passengers transported annually in our Region has increased by 927% from the 1960s to today.

Passenger demand will double over the next 20 years.

Region's Airport System Passenger Activity Forecasts Million Annual Passengers (MAP)

Airport	<u>1997'</u>	<u>2025</u> 4
Los Angeles	59	78
Ontario	6	30
John Wayne	8	8
El Toro	n/a	n/a
Burbank	5	9
Long Beach	1	3
Oxnard/Point Mugu	n/a	<1
Palmdale	<1	0.3

Source: SCAG, 1998 Regional Transportation Plan

³ Source: Landrum & Brown - SCAG, 2001 RTP Scanario 8 that excludes El Toro and does not account for revised sattlement agroements at John Wayno, which increases the passengor cap to approximation for MAP.

Declining LAX Share of Regional Aviation Demand

- The LAX share of total Regional Aviation demand will spread to include other airports in the region.
- · LAX will continue as the Region's primary airport.



The historical trend forecasts of future demand indicate that the LAX share of regional air service will drop to around 67% by 2015. The SCAG RTP shows this rend continuing with LAX's share of the demand declining to less than 60% of the total by 2025. It is anticipated has the region will be making greater demands on other aliports to make up the difference.



Purpose and Need for the Master Plan

- Respond to local and regional demand for air transportation during the period 2000 to 2015, taking into consideration the amount, type, location, and timing of such a demand.
- Ensure that new investments in airport capacity are efficient and cost-effective, maximizing the return of existing infrastructure capital.
- Sustain and advance the international trade component of the regional economy and the international commercial gateway role of the City of Los Angeles.



Existing Conditions 1997







Alternative B - 2015 Added Runway South



Alternative C - 2015 No Additional Runway





Planning and Development Criteria for Alternative D

The "Enhanced Safety and Security" Plan was developed in response to public comment on the LAX Master Plan, events of 9/11 and guidelines provided by the Mayor of LA.

Objectives for Alternative D are:

- 1. Design airfield to increase safety by eliminating incursions
- 2. Increased security for passengers and their bags
- 3. Eliminate parking within the Central Terminal Area
- 4. Restrict access to cargo and airside locations
- 5. Restrict the airport capacity to 78 MAP
- 6. Ensure a Regional approach is maintained
- 7. Provide direct public transit connections to the airport
- 8. Minimize environmental impacts to surrounding communities
- 9. Design runways to accommodate the new larger aircraft
- 10. No Westside Terminal
- 11. Create no ring road to LAX expressway



LAX Master Plan EIS/EIR Process





Different Roles & Responsibilities at LAX

FAA

- Ensures safety
- Regulates airspace, aircraft
- operations, and airports
- Regulates security





Working together to provide a safe and efficient air transportation environment.



LAWA

- Provides facilities for aircraft operations
- Addresses community concerns within legal guidelines
- Does not have authority to restrict or deny airline operations (Airport Noise and Capacity Act of 1990)

AIRLINES

- Market driven since deregulation (Airline Deregulation Act of 1978)
- Determine what markets they serve based on passenger demand
- Set flight schedules, destinations, and frequency







WHAT IS ENVIRONMENTAL JUSTICE?

An Executive Order that mandates that:

Minority or low income populations should not be disproportionately exposed to environmental hazards resulting from federally funded projects.



LAWA'S Environmental Justice Program Methodology

- Identify significant adverse impacts
- Assess extent of impacts on minority and lowincome populations
- Determine any disproportionate impacts
- Analyze ways to avoid, reduce, eliminate, offset, minimize, and/or mitigate



LAX Alternative D should generate:

\$64 billion annually to the regional economy

\$32 million more than if nothing were done at LAX

- \$3.7 billion in more economic activity for LA County
- A 6% increase in economic activity
- 50,000 construction-related jobs



ENVIRONMENTAL JUSTICE BENEFIT IDEAS

JOBS OUTREACH CENTER

- Disadvantaged Business Enterprise (DBE) Loan Assistance Program
- Construction Job Placement
- Small Business and Job Opportunities Program

EXPAND GATEWAY LAX IMPROVEMENT/GREENING OF IMPACTED COMMUNITIES

AVIATION CURRICULUM

AVIATION ACADEMY

NATURE CENTER



With the LAX Master Plan, we can build upon today's initiatives with <u>your</u> help.

WHAT ARE YOUR IDEAS?



COMMUNITY INPUT TO THE PROGRAM



LAWA PROVIDES OPPORTUNITIES

COMMUNITY INITIATIVES TODAY

- Small business opportunities
- Job opportunities
- •High school and college internships (GATEWAYS)



Economic Benefits Created by LAX Today

Regional:

- Approximately 408,000 jobs in the region are attributable to LAX
- The airport generates \$60 billion in annual economic activity.

LA County:

- Approx. 328,000 jobs in LA County link directly to LAX.
- LA County benefits from about \$49 billion in economic output resulting from the airport.

LA City:

- About 158,000 jobs in the City of LA are directly related to LAX.
- Nearly \$21 billion is contributed to the City's economy by the airport.
- About 59,000 indirect jobs at or near LAX at every level of skill and wage.



LAX RESIDENTIAL SOUNDPROOFING PROGRAM

ABOUT THE PROGRAM

Implemented as a voluntary program to lessen the effects of aircraft noise in impacted homes adjacent to the Los Angeles International Airport (LAX)

WHO IS ELIGIBLE

Residential dwellings in areas with a recorded Community Noise Equivalent Level (CNEL) of 65 decibels (dB) and higher

WHAT IS SOUND INSULATION

It is the ability of an existing building to resist the infiltration of exterior noise, thus reducing noise levels inside the habitable areas

PROCESS

After property eligibility is determined and an inspection is performed:

- · Architectural Survey individual recommendations to maximize noise mitigation
- · Hazardous Materials Survey to insure proper precautions if these materials are present
- · Pre- & Post Construction Noise Measurements to certify that improvements did reduce interior noise levels
- · Plan Review with property owner for approval followed by the local building department approval
- · Contractor Selection a bidder is selected and pre-construction meeting is held with owners
- · Construction it is estimated that, on average, construction will take 2-3 weeks












Master Plan Improvements Mitigation of Intersection Impacts





Legend

Intersections Fully Mitigated

For the No Action/No Alternative.

build alternatives. For Alternatives

after improvement.

after mitigation.









Proposed Transportation Improvement Plan

PROJECT COMPONENTS

Roadway, Pedestrian, and Transit Improvements

(Not shown on map)

New airport roadways to connect Ground Transportation Center and Intermodal Center with existing street network bounded by Aviation Blvd., Arbor Vitae Street, La Cienega Blvd. and Imperial Hwy.

2 AVIATION BLVD.

Between Arbor Vitae Street & Imperial Hwy. -Improve to provide 3 lanes in each direction and widen sidewalk on east side.

3 ARBOR VITAE STREET

Between Aviation Blvd. and La Cienega Blvd. -Remove service road on the south side and improve street to City standards. Widen sidewalk on south side.

4 LA CIENEGA BLVD.

Between Arbor Vitae Street and Lennox Blvd. -Improve to provide 3 lanes in each direction and widen sidewalk on west side.

5 111th STREET

Between Aviation Blvd, and La Cienega Blvd, – Improve to provide 2 lanes in each direction and widen sidewalks where feasible.

6 CENTURY BLVD.

East of Aviation Blvd. - Improve to provide entrance and exit lanes for Ground Transportation Center and widen sidewalks where feasible.

Z AUTOMATED PEOPLE MOVER

PEDESTRIAN BRIDGE/ MOVING

SIDEWALK Connecting Green Line to LAX Intermodal Center

FLYAWAY PROGRAM

(Not shown on map) Expansion of existing Van Nuys location; Locations under consideration are Union Station, Long Beach, Inglewood, Norwalk and an additional San Fernando Valley site.

ALTERNATIVE D



MITIGATION MEASURES



- Automated People MoverRetrofit airport-bound buses to
- Install signal priority for buses
- Marketing of transit options



Automated People Mover Routes



Master Plan LAX

LAX Master Plan Air Quality Impact Analysis



LAWA Comprehensively Evaluated Impacts to Air Quality

In order to receive approval, LAWA must show that the Master Plan can meet the requirements of the Clean Air Act. It must:

Air Poliutant

- Demonstrate Conformity with the State Implementation Plan for Air Quality.
- Demonstrate Consistency with the Air Quality Management Plan developed for the South Coast Air Basin.
- Comply with the National Ambient Air Quality Standards.



LAX Master Plan Air Quality Mitigation Program

LAWA has proposed a wide range of measures to address air quality impacts. The mitigation program includes the following components:

- Airside
 - Convert ground support equipment to electric power or extremely low emission technology
- Transit & Intermodal Facilities
 - Expand FlyAway Program by adding more off-airport terminals, which may include remote check-in, to service LAX and other Regional airports
- Clean Motor Vehicle Fleets
 - Convert all LAWA buses, shuttles, and vans to low/zero emission engines
 - Promote the use of low/zero engines in commercial vehicles and trucks using the terminal and cargo areas
 - Promote clean-fuel technology for rental car engines
- Construction
 - Require all construction deliveries to be made with clean-fuel vehicles
 - Use soil stabilization and/or watering to reduce fugitive dust emissions during construction
 - Use on-site rock crushing facility to reuse rock/concrete and minimize haul truck trips



LAX Master Plan Reduces Cancer Risk in the Community





LAX Master Plan Chronic Risks in the Community



Master**Plan**LAX

4. DOCUMENTS AVAILABLE AT WORKSHOPS

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NOTICE OF AVAILABILITY NOTICE OF PUBLIC HEARINGS

U.S. Department of Transportation – Federal Aviation Administration City of Los Angeles, California – Los Angeles World Airports

SUPPLEMENT TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT LOS ANGELES INTERNATIONAL AIRPORT MASTER PLAN

THE FOLLOWING IS A NOTICE OF AVAILABILITY FOR THE SUPPLEMENT TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES INTERNATIONAL AIRPORT (LAX). THE FOLLOWING IS ALSO A NOTICE THAT THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION (FAA) AND CITY OF LOS ANGELES, LOS ANGELES WORLD AIRPORTS (LAWA) INTEND TO HOLD NINE PUBLIC HEARINGS REGARDING ENVIRONMENTAL STUDIES ADDRESSING PROPOSED IMPROVEMENTS AT LAX.

The FAA is preparing an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA) for future improvements recommended by the Master Plan update for Los Angeles International Airport (the "LAX Master Plan"). The City of Los Angeles is preparing an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the subject LAX Master Plan. In order to eliminate unnecessary duplication and in accordance with the provisions of the federal regulations promulgated by the Council on Environmental Quality (40 C.F.R. §§ 1500.2 and 1506.2) and with State CEQA Guidelines (§§ 15222 and 15226), the EIS is being prepared jointly with the EIR and the necessary environmental documentation is included in an integrated document. The FAA and the City of Los Angeles are acting as Joint Lead Agencies on the EIS/EIR.

The FAA and the City of Los Angeles completed a Draft EIS/EIR for the LAX Master Plan and published it on January 18, 2001, for public review and comment. The Draft EIS/EIR addressed four alternatives for the LAX Master Plan: (1) the No Action/No Project Alternative whereby no master plan improvements are implemented and LAX continues to operate into the future with only the existing facilities plus specific previously approved facilities, accommodating 78.7 million annual passengers (MAP) in the year 2015; (2) Alternative A which provides for extensive improvements at LAX including, but not limited to, the addition of a fifth runway (i.e., new runway in north airfield). lengthening and repositioning of certain existing runways, a new west terminal, various parking and ancillary use additions and improvements, and surface transportation improvements including the development of a ring-road along much of the perimeter of the airport and an expressway providing direct access from the 405 Freeway, With these improvements, LAX would accommodate 98 MAP in 2015; (3) Alternative B which shares certain ground access and terminal/parking improvement characteristics with Alternative A, and would also accommodate 98 MAP in 2015, with a new fifth runway located in the south airfield, and (4) Alternative C which also shares certain ground access and terminal/parking improvement characteristics with Alternatives A and B, and rather than adding a new fifth runway, would improve and relocate the existing four runways and would accommodate 89 MAP in 2015. The Draft EIS/EIR, which provides a comprehensive detailed analysis of the environmental effects associated with each of these four alternatives, was widely distributed and made available to the public, agencies, and local municipalities.

The Draft EIS/EIR public review and comment period occurred from January 18, 2001 to November 9, 2001. During the 295-day public review period, there were nine (9) public meetings and opportunities for the public to become more familiar with, and provide comments on, the LAX Master Plan alternatives and the Draft EIS/EIR.

As a result of further public input, events of September 11, 2001, and additional study and refinement through the master planning and environmental review processes, an additional "build" alternative for the LAX Master Plan has been formulated. This new alternative, Alternative D, will be designed for a passenger activity level of 78.9 MAP in 2015, approximately the same activity level of the No Action/No Project Alternative. Alternative D will include airfield, terminal, ground access and other improvements described below that are designed to address safety and security, environmental efficiency and other concerns.

The Supplement to the Draft EIS/EIR has been prepared jointly by the FAA and the City of Los Angeles in accordance with NEPA and CEQA requirements, respectively. The Supplement to the Draft EIS/EIR provides a comprehensive description and evaluation of Alternative D, as well as certain new information regarding the other alternatives, using a similar format to that used earlier in the preparation of the Draft EIS/EIR. The information and analysis presented in the Supplement can be correlated to the information and analyses of the Draft EIS/EIR. The Supplement is not intended or designed to replace the Draft EIS/EIR, but rather, it contains information and analyses that,

when combined with the Draft EIS/EIR, provides a comprehensive and current analysis of the five alternatives (i.e., No Action/No Project Alternative and Alternatives A, B, C, and D) for the LAX Master Plan.

PUBLIC REVIEW AND COMMENT: The Supplement to the Draft EIS/EIR will be available for public review and comment through August 25, 2003. All documents, including the technical reports and appendices, will be available for review at the locations listed in this notice.

The FAA and the City of Los Angeles encourage interested parties to review the Supplement to the Draft EIS/EIR and provide comments in any of three ways: (1) written comments submitted at the Public Hearings; (2) oral comments recorded by a court reporter at the Public Hearings; and (3) written comments submitted to either, or both, of the following:

Mr. David B. Kessler, AICP U.S. Department of Transportation Federal Aviation Administration P. O. Box 92007 Los Angeles, CA 90009-2007	or	Mr. Jim Ritchie City of Los Angeles Los Angeles World Airports LAX Master Plan Office P.O. Box 92216 Los Angeles, CA 90009-2216
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Comments must be received by the FAA or LAWA no later than 5:00PM, Pacific Daylight Time, Monday, August 25, 2003.

In accordance with the requirements of NEPA and CEQA, the FAA and the City of Los Angeles will prepare written responses to all comments submitted on the Draft EIS/EIR, including comments on both the Draft EIS/EIR and on the Supplement. Those comments and responses will be included in the Final EIS/EIR that will be considered by decision-makers prior to any action on the LAX Master Plan.

PUBLIC HEARINGS: Pursuant to Section 509(b)(6) of the Airport and Airway Improvement Act of 1982, as amended [49 CFR Section 47106(c)(1)(A)], the FAA and the City of Los Angeles, LAWA, intend to hold Public Hearings regarding environmental studies that address proposed improvements at LAX.

Nine Public Hearings will be held by the FAA and LAWA to afford interested parties the opportunity to provide comments on the Supplement to the Draft Environmental Impact Statement/Environmental Impact Report for the purpose of considering environmental, economic, and social effects of the development and its consistency with the goals and objectives of such urban planning as been carried out by the community. The Public Hearings will start with a one-hour workshop to describe the project using display boards and other types of media. Following the workshop, the public will be invited to speak at each location. Written comments may be submitted anytime during the Public Hearings or as otherwise indicated above. NO DECISIONS ON THE PROJECT WILL BE MADE AT THE PUBLIC HEARINGS.

Date	Location
Monday, August 11, 2003	Radisson Plaza Hotel
5:00PM - 9:00PM	3515 Wilshire Blvd., Los Angeles
Tuesday, August 12, 2003	Ontario Airport Marriott
5:00PM - 9:00PM	2200 E. Holt Blvd., Ontario
Wednesday, August 13, 2003	Luminarias Restaurant
5:00PM - 9:00PM	3500 Ramona Blvd., Monterey Park
Thursday, August 14, 2003	Peck Park Auditorium
5:00PM - 9:00PM	560 N. Western Avenue, San Pedro
Monday, August 18, 2003	Hollywood Park Pavilion
5:00PM - 9:00PM	3883 West Century Blvd., Inglewood
Tuesday, August 19, 2003	Airtel Plaza Hotel
6:00PM - 10:00PM	7277 Valjean Avenue, Van Nuys
Wednesday, August 20, 2003	Joslyn Community Center Auditorium
5:00PM - 9:00PM	1601 Valley Drive, Manhattan Beach
Thursday, August 21, 2003	Palmdale Regional Airport Terminal
5:00PM - 9:00PM	41000 20th Street East, Palmdale
Saturday, August 23, 2003	Furama Hotel
9:00AM - 1:00PM	8601 Lincoln Blvd., Los Angeles

As a covered entity under Title II of the American with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. The Public Hearings and parking facilities are wheelchair accessible. Sign

language interpreters, assistive listening devices, and other auxiliary aids and/or services may be provided if requested a minimum of 72-hours prior to the specified Public Hearing, by calling (310) 646-7690.

PROPERTY INVOLVED: LAX is located in the western portion of the City of Los Angeles and generally bounded by Vestchester Parkway and Arbor Vitae on the north; La Cienega Boulevard on the east; Imperial Highway on the south and Pershing Drive on the West.

PROJECT PROPOSAL: This new alternative, Alternative D, focuses on enhanced safety and security and will be designed to accommodate a passenger activity level of 78.9 Million Annual Passengers and 3.1 Million Annual Tons of cargo by 2015. Alternative D will provide a new landside Ground Transportation Center (GTC) north of Century Boulevard and south of Arbor Vitae between Aviation and La Cienega Boulevards. An Intermodal Transportation Center (ITC) with connection to the MTA Green Line will be located north of Imperial Avenue and east of Aviation Boulevard. The GTC, ITC and Central Terminal Area (CTA) will be connected via an Automated People Mover (APM) system. Runway 6R/24L will be moved south to allow a parallel taxiway to be constructed between the north runways in order to reduce the potential for runway incursions. Alternative D will relocate gate spaces to the west of Tom Bradley International Terminal (TBIT) as a linear concourse replacing existing terminals one, two and three necessitated by the southerly relocation of Runway 6R/24L. A consolidated car rental facility (RAC) will be constructed on LAWA's current Lot "C" property. The LAX Northside Development Project, consisting of approximately 360 acres of airport owned land, would be developed pursuant to the provisions of Final Tract Map 34836. The LAX Northside is already approved for a total potential build out of 4.5 million square feet of employment and commercial uses. Under Alternative D, however, the total amount of development allowed within the LAX Northside area will be reduced through implementation of a proposed reduced vehicle trip cap. The project would include adoption of the "LAX Plan", which would replace the existing Los Angeles International Airport Interim Plan, and amendment of the Los Angeles Municipal Code to provide for zoning designations consistent with the LAX Plan.

The following summarizes the major airport components proposed in Alternative D:

Airfield Facilities

North Airfield – extend runway 6/L24R 1,495 feet to the west from 8,925 feet in length to 10,420 feet in length. Construct, widen, extend and relocate 6R/24L from 10,225 feet to 11,700 feet in length, 200 feet in width and move approximately 340 feet to the south. Construct new parallel taxiway between existing runway 6L/24R and relocated runway 6R/24L to reduce the potential for runway incursions.

South Airfield – reconstruct runway 7R/25L approximately 50 feet south of existing runway for a total of 11,090 feet in length and 200 feet wide. Construct new parallel taxiway between existing runway 7L/25R and relocated runway 7R/25L to reduce the potential for runway incursions.

• Terminal Facilities will be reconfigured to address a variety of safety and security issues. Alternative D separates the commercial and private vehicle landside component from the passenger processing facilities and gates.

The existing parking garages in the CTA will be demolished to provide for passenger processing facilities. Existing terminals one, two and three will be demolished to provide for runway separation and replaced by a linear (east-west) concourse. Existing terminals four through eight will remain primarily unchanged.

TBIT will be reconfigured to provide for installation of an underground people-mover connection with new remote gates to the west of TBIT, and provide additional hold rooms and departure gates.

- Aircraft gates will decrease from the existing 163 to 153.
- The GTC will consist of parking and curbside drop-off and pick-up, a people mover station, and passenger services. Installation of new baggage security and distribution systems will link the CTA and GTC.
- The *ITC* will consist of short-term parking, people mover station, pedestrian connections (via power walk systems) to/from the MTA Green Line, curb front drop off and passenger services.
- The APM system will include: (1) an airside component that connects the new Satellite Concourse with the TBIT; and (2) a landside component with two loops, one that connects the new GTC with the CTA, and the other that connects the new ITC and RAC with the CTA.
- The RAC would be built on the present site of Lot "C," which is generally bounded by Neilson Park on the north, Airport Boulevard on the east, 98th Street on the south and Sepulveda Boulevard on the West. This facility would include a 150,000 square foot customer service area and a walkway to the APM.

Land acquisition proposed under Alternative D would be approximately 77 acres.

SIGNIFICANT IMPACTS ASSOCIATED WITH THE PROJECT – Implementation of Alternative D is expected to result in some significant and unavoidable impacts on the environment. As described in the Supplement to the Draft EIS/EIR, such impacts occur relative to the following topics: Noise; Land Use; Surface Transportation; Social Impacts; Air Quality; Historic/Architectural, Archaeological/Cultural and Paleontological Resources; Health Effects of Noise; and Schools. Chapter 4 of the Supplement to the Draft EIS/EIR provides complete analyses of the environmental impacts associated with Alternative D and identifies mitigation measures recommended for significant impacts. Pursuant to CEQA Section 21092.6, lists relating to hazardous waste have been consulted and listed sites have been identified at, and near, the location of the draft LAX Master Plan alternatives, including Alternative D, and information regarding contamination at each site has been provided in Technical Report S-8 of the Supplement to the Draft EIS/EIR. Section 4.23 of the Supplement to the Draft EIS/EIR addresses the relationship of such sites to Alternative D and, as concluded therein, no significant impacts related to hazardous materials/wastes are expected to occur.

REVIEW OF PROJECT: During the Public Review and Comment Period for the Supplement, the Supplement to the Draft EIS/EIR and all technical reports and appendices, are available for review at the locations listed below. Review days and hours vary by location. Additionally, documents referenced in the Supplement to the Draft EIS/EIR are available for review in the LAX Master Plan Public Reading Room located in the Imperial Terminal/Flight Path Learning Center, Room 10-A, 6661 Imperial Highway, Los Angeles, CA 90045 between the hours of 8:00AM and 5:00PM, Monday through Friday, excluding holidays.

CITY OF LOS ANGELES LIB	RARIES		
Central Library	Eagle Rock Branch Library	Exposition Park Regional Library	Francis Howard Goldwyn/
630 W. Fifth Street	5027 Caspar Avenue	3665 S. Vermont Avenue	Hollywood Regional Library
Los Angeles, CA 90071	Los Angeles, CA 90042	Los Angeles, CA 90007	1623 N. Ivar Avenue
			Hollywood, CA 90028
Mid-Valley Regional Library	N. Hollywood Regional Library	San Pedro Regional Library	Venice Abbot Kinney Library
16244 Nordhoff Street	5211 Tujunga Avenue	931 S. Gaffey Street	501 S. Venice Blvd.
North Hills, CA 91343	North Hollywood, CA 91601	San Pedro, CA 90731	Venice, CA 90003
Westchester Branch Library	W. Los Angeles Regional Library	West Valley Regional Library	
8946 Sepulveda Eastway	11360 Santa Monica Blvd.	19036 Vanowen Street	
Westchester, CA 90045	West Los Angeles, CA 90025	Reseda, CA 91335	
OTHER LOCAL LIBRARIES		· · · · · · · · · · · · · · · · · · ·	
Alma Reaves Woods	Beverly Hills Library	Carson Library	Claremont Library
Watts Library	444 N. Rexford Drive	150 E. 216 th Street	208 North Harvard Avenue
10205 Compton Avenue	Beverly Hills, CA 90210	Carson, CA 90745	Claremont, CA 91711
Los Angetes, CA 90002			
Compton Library	Culver City Julian Dixon Library	East LA College Heten Miller Bailey	El Monte Library
240 W. Compton Blvd.	4975 Overland Avenue	Library	3224 Tyler Avenue
Compton, CA 90220	Culver City, CA 90230	1301 Avenida Cesar Chavez	El Monte, CA 91731
		Monterey Park, CA 91754	
El Segundo Library	Gardena Mayme Dear Library	Hacienda Heights Library	Hawthome Library
111 W. Mariposa Avenue	1731 West Gardena Blvd.	16010 La Monde Street	12700 Grevillea Avenue
El Segundo, CA 90245	Gardena, CA 90247	Hacienda Heights, CA 91745	Hawthorne, CA 90250
Hermosa Beach Library	Huntington Park Library	Inglewood Library	Lancaster Library
555 Pier Avenue	6518 Miles Avenue	101 W. Manchester Blvd.	601 W. Lancaster Boulevard
Hermosa Beach, CA 90254	Huntington Park, CA 90255	Inglewood, CA 90301	Lancaster, CA 93534
Lawndale Library	Lennox Library	Lomita Library	Malibu Library
14615 Burin Avenue	4359 Lennox Blvd.	24200 Narbonne Avenue	23519 West Civic Center Way
Lawndale, CA 90260	Lennox, CA 90304	Lomita, CA 90717	Malibu, CA 90265
Manhattan Beach Library	Marina del Rey Lloyd Taber Library	Montebello Library	Mt. San Antonio College
1320 Highland Avenue	4533 Admiralty Way	1550 West Beverly Boulevard	Learning Resources
Manhattan Beach, CA 90266	Marina del Rey, CA 90292	Montebello, CA 90640	1100 N. Grand Avenue
			Walnut, CA 91789
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700 E. Palmdale Boulevard	303 N. Pacific Coast Hwy	145 North Walnut Avenue	1343 6th Street
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Torrance, CA 90503	Los Angeles, CA 90095		
Willowbrook Library	Wiseburn Library	Woodcrest Library	
11838 Wilmington Avenue	5335 West 135 th Street	1340 West 106 th Street	
Los Angeles, CA 90059	Los Angeles, CA 90059	Los Angeles, CA 90044	1

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OTHER COUNTY LIBRARIES			
County of Orange Public Library Administrative Headquarters 1501 E. Saint Andrew Place Santa Ana, CA 92701	County of Riverside Public Library 3581 Mission Inn Avenue Riverside, CA 92701	County of San Bernardino Public Library 104 W. Fourth Street San Bernardino, CA 92415	County of Ventura Public Library E.P. Foster Library 651 E. Main Street Ventura, CA 93001
AIRPORTS			· · · · · · · · · · · · · · · · · · ·
John Wayne Airport 3160 Airway Avenue Costa Mesa, CA 92626	Ontario International Airport Admin. Bldg/Terminal One Public Affairs Section Ontario, CA 91761	Patmdale Regional Airport 39516 N. 25 th Street East Patmdale, CA 93550	Van Nuys Airport 16461 Sherman Way, Ste. 300 Van Nuys, CA 91406
OTHER LOCATIONS			
Federal Aviation Administration Office of the Airports Division 15000 Aviation Blvd. Hawthome, CA 90261	Los Angeles County Clerk EIR Desk 12400 Imperial Highway Norwalk, CA 90650	Los Angeles City Clerk 200 N. Spring Street, Rm. 360 Los Angeles, CA 90012	South Bay Council of Governments 3031 Torrance Blvd. Torrance, CA 90503

The Supplement to the Draft EIS/EIR can also be viewed at www.laxmasterplan.org

PURCHASE OF DOCUMENTS: To request a copy of any or all of the volumes that comprise the Draft LAX Master Plan Addendum and/or Supplement to the Draft EIS/EIR, please contact:

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Compact Discs Four (4) compact discs (CDs) consisting of the Supplement to the Draft EIS/EIR and Draft LAX Master Plan Addendum described below in their entirety	\$50.00		
	Black & White with Color 8.5 x 11, 11 x 17	Black & White Only* 8.5 x 11	Błack & White Only* 11 x 17
Supplement to Draft EIS/EIR (Paper copy only) This document consists of two (2) volumes totaling 1,165 pages. It does not include supporting appendices and technical reports.	\$330.00	\$281.00	\$240.00
Appendices to the Supplement to the Draft EIS/EIR (Paper copy only) The Appendices consists of one (1) volume totaling 783 pages. Each Appendix provides reference data which supports the Supplement to the Draft EIS/EIR. The cost of each individual Appendix varies according to its total page count.	\$140.00	\$120.00	\$1 05 .00
Technical Reports to the Supplement to the Draft EtS/EIR (Paper copy only) The Technical Reports consists of five (5) volumes totaling 2,626 pages. Each Technical Report represents technical analysis used to formulate the conclusions in the Supplement to the Draft EIS/EIR. The cost of each individual Technical Report varies according to its total page count.	\$755.00	\$642.00	\$546.00
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LAX & the Economy

Economic Benefits Created by Los Angeles International Airport

Today

Regional Jobs and Economic Contributions: Approximately 408,000 jobs in the region are attributable to LAX. The airport generates \$60 billion in annual economic activity, accounting for nine percent of the economic output for the Southern California region.

Los Angeles County Jobs and Economy: Approximately 328,000 jobs in Los Angeles County link directly to LAX. Los Angeles County benefits from about \$49 billion in economic output resulting from the airport.

City of Los Angeles Jobs and Economy: About 158,000 jobs in the City of Los Angeles are directly related to LAX. Nearly \$21 billion is contributed to the City's economy by the airport.

Airport Jobs: About 59,000 people work at or near LAX at every level of skill and wage in professional and business service; concessions and retail; construction and maintenance; and in airline related fields such as flight operations, ticketing, baggage handling, aircraft maintenance; passenger assistance, and security screening.

LAX Enhanced Safety and Security Alternative Plan

Regional Economic Contributions: Under the Enhanced Safety and Security Alternative, LAX will contribute \$64 billion annually to the regional economy by 2015 – an increase of 5% over what is generated today, and \$32 million more than if nothing were done at LAX.

Los Angeles County Economy: Implementation of the Master Plan will result in an additional \$3.7 billion in economic activity for Los Angeles County – an increase of more than 7.6% over the economic output generated today.

City of Los Angeles Economy: The Master Plan will contribute \$22 billion annually to the City of Los Angeles economy by 2015. LAX-related economic activity will be boosted by \$1.3 billion - 6% more than what the City generates today at LAX.

Airport Jobs: Nearly 49,000 construction-related jobs will be directly generated if the Master Plan is implemented. Total economic output in Los Angeles County would exceed \$11.3 billion.

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Enhanced Safety and Security Alternative Fact Sheet

Improves Airport Safety

Center Taxiways to Improve Airfield Safety. The airport's north runway system will be reconfigured to accommodate a center taxiway and improve the separation between the runways. The southernmost north runway (Runway 24L) will be relocated approximately 340 feet south, which will require the demolition of existing Terminals 1, 2, and 3, and the northern portion of the Tom Bradley International Terminal (TBIT). On the south runway system, the southernmost runway (Runway 25L) will be relocated approximately 50 feet south to accommodate a new center taxiway between the south runways. The new center taxiways will improve airfield safety and reduce the possibility of runway incursions.

Gate Space to Accommodate Approximately 78.9 Million Annual Passengers (MAP). Gate space is reconfigured to accommodate larger gates for current and next-generation aircraft associated with international and long haul domestic travel. The number of aircraft gates will decrease from the existing 163 to 153 to place practical constraints on numbers of operations and passengers handled and limit the throughput of LAX to approximately 78.9 MAP.

Reconfigured Tom Bradley International Terminal (TBIT). New hold rooms and departure gates capable of handling wide-body aircraft are added to the west side of TBIT to replace the existing remote hardstands on the west end of the airfield.

Satellite Concourse to Accommodate Relocated Gates. A new Satellite Concourse just west of the Tom Bradley International Terminal would replace the gates demolished in the removal of Terminals 1, 2, 3, and the north side of TBIT due to the construction of the north runway complex and center taxiway. The Satellite Concourse would be connected to the Central Terminal Area (CTA) by an underground people mover.

New Security Measures for the 21st Century

Redeveloped Central Terminal Area (CTA). The CTA will be reconfigured to provide for security improvements and enhanced passenger conveniences. The existing parking structures will be demolished and replaced by passenger terminals that will provide for improved ticketing, baggage processing, and concessions. The new facilities will include additional levels of screening and be constructed to accommodate the federal mandate of 100 percent security



screening of all checked baggage. Vehicle access to the CTA will be restricted to FlyAway buses, service and emergency vehicles to protect against the devastating impacts to airport users and airport operations by a car or truck bomb blast.

West Employee Parking Structure Improves Security; Reduces Traffic

Impacts. A new 12,000-space parking structure would be constructed on the west end of the airport property to provide improved and consolidated employee security screening facilities. By locating this facility on the west side of the airport property, natural dispersion of air emissions is improved. Employee-related traffic is separated from local and passenger traffic to improve access for all.

Ground Transportation Center to Provide Safe, Convenient Passenger

Service. A new Ground Transportation Center (GTC) built in the northeast end of the airport property would serve as the site for parking and curbside passenger pick-up and drop-off. This facility would replace the existing drop-off/pick-up curbside and long-term parking in Lot C with new facilities in the Manchester Square area. The GTC provides for increased security by separating passenger processing from the parking areas. Passenger and baggage security screening would be accomplished at the GTC. Security measures such as the use of canine patrol units, advanced technology devices, random searches and behavioral observation would also be employed. The new facility offers space and increased flexibility to respond and implement enhanced security measures. From this facility, there is also increased convenience as passengers are transported to the CTA via an automated people mover in <u>approximately five minutes</u>.

Improves Ground Transportation Measures

Intermodal Transportation Center to Improve Transit Connections. A new Intermodal Transportation Center (ITC) located at the northeast corner of Imperial Highway and Aviation Boulevard would provide the primary short-term parking for the airport with access by people mover to the CTA with one stop at a new consolidated rental car facility. The ITC will improve transit access with a direct connection to the Metro Green Line's Aviation Station and serve as the connecting point for regional transit buses and future MTA rapid buses. Security screening measures employed at the GTC would also be conducted at the ITC.

Direct Connection to Metro Green Line. A pedestrian bridge with moving walkways would connect the Green Line Imperial/Aviation Station directly to the ITC and the people mover system to the CTA.

Consolidated Rental Car Facility. The Consolidated Rental Car Facility (RAC) would consolidate all on-airport rental car operations for LAX for convenience of passengers and efficiencies of rental car companies. It will be connected via a people mover to the CTA and ITC to reduce the traffic impacts of multiple shuttle buses. Security screening of passengers and baggage would be conducted prior to boarding the people mover trains.

Automated People Mover Improves Passenger Convenience and Reduces

Traffic. An automated people mover system will connect the GTC, RAC, and ITC to the CTA. The trains would be designed to accommodate passengers, well-wishers, baggage and baggage carts. Service would be available every two minutes with an average wait of just one minute.

Expanded FlyAway Program Offers Exclusive Service to CTA. The FlyAway program would offer customers exclusive access to the internal CTA curb front. FlyAway customers would have premium handling of luggage and ticketing services at the airport curb front. Additional FlyAway terminal locations would be established throughout the region. The program encourages the use of high-occupancy vehicles from locations outside the airport area and results in reduced congestion and air emissions. Airport security screening would be accomplished at the FlyAway terminals.

Reconfigured On- and Off-Airport Roadways Reduces Traffic Impacts. New onairport roadway systems adding more than 36 lane-miles connect the GTC and ITC and improve the flow of airport traffic. Approximately 5.5 lane-miles of proposed City surface street improvements around LAX would provide more efficient access to the multiple access nodes to LAX (e.g. GTC, ITC, RAC, CTA). Mitigation plans include direct, non-stop connections between the I-105 and I-405 Freeways to the new airport facilities.

Provides Job Opportunities

Construction Jobs. Development of these facilities would create nearly 49,000 direct construction jobs in Los Angeles County.

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Comparative Security Analysis of Alternative D and the No Action/No Project Alternative

Science Applications International Corporation (SAIC) recently completed an analysis of Alternative D and the No Action/No Project (NA/NP) Alternative. SAIC concluded that the Alternative D is overwhelmingly the better security plan. Alternative D is a forward thinking plan that has the ability to build in flexibility to meet current and future security needs and to incorporate future technologies as they are developed. It disperses the means of entering the airport to several areas that are away from the critical airport infrastructure. This configuration decreases the impact and therefore probability of a terrorist action on any one area while allowing for multiple levels of security checks. Additionally Alternative D eliminates all uninspected vehicles from the Central Terminal Area (CTA). The NA/NP Alternative significantly limits the airport's security capability primarily due to the existing design and space limitations.

Specific security advantages of Alternative D are:

- Provides for multiple layers of security protection.
 - At the landside access points of the airport (Ground Transportation Center (GTC), Intermodal Transportation Center (ITC), Consolidated Rental Car Facility (RAC) and the FlyAway Terminals) Alternative D provides for the flexibility to conduct the screening of all airport users including passengers and their bags as well as "meeters/greeters," guests and visitors. This flexibility allows for the increased possibility of detecting bombs and weapons before they could be transported to the "center of mass" of the airport (the CTA).
 - The final passenger and baggage screening for any aircraft threatening weapons and explosives would be conducted in the CTA.
 - No uninspected vehicles would be permitted to enter the CTA. Only approved emergency vehicles and inspected commercial vehicles that have a purpose for being there would be able to use the existing CTA roadways.
 - Green Line trains and vehicles approaching the GTC would be screened by remote camera systems to identify unusual behavior or stolen vehicles.
- Eliminates the High Concentrations of People as a Potential Terrorist Target. By
 moving the arrival and departure passengers rapidly through the airport entry points, only
 small numbers of people would be clustered as a potential terrorist target where a large
 vehicle explosive device could be delivered.
- Eliminates Roadway Traffic in the CTA. By eliminating all passenger associated traffic on the existing CTA roadways and inspecting all truck and commercial traffic, Alternative D significantly reduces the chance of an oversized vehicle explosive device being delivered in



the CTA. Additionally, it provides a secure environment for people utilizing the CTA and creates a clear and visible zone for law enforcement personnel.

- Permits Observation and Assessment of Passengers and Baggage. Alternative D
 permits early security screening initially at the choke points entering the airport property,
 then at the GTC, ITC, RAC and FlyAway Terminals.
- Permits Advanced Security Design and Engineering. Redesign and relocation of roadways and the opportunity to design "green field" facilities for entry nodes into the airport allows LAX to build in security improvements taking advantage of available technology and increased space.
- Permits Less Commercial Traffic on the CTA Roadways. Eliminating all but prescreened FlyAway vehicles and inspected commercial vehicles on the CTA roadways, nearly eliminates the chance of the terrorist's traditional choice of weapon, the vehicle bomb, not unlike what was used at Oklahoma City.

Similarly, some of the significant security disadvantages of the NA/NP Project Alternative are:

- Roadway Congestion. The NA/NP Alternative does not eliminate roadway congestion in the area of the CTA that is a serious security concern as well as an operational concern.
- Unrestricted Vehicle Access. The NA/NP Alternative allows vehicular traffic to approach vital infrastructure facilities within the CTA. This includes passenger or visitor vehicles as well as multiple shuttle vehicles and general public access.
- Screening is Limited to that done by Transportation Security Administration. Under the NA/NP Alternative, there is no screening of personnel or baggage arriving or entering the CTA leaving much of the CTA vulnerable to terrorist actions.
- Lack of Physical Space for Security Processing. There is little available space to expand security processing if increased security measures are mandated or necessary to ensure passenger and facility safety.

While recognizing that the every potential threat to the airport cannot be fully mitigated, Alternative D allows the police and security forces at LAX to better identify and assess potential threats and to respond significantly earlier than the No Action/No Project Alternative. Alternative D provided the capability to incorporate new security technologies and capabilities beyond that possible in an existing operating terminal. Alternative D is a far superior security plan.

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LAX Master Plan Supplement to the Draft EIS/EIR Questions & Answers

Process/Basics

Q1. What is the Supplement to the Draft EIS/EIR?

The Supplement to the Draft Environmental Impact Statement and Environmental Impact Report (EIS/EIR) addresses the potential impacts of a new alternative (Alternative D-Enhanced Safety and Security) for the LAX Master Plan. This document supplements the information and analysis disclosed in the Draft EIS/EIR, dated January 2001, for the proposed Master Plan improvements for LAX. It describes the scientific analysis, discloses the potential impacts of Alternative D and proposes environmental action plans to eliminate or reduce the adverse impacts of this alternative in a similar manner to that previously done for Alternative A, B and C in January 2001.

Q2. Why is this process necessary?

These kinds of environmental studies are required by the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) laws as part of the planning and decision-making process. The Supplement to the Draft EIS/EIR provides the basic foundation of environmental information required for public input and decision-makers on Alternative D. The Federal Aviation Administration (FAA) and Los Angeles World Airports (LAWA) are working together, as Lead Agencies, to complete the NEPA and CEQA process requirements for the LAX Master Plan.

Q3. What is the approval process for this plan?

The next step will be a public comment period on the Supplement to the Draft EIS/EIR. During this period, the public and government agencies will have the opportunity to comment in writing or at scheduled public hearings.

FAA and LAWA staff, working together, will then reply to the comments, including those received previously during the public comment period for the Draft EIS/EIR and, based on the comments, will make revisions in the environmental studies and the recommended mitigation measures. The revisions will go into a Final EIS/EIR, which will be the legal and technical foundation for decision-making. The ultimate decision-makers regarding the Master Plan are the members of the Los Angeles City Council, the Mayor and the FAA. Their



decisions will be based on the findings of the Final EIS/EIR along with recommendations from the Board of Airport Commissioners and the City Planning Commission. The FAA will then provide a Record of Decision (ROD), which is the federal approval associated with the EIS/EIR. Construction can then commence.

Q4. Where can I get more information about the details of the Supplement to the Draft EIS/EIR?

The Supplement to the Draft EIS/EIR will be posted on the project website at <u>www.laxmasterplan.org</u>. In addition, copies of the Supplement to the Draft EIS/EIR will be distributed to libraries and other public offices throughout the region. Locations are listed in the Public Notice and on the project website. Copies of the Draft EIS/EIR from January 2001 will be at those locations along with the Supplement to the Draft EIS/EIR.

Enhanced Safety and Security Alternative (Alternative D)

Q5. What would be involved in the new Enhanced Safety and Security Alternative?

This alternative is focused on enhanced safety and security measures. This alternative separates the commercial and private vehicle landside components of the airport from the passenger processing facilities and gates to provide greater security. A new landside Ground Transportation Center (GTC) and a new Intermodal Transportation Center (ITC) with connection to the Green Line would provide parking and curb front services. New on-airport roadways would be developed to support the GTC and ITC. The Central Terminal Area would be redeveloped to support a variety of enhanced security measures. An automated people mover system conveniently connects the GTC, ITC, and new consolidated rental car facility, to the Central Terminal Area. A center taxiway would be added between the runways for increased safety and more efficient movement of aircraft. Gate space is reconfigured to allow LAX to accommodate approximately 78.9 million annual passengers. Cargo space is designed to accommodate approximately 3.1 million annual tons.

Q6. How would safety be affected by the Master Plan?

LAX operates safely today and it will operate safely tomorrow. Air safety is the number one concern of both LAWA and the FAA.

Improving the airfield would make it possible to operate the airfield safely while at the same time making it more efficient. The construction of center taxiways in both the north and the south airfields would reduce the possibility of runway incursions and increase runway safety. Existing runways would be realigned to provide more separation of large and small aircraft for take-offs and landings. For aircraft on the ground, the plan would increase the physical separation between runways and taxiways, and enlarge aircraft maneuvering areas and clearances, allowing aircraft to circulate more efficiently and with fewer delays. The design of the north airfield would accommodate Group VI (new large aircraft) while design standards for the south airfield would be to Group V (747) standards.

Q7. How does the Master Plan address security?

Alternative D features new and redeveloped facilities that provide greater security of passengers as they move from landside to airside operations. The new landside facilities separate vehicle access and substantially reduce the potential for a vehicular bomb or other devices to incapacitate core airport facilities, including the FAA control tower, Central Utility Plant, and fueled aircraft. The landside facilities would also be designed to accommodate preliminary security measures such as canine patrol units, security cameras, behavioral observation and advanced technology devices. Updated law enforcement and fire facilities to enhance the ability of these departments to respond to emergency situations and facilitate coordination with other emergency response agencies would be developed.

Passenger Demand

Q8. How much passenger demand would Alternative D accommodate?

Alternative D is designed to accommodate approximately 78.9 million annual passengers, approximately the same level of activity as forecast for the No Project Alternative, and about 19 million fewer passengers annually than the forecasted unconstrained LAX demand in 2015.

Q9. How can LAX limit the amount of passengers it handles?

LAX cannot legally turn away any passenger or aircraft that wants to come to LAX. However Alternative D would reconfigure the gates and terminal building frontage to place important practical constraints on numbers of operations and passengers handled at LAX. The number of gate positions would be reduced from 163 to 153, thus effectively limiting the throughput at LAX.

The LAWA Staff-Recommended Alternative, Alternative D, would increase daily flights by less than 45 flights daily over the 1996 baseline levels, and would handle approximately the same number of flights as the No Project Alternative.

Impacts

Q10. What will the noise impacts be?

Under Alternative D, the total population exposed to a widely recognized noise impact threshold would be virtually the same as those exposed under the No Project Alternative. The analysis reveals little difference between the aircraft noise exposure patterns. In fact the number of persons exposed to noise in excess of 65 CNEL, when compared to the 1996 Baseline Conditions, decreases by more than 6,000 persons.

The widely recognized noise impact threshold is called the 65 decibel Community Noise Equivalency Level (CNEL).

Q11. How will LAWA mitigate the noise impacts?

Although the existing noise impact would not substantially change, there are three major ways that LAWA proposes to continue with the voluntary program to mitigate the noise impact of LAX on the local community: 1) purchase and relocate homes and apartment complexes in the Manchester Square area, 2) soundproofing, and 3) enforcement of nighttime, over-ocean operations by arriving and departing aircraft.

Q12. What will the air quality impacts be?

Increased aircraft activity would potentially increase air pollution in the South Coast Air Basin. However, on a relative basis, the contribution of sources under Alternative D is estimated to be lower than those under the No Action/No Project Alternative. This decrease is due to more efficient aircraft operations and improved traffic flows on and near LAX. Emissions for Alternative D would also be lower than Alternative A, B, and C due to fewer aircraft operations. Accelerated conversion of ground support equipment to alternative fuels and reduction of maintenance activities at LAX proposed under Alternative D would further reduce emissions.

The Draft EIS/EIR includes several dozen mitigation measures that could reduce airportrelated air quality impacts. The final list of measures will be decided in the next several months during the public and agency comment period, and will be set in the Final EIS/EIR.

Q13. What kinds of air quality mitigation measures are under consideration?

The highly successful Van Nuys FlyAway park-and-ride program will be expanded to a number of other areas around the region, removing thousands of LAX-bound vehicles from the freeways.

LAX now provides special aircraft electrical power at almost all of its passenger air carrier operations gates so that it is no longer necessary for pilots to idle their auxiliary power engines, thereby reducing tons of aircraft emissions per year.

More than 80 percent of the airport's gates are using energy-saving preconditioned air, resulting in a reduction of tons of aircraft emissions annually.

The airport operates a 55-bus clean fuel fleet system. LAWA has also converted more than 45 percent of its 730-vehicle fleet to clean-burning fuels. As more vehicles wear out and are replaced, the number of clean fuel vehicles will increase.

Traffic (On Airport)

Q14. Would the Master Plan ease traffic congestion and long lines that sometimes occur inside of LAX?

Yes, traffic congestion at LAX would be eliminated by implementation of the plan. The new alternative removes commercial and private vehicles from the Central Terminal Area and develops new landside facilities and an on-airport roadway system on the eastern end of the airport property. The new facilities offer improved curb front access and more than 36 new

lane-miles to improve ground access and circulation. An automated people mover system and consolidated rental car facilities provide further relief to traffic congestion.

Q15. What about traffic congestion inside the airport if nothing is done?

Existing airport roadways would have to absorb about 25 percent more traffic during peak periods. Since the Central Terminal Area is already at saturation point during peak hours, we would be facing gridlock at the terminals.

Traffic (Off Airport)

Q16. How does the Master Plan address off-airport traffic issues?

The Master Plan includes massive congestion relief components and the Supplement to the Draft EIS/EIR studies show that these measures can significantly reduce the surface street and freeway impact of meeting local future aviation services demand.

The congestion relief package includes, as a recommended mitigation measure to improve traffic flows, direct freeway access to the airport from the local freeways, taking thousands of vehicles off local streets. LAX is one of the only major airports in the country that lacks this kind of direct freeway access and the proposed mitigation measures would correct this obvious flaw in the airport's current roadway support system.

The expanded FlyAway Program and Metro Green Line connection to the Intermodal Transportation Center and the Automated People Mover System are additional ways that the airport would encourage use of mass transit by making the use of transit both convenient and cost effective.

Q17. What traffic mitigation measures would be employed to discourage residential street use?

By designing convenient easy access to the proposed Ground Transportation Center, the proposed Intermodal Transportation Center and the proposed consolidated rental-car facility (RAC), and by implementing mitigation measures that improve access to and from the I-405 and I-105 Freeways, there would be disincentives to "back-pedal" streets in order to reach the new airport facilities.

LAX would also provide greatly improved signage to guide passengers onto desired routes and access points away from residential streets and increase the number of FlyAway stations. LAWA continues to work with LADOT on traffic devices that would improve airport traffic flow to LAX and away from residential streets.

Q18. What will happen to traffic around the airport if the Master Plan is not implemented?

Growth in the region and at LAX will occur regardless of whether an airport Master Plan is implemented, leading to increased traffic volumes throughout the region and in the vicinity of the airport. Drivers naturally will seek out the less congested routes among the city streets. Because most airport traffic needs to access the airport through the

Sepulveda/Century Blvd. interchange, without implementation of a Master Plan, traffic congestion can be expected to increase along those corridors and adjacent city streets.

Cargo

Q19. How much air cargo activity would be accommodated at LAX in 2015?

LAX is currently the fifth busiest cargo airport in the world handling some 2 million tons of cargo per year. Alternative D is designed to accommodate approximately 3.1 million annual tons of cargo in 2015, the same activity level that would be accommodated under the No Project Alternative.

Relocation/Acquisition

Q20. Would the Master Plan displace homes and businesses?

Proposed additional land requirements in Alternative D would be approximately 77 acres, which represents only a 2 percent increase in the airport's total land mass.

LAX, independent of the Master Plan, already has underway a major acquisition and relocation plan for noise mitigation purposes. There is no additional acquisition of homes proposed in Alternative D over the existing noise mitigation program. The property of approximately 38 commercial businesses would be acquired.

By law any relocated homeowners and businesses must have comparable replacement housing in place before they move.

Environmental Justice

Q21. What is LAWA doing to ensure that its minority and low-income neighbors do not bear an undue burden of increased airport activity and share in the benefits of the project?

The Master Plan environmental documents set out the first steps for a proactive Environmental Justice (EJ) Program. The EJ Program is being developed in collaboration with the airport's neighbors and is led by an Environmental Justice Task Force.

LAWA has conducted workshops specific to Environmental Justice within the minority and low-income communities affected by the LAX Master Plan. These workshops have allowed LAWA to work with the community to develop programs and mitigation measures that would provide direct benefits of the modernization program to these communities. Job outreach and training programs would be a key part of the effort.

Additional workshops and meetings will be held at times and places readily accessible to minority and low-income individuals to involve the community in further development of programs associated with implementation of the Preferred Master Plan Alternative.

Phasing

Q22. What is the construction phasing for the Master Plan?

Alternative D is comprised of a number of projects that overlap and would be built in three phases from the Record of Decision (2004) to the horizon year 2015.

Phase I: Relocate South airfield runway (RW 25L), South airfield center taxiway, Intermodal Transportation Center (ITC), connection to the Green Line, Consolidated Rental Car facilities, the roadways between the ITC and the new Ground Transportation Center (GTC), Automated People Mover System, demolition of parking structures in the Central Terminal Area (CTA), develop the GTC, and landside terminals in the CTA.

Phase II: Relocate midfield ancillary facilities and clear midfield area, tunnel from CTA to Satellite concourse, construct midfield aprons and taxiways, baggage system from CTA to Satellite concourse, rework southern CTA concourses, construct Satellite concourse.

Phase III: North airfield ancillary facilities, rework Tom Bradley International Terminal, rework fuel farm, construct north CTA concourses, aprons, and taxiways, rework north airfield taxiways, construct north airfield center taxiway, construct relocated north runway (RW 6R-24L).

Q23. Would all the projects be lumped into one Environmental Impact Report?

All of these projects are addressed within the Supplement to the Draft EIS/EIR at a program level of analysis. During the course of implementing these projects, each individual project would be required to undergo a project level evaluation to determine what additional environmental analysis may be required.

Cost & Funding

Q24. How much would Alternative D Cost?

The estimated cost would be up to \$9 billion, as much as \$6 billion less than the additional runway options.

Q25. Who would pay for the Master Plan improvements?

The Master Plan improvements would be funded primarily by passenger facility charges, landing fees, airport facility leases, concession fees, and airport revenue bonds. Federal Airport Improvement Program grants and federal and state funds for infrastructure and transportation projects important to the state's economy are also expected to help finance aspects of the project. The Master Plan would receive no funding from the General Fund of the City.

Other Regional Airports

Q26. Why not leave LAX alone and develop other airports in the region?

The LAX Master Plan assumes that the LAX share of the region's passenger service will drop sharply, even with improvements in its ability to serve the projected demand.

As population density increases in outlying areas of the region, other airports must play larger roles in absorbing growing demand for air travel, particularly for domestic flights. Those other airports include Ontario, Palmdale, Long Beach, Burbank, and John Wayne. LAWA is already aggressively pursuing growth for its facilities at Ontario and Palmdale.

Alternative D is focused on the development of enhanced safety and security measures at LAX. The emphasis for LAX is largely on international travel and trade because no other regional airport could conceivably take up within the next 15 years the international gateway function that LAX is uniquely suited to serve. The role LAX serves as the primary international airport of the region gives prominence to the need to modernize the facilities at LAX to ensure that the appropriate activity levels uniquely served by LAX are maintained and that the region secures the associated economic benefits.

Q27. What role does the Enhanced Safety and Security Alternative of the LAX Master Plan play in overall regional airport planning?

The LAX Master Plan has been built on an assumption that all local commercial airports will be needed to accommodate Southern California's future air transportation needs. The Enhanced Safety and Security Alternative is designed to accommodate approximately 78.9 million annual passengers, approximately the same activity level of the No Project Alternative. LAWA encourages the development of the region's other airports. In fact, there is no way to meet regional demand without major development at the region's other airports.

Q28. What is LAWA now doing to help the rest of the region meet demand?

LAWA also operates two of the region's other important commercial airports: Ontario International Airport (ONT) and Palmdale Regional Airport (PMD). The ability of these airports to absorb their share of the region's increased passenger and cargo demands is a central part of LAWA planning. LAWA has master planning efforts underway at ONT and at PMD to examine their potential to accommodate increased demand.

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7/05

Please take a few moments to read this brochure about the concept of

Environmental

Justice and how Environmental Justice programs can help solve some of the obstacles that come with **living near one of the nation's**

busiest

airports

What is Environmental Justice?

Environmental Justice typically focuses on providing low-income communities and communities of color their fair share of environmental benefits and planning such that they are not unfairly burdened by any environmental hardships associated with public works projects.

Environmental Justice has three basic principles:

- To minimize or avoid adverse health, environmental, social and economic effects on minority or low-income communities.
- To ensure participation of all affected communities in the project decisionmaking process.

 To ensure the timely delivery of benefits to minority and low-income populations affected by the project.



Is Environmental Justice required by Federal Law?

Yes. In 1994, President Bill Clinton issued an Executive Order requiring all federal agencies to make Environmental Justice a priority. The Executive Order also strengthened Environmental Justice to include protection on the basis of income as well as race.

In accordance with the Executive Order, the U.S. Department of Transportation issued an Order on Environmental Justice upholding the principles laid out in the National Environmental Policy Act of 1969 and other federal statutes that ensure the social, economic and environmental welfare of low-income and minority communities, as well as their involvement in the environmental and transportation decision-making process. In 1998, the Federal Highway Administration (FHWA) issued an Order based on both the President's Executive Order and the DOT Order.

Is Environmental Justice required by State Law?

Yes. On October 6, 1999, Governor Gray Davis signed into law Senate Bill 115 which made Environmental Justice part of California Law. The bill directed the Governor's Office of Planning and Research (OPR) to act as coordinator among the state's Environmental Justice programs.

Until SB 115, Title VI of the Civil Rights Act of 1964 was the only law requiring state agencies to subscribe to any sort of Environmental Justice. Under the Civil Rights Act, any entity receiving federal funding cannot discriminate based on color, race, or national origin or commit any actions having a discriminatory impact. Almost all state agencies receive some federal funding and are therefore bound by Title VI or else they risk losing this funding. SB115 enforces Environmental Justice and strengthens Title VI by enforcing Environmental Justice for all state boards and agencies.

How does Environmental Justice impact Los Angeles World Airports?

In June 2000, LAWA established the Environmental Justice Task Force. One of the primary responsibilities of the task force is to ensure that the modernization plan is equitable, protects health and the environment, and promotes economic vitality for everyone in the Los Angeles region. This group is made up of LAWA staff, consultants and representatives from public interest groups who work with minority and low-income communities affected by the modernization plan. The task force will provide its views on how LAWA should address the concerns of low-income and minority communities throughout the planning process, how benefits of the modernization are to be distributed, and how the burdens of the modernization are to be equally distributed.

LAWA's Environmental Justice Program will be developed in consultation with affected low-income and minority communities. LAWA will also establish an Environmental Justice community outreach process as part of the Master Plan review that will provide LAWA with advice in formulating an effective Environmental Justice Program. This process will not duplicate the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) public comment period but will be an on-going process and



consultation between LAWA and low-income and minority communities.

"Why is Environmental Justice important?

Environmental Justice will produce an airport that is modernized with community input. By ensuring the participation of affected communities in the decisionmaking process, residents will be able to voice their concerns and receive their fair share of the benefits that come with a more modern airport. In addition, jobs, business opportunities, traffic mitigation, noise reduction programs, air quality mitigations and other social, environmental and economic benefits must be shared with nearby minority and low-income communities.



How will Environmental Justice benefit minority and low-income communities?

Environmental Justice has the potential to actually improve the quality of life for minority and low-income communities and bring them fully into the decisionmaking process. It is not just a set of laws and regulations. With residents involved in the process, Environmental Justice can:

- Identify concerns early in the planning process in order to minimize impacts and provide beneficial initiatives and enhancement measures.
- Improve the identification and analysis of potential impacts on low-income and minority populations and avoid those that are disproportionately high and adverse.
- Strengthen consultations with the local community and provide opportunities for low-income and minority residents to improve the quality and usefulness of transportation in their lives.



What is the history of Environmental Justice?

During the early 1980s, several minority groups began to accuse businesses and permitting authorities of "environmental racism"— the disproportionate placement of undesirable facilities such as landfills and industrial plants in low-income and minority communities. By the early 1990s the Environmental Justice movement gained momentum using Title VI of the Civil Rights Act of 1964 as its legal basis. Under Title VI, any entity receiving federal funding cannot discriminate based on color, race or national origin, or commit any actions having discriminatory impacts.



Los Angeles World Airports Office of Environmental Affairs 1 World Way Los Angeles, CA 90045

Por favor, tome un momento para leer este folleto sobre **Justicia** Medioambiental,

y cómo programas basados en este ideal pueden solucionar los obstáculos que existen donde se vive cerca de uno de los aeropuertos más ocupados ue la nación.

¿Qué es la Justicia Medioambiental?

Justicia Medioambiental típicamente se enfoca en comunidades minoritarias y de bajos ingresos, y trata de ofrecerles su porción justa de beneficios medioambientales y evitarles planes que las cargen injústamente con consecuencias adversas de proyectos públicos.

La Justicia Medioambiental incluye tres principios básicos:

1.

- Disminuir o evitar efectos adversos sociales y económicos, igual que de salud y del medio ambiente, sobre comunidades minoritarias o de bajos ingresos.
- Asegurar que todas las comunidades afectadas por un proyecto participen en el proceso público que rendirá decisiones sobre este.

Encargarse de proporcionar a tiempo los beneficios de un proyecto a poblaciones minoritarias y de bajos ingresos afectadas por este.


¿Se requiere Justicia Medioambiental por lev federal?

Si. En 1994, el Presidente Bill Clinton dio una Orden Ejecutiva que requiere a todas agencias federales hacer prioridad el concepto de Iusticia Medioambiental. La Orden Ejecutiva también fortaleció el ideal de Justicia Medioambiental al incluir protección en base de ingresos igual que raza.

De acuerdo con la Orden Ejecutiva, el Departamento de Transporte estadounidense publicó una orden sobre Justicia Medioambiental que sostiene los principios encarnados en el Acto de 1969 de Política Nacional Medioambiental y otros decretos federales que aseguran el bienestar social, económico y medioambiental de comunidades minoritarias y de bajos ingresos; igual que la participación de estas en procesos públicos que afectan al medio ambiente y transporte. En 1998, la Administración Federal de Caminos publicó una ordenanza basada en las ordenes del Presidente y del Departamento de Transporte.

¿Se requiere Justicia Medioambiental por ley estatal?

Si. El 6 de Octubre de 1999, el Gobernador Gray Davis firmó la iniciativa 115 del Senado estatal, cual integró el concepto de Justicia Medioambiental al código legal de California. Esta ley seleccionó a la Oficina del Gobernador de Planeación e Investigación como coordinador de los programas estatales de Justicia Medioambiental.

Antes de la iniciativa 115, Título VI era la única ley que ordenaba la suscripción de agencias estatales al ideal de Justicia Medioambiental. Bajo el Acto de Derechos Civiles, cualquier entidad que recibe fondos federales no puede discriminar basándose en el color, raza u origen nacional de personas; igual que tomar acciones que resulten en impactos discriminatorios.

Como casi todas las agencias estatales reciben dinero federal, al no adherirse al Título VI estas arriesgan perder dichos fondos. Al poner Justicia Medioambiental en vigor para todos los concejos y agencias estatales, la iniciativa 115 da fuerza al concepto de Justicia Medioambiental y fortalece al Título VI.

¿Cómo impacta Justicia Medioambiental a Aeropuertos Mundiales de Los Angeles (AMLA) ?

En Junio del 2000, AMLA estableció el Comité de Justicia Medioambiental. Una de las responsabilidades primarias del comité es asegurar que el plan de modernización sea equitativo, proteja el ambiente y salud de residentes, y promueva la vitalidad económica de todos en la región de Los Angeles. El comité es compuesto por oficiales de AMLA, consultores y representantes de agrupaciones que colaboran con comunidades minoritarias y de bajos ingresos que son afectadas por el plan de modernización. Este comité ofrecerá sus puntos de vista sobre cómo AMLA debe, a lo largo del proceso de planeamiento, solucionar las inquietudes de comunidades minoritarias y de bajos ingresos; cómo distribuir los beneficios de modernización; y cómo las consecuencias de modernización se pueden compartir equitivamente.

El Programa de Justicia Medioambiental de AMLA se elaborará en consultación con las comunidades minoritarias y de bajos ingresos afectadas por la modernización. Además de repasar el plan de modernización, AMLA también establecerá relaciones con la comunidad, lo cual ayudará a AMLA crear un efectivo Programa de Justicia Medioambiental. Este proceso de consultación sera continuo, y no duplicará el foro que el Acto de California sobre Calidad Medioambiental/Acto de



Política Medioambiental Nacional ofrecerá para recibir comentarios

¿Por qué es importante la Justicia Medioambiental?

Al considerar la opinión del público, Justicia Medioambiental producirá un aeropuerto realmente moderno. Puesto que las comunidades afectadas por el plan de modernización participarán en los procesos cívicos que influirán a este proyecto, estos residentes podran expresar sus inquietudes sobre la modernización y también recibir su porción justa de los beneficios que resulten de estos planes. Además, deben compartirse con cercanas comunidades minoritarias y de bajos ingresos aquellos empleos, oportunidades comerciales, mitigación de tráfico, programas para reducir el ruido, mitigaciones de la calidad del aire y otros beneficios sociales, medioambientales y económicos que produzca la modernización.

¿Cómo beneficiará Justicia Medioambiental a comunidades minoritarias y de bajos ingresos?

Justicia Medioambiental puede lograr mejoras en la calidad de vida para comunidades minoritarias y de bajos ingresos, igual que integrarlas completamente al proceso público que rendirá decisiones sobre el plan de modernización. Justicia Medioambiental no es sólo una colección de leyes y reglamentos; con la participación de residentes, puede:

- Anticipar inquietudes para reducir impactos y ofrecer iniciativas beneficiosas y medidas que mejoren la calidad de vida.
- Mejorar la identificación y análisis de posibles impactos sobre poblaciones minoritarias y de bajos ingresos, igual que aquellos impactos desproporcionadamente graves y adversos.
- Fortalecer consultaciones con la comunidad local, y ofrecerles oportunidades a residentes minoritarios y de bajos ingresos para mejorar la calidad y utilidad del transporte en sus vidas.



¿Cual es la historia de Justicia Medioambiental?

Al inicio de la década de los ochenta, varias agrupaciones minoritarias acusaron de "racistas medioambientales" a negocios y autoridades que plantaron operaciones indeseables, como basureros e instalaciones industriales, en comunidades minoritarias y de bajos ingresos. Después, al empiezo de la década de los noventa, el movimiento de Justicia Medioambiental ganó fuerza mediante el uso, como base legal, del Título VI del Acto de 1964 de Derechos Civiles. Bajo Título VI, cualquier entidad que recibe fondos federales no puede discriminar basándose en el color, raza, u origen nacional de personas; o tomar acciones que resulten en impactos discriminatorios.



Los Angeles World Airports Office of Environmental Affairs 1 World Way Los Angeles, CA 90045 Message From Los Angeles Mayor James K. Hahn

For 75 years, LAX has been connecting Southern California to the world. It provides a gateway to the world for Los Angeles' residents and welcomes millions of travelers from around the globe.

LAX is a key factor in our successful participation in today's globalized economy and it is essential to our future economic growth. I have focused efforts on a regional aviation plan, developing each of our airports – LAX, Ontario International, Palmdale Regional, and Van Nuys – to accommodate their fair share of regional air passenger and cargo demand.

Our nation's airports have taken on an important role in protecting our borders and ensuring the safety of not only Americans, but also the many visitors who come from abroad. Los Angeles World Airports has taken a leadership role in the arena of homeland and aviation security.

It is my goal to make LAX the most secure airport in the United States. This new Enhanced Safety and Security Alternative to the LAX Master Plan is designed to do just that. The features and elements of this Alternative protect the heart of the airport, provide flexibility to respond to safety and security needs and requirements, and are supportive of community interests.



Los Angeles World Airports

Los Angeles International Airport

Ontario International Airport

Palmdale Regional Airport

Van Nuys Airport

For More Information

Visit our LAX Master Plan website at www.laxmasterplan.org

> LAX Master Plan P.O. Box 92216 Los Angeles, CA 90009-2216 (310) 646-7697

As a covered entity under Tille II of the Americans with Disabilities Act the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.





Enhanced Safety and Security Alternative



Los Angeles World Airports



Enhanced Safety and Security Alternative

Reconfigured North Airfield

The runways are lengthened to improve the balance of the runway system. The southern runway is moved 340 feet south to allow the construction of a center taxiway to improve safety, circulation and airfield efficiency.

Redeveloped Central Terminal Area (CTA)

The buildings are reconfigured and parking structures removed to accommodate enhanced security measures, improved amenities, and more efficiently manage the flow of passengers.



Expanded FlyAway Program

Remote terminals will be established in additional areas in the region. Passengers will be able to ride a clean-fuel bus to LAX, reducing thousands of passenger car trips. FlyAway passengers receive exclusive service directly to the CTA curbside.



Satellite Concourse

The reconfiguration of the north airfield requires the demolition of Terminals 1, 2, 3 and the north end of the Tom Bradley International Terminal. This new concourse, connected to the CTA by a People Mover, provides replacement gates.

South Airfield Center Taxiway

The southernmost runway is moved 50 feet south to permit a center taxiway to improve airfield safety and reduce the possibility of runway incursions.

Benefits ···

- · Enhances safety on runways, taxiways, and flight paths
- Reconfigures space to accommodate increased security measures
- Increases the protection of the Central Terminal Area
- · Improves ground access in and around the airport area
- Preserves LAX as the preeminent international airport in the region

Ground Transportation Center (GTC)

This new facility replaces the curbside drop-off/pick-up areas in the CTA and provides long-term on-airport parking. The GTC provides for increased security by separating airline terminals and passenger processing from the parking areas.

Consolidated Rental Car Facility (RAC)

Rental car operations are consolidated into one facility connected via the People Mover to the CTA to reduce traffic impacts of multiple shuttle buses.

Reconfigured On- and Off-Airport Roadways

New roadway systems are developed to support the GTC and the ITC. Over 36 lane-miles are added for the efficient movement of airport traffic. Access from the I-105 and I-405 Freeways is greatly improved.

Automated People Mover

A new People Mover system is the primary connection between the GTC, RAC, ITC, and CTA. The trains will be designed to accommodate passengers, well-wishers, baggage, and baggage carts.



Intermodal Transportation Center (ITC)

This new facility provides parking and accommodations for regional transit, with direct access by People Mover to the CTA.

Green Line Connection

Pedestrian bridges and moving sidewalks connect the Green Line Imperial/Aviation Station directly to the new ITC.

- Prepares LAX to efficiently accommodate 78 million annual passengers
- Provides accommodation for 3 million annual tons of cargo
- Results in 350,600 direct jobs in the region, at all skill levels, in 2015
- Creates nearly 49,000 construction-related jobs in LA County
- Generates \$63.7 billion in annual economic activity for the region by 2015

Master Plan		
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Attach additional sheets if necessary.



Los Angeles, CA 90009-2216

Comentarios del Público

Por favor, letra de imprenta

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5. VENUES

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ENVIRONMENTAL JUSTICE WORKSHOP JESSE OWENS PARK



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ENVIRONMENTAL JUSTICE WORK

NAME/NOMBRE	ADDRESS/DOMICILIO	CITY/CIUDAD	STATE/ ESTADO	ZIP/ CODIGO
Otha b. Stubble field	1920 W 92nd St	Los Angeles	0A-	9047
Topachound_	827 W (02 St.	CN	C4	90044
Styped Logan	1243 0 80 + 57-	1 AM	CA	90644
CAMUS DORDAN	1230 W 112th 24 144	LIA.	C,A,	90044
Olu anowal-e	1228 W 8202 St	L.1	CA	9004C
FGibbs	10630 So Rutheled St. Of	LA	CA:	90047
Essi Grisson	1707 W. 7944 St.		CA	900 47
DrAN Willins	LOD 15 S. prothered	hA	GA	9047
Mehret adain & p	2112 Aramag PL.	L.l.	CK.	90047
Goma Julia	10 all Kuthresen of	LA .	Ca	90049
boro Anamás	103255, Marhattar pe		h P 9	0047
Humphrey th	emac 10325 Manhattengl		LA	90047
Fet Wallerson		SA	CA	90047
ORTIS Dawd	1518 W th 96 th GT,	LA,	CR.	20047
Bunnie Thomas	8812 S. HAAS AVE	LA	CA	90041



ENVIRONMENTAL JUSTICE WORK OP JESSE OWENS PARK

NAME/NOMBRE	ADDRESS/DOMICILIO	CITY/CIUDAD	STATE/ ESTADO	ZIP/ CODIGO
Mindley Berman	4367 Globe Ave	alver Ctr	CA-	90230
(Weisald + Bose Johnson		Los angelest	(a	90047
mar ROabonne	9110 Denter	LA	Cal	90049
Lena Stan And	8920 CIMANEDA	LiA	RA	70047-3504
Linda D. Dict	9465 So. Hobert BluD.	Los Auselas	Ca	90047.3625
Theressa Hayes	8818 So. Wilton PI.	Las Augeles	Ca	90047
PORIS J. Spaks	1308 W. 80th St.	L.A	CA	90044
Bernice Williams	1500 W.94 # At	6. A.	Ca	90097
Tangedenia Riley	9101 S. Denker Ave	6.11	Ca	90047
FRICA Gomez	9221 So. Harvard Blud	L.A	CA-	95047
PAUL FRANKLIN	10331 S. HARVARD BL	1. A.	<a.< td=""><td>90047</td></a.<>	90047
Delois Eatmon	8912 Ruthelen St.	L.A.	CA	96347
Jeri Stoot	1528 W.95th St	LA	CA	90047
GARY Baker	301 M. Latte Are Suite 600, Pusadena FIOU		(CA)	quay
DavALD Riley	103103 MAHHAHAU PLACE			V



ENVIRONMENTAL JUSTICE WORK OP JESSE OWENS PARK

NAME/NOMBRE	ADDRESS/DOMICILIO	CITY/CIUDAD	STATE/ ESTADO	ZIP/ CODIGO
Tim Harrys	1453 Weed-84+157 Los Angoles (A-9004.			
ERNEST PATTERSON	800 W. 103 h St L. A. CA. 900 44			
Vivian Edwards	10401 So St Andrews PR.	L.A	Ch	90047
ANTHONY MCGUNNIS	7811 DALTON AVE	LA	CA	90647
Barbara Galis	7823 Dalton Akl	LA	Ca	90049
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PUBLIC COMMENTS

WRITTEN PUBLIC COMMENTS

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At each Environmental Justice Workshop and Public Hearing, attendees were provided with forms to submit written comments on the SEIS/EIR and the master plan. The forms could be submitted at the venue or mailed in to LAWA or the FAA at addresses provided on the form. These written comments are amassed, reviewed for response and become a part of the Final EIS/EIR.

50 Master**Plan** P.O. Box 92216 **Public Comments** Los Angeles, CA 90009-2216 Please print lame (First, MI, Last, or Organization): Date: Jew/Q3 ta ves SCOL \ddress: Zip Code: 9004 7 ;ity: locument: **Draft Master Plan Addendum** Supplement to the Draft EIS/EIR iubsection (If applicable): lumber: 🚄 🖉 **Title:** commonts. Office Use Only " ghhat Steps are being the to Include The Sound Thoos poient - East of The Z & Los to the South liseas which have s. To creased Hoise Lev howed in the Current of based on a 1992 25 Monto U, onli asan 210 for the current of one monitor is located L.a. D Thin Mess & 96th, v Withe on Inglewood Side and that to the Eas & Excessive House requested as part to provide opportunies

Official comments must be received by 5:00pm, Pacific Daylight Time, MONDAY, AUGUST 25, 2003 To MURDUILLY people of Color + Job Training Frograms?

Master P.O. Box 92216 Public Comments Los Angeles, CA 90009-2216 Please print Name (First, MI, Last, or Organization): Date: 07-23-03 Address: Zip Code: 90003 **City:** State: **Draft Master Plan Addendum Jocument:** Supplement to the Draft EIS/EIR Subsection (If applicable): Number: Title: Office Use Only Comments: I lecelis M. Barnes at 403 W. 102 st. observed that I am not considered in your map encircly ing KAX sound proof Area but I experied some noise as others listed in sound proof area. I there fore an here by requesting your reevaluation of my résidence. Cheve are two Houses on one Corner Lot. They are : 1. 403 W. 102 St. 2. 10115 So Grand Ave L-A. 90003 Both are in noise path. Culiam. Barnes Attach additional sheets if necessary.

Official comments must be received by 5:00pm, Pacific Daylight Time, MONDAY, AUGUST 25, 2003

Master 261 P.O. Box 92216 Public Comments Los Angeles, CA 90009-2216 Please print lame (First, MI, Last, or Organization): Date: ERICA vrsmeZ ddress: ವ Vai 16 itv: State: Zip Code: it Master Plan Addendum ocument: Supplement to the Draft EIS/EIR ubsection (If applicable): lumber: **Title:** omments: Office Use Only Sub: Noise, Program Boundaries As I look at the map 91m right out fide The Doundries of the map that is draft. I But the big problem is ym right in Tho the noise it Sell, and t needs looked into The map needs to res/1se Attach additional sheets if necessary.

Official comments must be received by 5:00pm, Pacific Daylight Time, MONDAY, AUGUST 25, 2003

Master**Plan Public Comments** P.O. Box 92216 Los Angeles, CA 90009-2216 Please print lame (First, MI, Last, or Organization): Michelle Date: 1'GFORD -23 - 23ddress: ;ity: State: Zip Code: 90047 🖓 Draft Master Plan Addendum Supplement to the Draft EIS/EIR locument: iubsection (If applicable): lumber: **Title:** Office Use Only comments: I want to make sure my voice is heard regarding the airplane So loud, I often need to close doors + windows just hear the TV or Cohverse with friends. Even then the noise is LOVD and intranie. Michelle Vix 323 751-4n Attach additional sheets if necessary.

Official comments must be received by 5:00pm, Pacific Daylight Time, MONDAY, AUGUST 25, 2003

ddress: Q (06 S, Denker Ave ity: LA State: CA Zip Code: Q 00 47 ocument: Draft Master Plan Addendum Ubsection (If applicable): Title:							
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MasterPlan P.O. Box 92216 Public Comment ts Los Angeles, CA 90009-2216 Please print lame (First, MI, Last, or Organization): Sering Date: aman \ddress: PIARE State: lity: Zip Code: 004 CA. Ans À٢ **Draft Master Plan Addendum** Supplement to the Draft EIS/EIR)ocument: subsection (If applicable): Title: lumber: & property is in the comments: My deed says that Office Use Only Hight puth tevery day I experience the sound of loud Noises and pray that a plane cloesn't fall on my house. At times, I have to gok the person over the phone to pold on uptil the plane fires My. I see a lot of plane flying diginal and Not strought . I feel that the these Master Plan (LAX) should be evolvated interns of the noise level. It oppeares that this will increase the Number of Alights. It is unforing for you to expect us to adopt this plan and not Consider working with the community to reduce Noise by sound proofing homes that are a the flight path. Appealing to the Community intervis of how this would be a benefit. Frequest that my property be pleed on this list among others my neighborhood for sound procency. What my neighborhood for sound procenty, worse are you giving back to the continuinity, noise and much half. and constant traffic Attach additional sheets if necessary.

Official comments must be received by 5:00pm, Pacific Daylight Time, MONDAY, AUGUST 25, 2003

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Los Angeles, CA 90009-2216	ТЧИ	iic comments
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ity: LOS ANGELES	State: CA-	Zip Code: 90047
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PLEAS RESPONDE TO THIS COMM		\mathcal{W} ,
AT LARGE MEMBER SOUTHWEST NEIGHBO	AMOD COUNCIL	
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Attach additional sheets if necessary.		

LENNOX MIDDLE SCHOOL

PUBLIC SIGN-IN



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ENVIRONMENTAL JUSTICE WORKSHOP LENNOX MIDDLE SCHOOL

July 26, 2003

NAME/NOMBRE	ADDRESS/DOMICILIO	CITY/CIUDAD	STATE/ Estado	ZIP/ CODIGO
IGNALIS ROSAS	11017 Burgar no	Lannon	CA	90304
MERCEDES MORALES CECIL Carpio	11031 LARCH AVE INGLEWOOD	LENNOS	C_{A}	90304
FRANCISCO BECTAR	A 10522 TNGLEWOOD AVE NITNGLEWOOD	1.	CR.	90304
SOCORRO alimite	10516 INGLEWOUD AVE	Lennox		
Faderico Samello		11		
Geridy anota	10916 FACTILLEA	LENNOX	CA	90304
Phi-PAUL	1609 W. Sherber # G. Alhambran 91803	Albumbra	CA	91805
Benjamin Ramirez	11007 CONDON AVE	L' Inghewood	CA.	90304
Dicante Zumora	10710 firmera ad	Lennox	CA.	90334
Joi Jumer	10414 Buterd Are	Ingland	CR	90304
MARIOCEDILLO	4318 West 101 ST Street	INGLEW000	CA.	90304
te costella	11033 LARCH AVE LEMMORCA 90364	LENNON	OD	
am per	11023 2 LARCH AVE FEAR OV DU 90304	LEAROX	eu	90304
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ENVIRONMENTAL JUSTICE WORKSHOP LENNOX MIDDLE SCHOOL

July 26, 2003

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NAME/NOMBRE	ADDRESS/DOMICILIO	CITY/CIUDAD	ESTADO	CODIGO
Ed URRUTIA	11000 S. Acapit the	Lengroy	CA.	90304
Nicole Soria	660 S. Figueroa St. Suite 1170	Los Angeles	CA	90017
RUBEN MARTINGZ		LETNOS	CA	90304
My Z Bullero	10615 Byford one	Kennerf	C.	10304
burnly Aschenback	11023 Truro Ave	bennox	CA	90304
gin RGullilles	HOITS TENTO Ave	Lennox	CA	90304
David 9. 7 Mary Dury	Tontona 11119 5. Terro lige.	Lennor	C14-	90304
	10927 thevilles Que.	Lennort	CA	90304
Dolores WARRICK	4903 LENNOR BLYD	LENNOR	CA.	90304
HARRY ROSE	7725 HINDRY AUE	WESTCHESTER	CA	900.45
Engre Estrella	10924 Buford Ave	Lennox	Ca.	90304
- Jen Voron	10017 DALEROSE AV	1 844 6 X	64	20304
(Dance en Coom	10017 DALCLOSE AV	LEARDX	<u> </u>	90304
John Barman	17210 5 Main	Garden	CIA	wing
6 hu Duro	10513 from Are	Lesson	CA	20504

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ENVIRONMENTAL JUSTICE WORKSHOP LENNOX MIDDLE SCHOOL

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July 26, 2003

NAME/NOMBRE	ADDRESS/DOMICILIO	CITY/CIUDAD	STATE/ ESTADO	ZIP/ CODIGO
Ivonne Interiour	119 63 QU. S. Ramona # + Hauthore	Hawthome	ca	90200
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PUBLIC COMMENTS

WRITTEN PUBLIC COMMENTS

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INGLEWOOD HIGH SCHOOL

PUBLIC SIGN-IN



ENVIRONMENTAL JUSTICE WOR 3HOP INGLEWOOD HIGH SCHOOL

August 2, 2003

NAME/NOMBRE	ADDRESS/DOMICILIO	CITY/CIUDAD	STATE/ Estado	ZIP/ CODIGO
Velna Anderson	10212 SPIDDING AVE T	Tuylewood	CA.	90303
Nelle W. TUDRY	3970 Hephirm and	L.I.	CA	90008
a. c. Somerette	PO Box 3073	Burbank	Ca	91504
Cause ford	220 Commerce 200 Jour CA 92602	Truni	CA	92612
Factor	3903 west 113th Street inclused CA	Instasond	CA	50302
Kallant	1910 W. 91 57 ST. 67 900+7	Lev American	6	90017
M. Stevens	720 Manchester Drive	JA Cheward	CA	90307
AN Quid	1538 (0) 93M2 St LD	11	CA	90047
Bill Smith	720 4. Imperial #17	EL Segundo.	C~	902×
7 invert Chout Amound	P.O. Box 11812	MARIAA Del Rey	CA	90295
NONATHON WALPIGHT	RO, DOX 5521	ING,	CA.	90310
MARIO CECIILO	4318 WESTIDIST STEET INGLEWOOD, CA.	INGLANDOD	CA.	90304
SMORE MADNET	LA OPINEON UN ST. L.A.	L-A	-ch-	-900+3
Pary Calling	623 SMyrtle Ave Ing 90301	Ing	cA.	90201
Sophy Gomez	725 E. Nutwood St. Fryte wood 90301	Inclavord	CA	20301

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August 2, 2003

NAME/NOMBRE	ADDRESS/DOMICILIO	CITY/CIUDAD	STATE/ ESTADO	ZIP/ CODIGO
ANTOINE SFEIR	529 W. OLIVE ST.	INGLEWOOD	CA	90301
2)- MIR & MES JOHN SMITH	10927 GREWILLEA AVE	LEAHUX	CA	90304
WINDNA PENNi Sluch	301 B. PIXAOUTH St.	Ingliewood	CA.	90302
Chronen ulilliam	4023 eV. 28 that # 8	LOS ANGeles	CA	90018
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PUBLIC COMMENTS

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WRITTEN PUBLIC COMMENTS

At each Environmental Justice Workshop and Public Hearing, attendees were provided with forms to submit written comments on the SEIS/EIR and the master plan. The forms could be submitted at the venue or mailed in to LAWA or the FAA at addresses provided on the form. These written comments are amassed, reviewed for response and become a part of the Final EIS/EIR.

600 Master**Pla** .O. Box 92216 **Public Comments** Los Angeles, CA 90009-2216 Please print Name (First, MI, Last, or Organization): Date: oppalor AN IT Address: State: City: Zip Code: 0203 P Draft Master Plan Addendum Supplement to the Draft EIS/EIR **Document:** Subsection (If applicable): Number: Title: **Comments:** Office Use Only i) A full accounting and review of the City of instewood's Residential Sound Unsulation Program re the following a) Funding Appropriated over 30 years ago through CAX from the FAH, etc., and how it b) Why the program has not been funding and added (0)to, complete on an absolute -VIA covernment aD Attach additional sh

Official comments must be received by 5:00pm, Pacific Daylight Time, MONDAY, AUGUST 25, 2003

600 MasterPla **Public Comments** Los Angeles, CA 90009-2216 Please print Date: Name (First, MI, Last, or Organization): ctrce Address: State: Zip Code: City: **Draft Master Plan Addendum** Supplement to the Draft EIS/EIR **Document:** Subsection (If applicable): Number: Title: Office Use Only **Comments:** Ammen 1 anti a mass (\mathbf{h}, \mathbf{h}) VIA The 41 vern using eewai abe ground his idea was concerved U Me. Clint (Inte 0 Liom e and ma (noui MENC 2,10n umnel hem ٩ì Attach additional sheets If necessary.

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