

Appendix  
LAX Master Plan EIS/EIR

**F. Environmental Justice Technical Report**

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Los Angeles World Airports  
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# 1.0 INTRODUCTION

This Technical Report on Environmental Justice presents information on relevant regulations, public involvement efforts, methodology, and the baseline and demographic conditions of the area surrounding the Los Angeles International Airport (LAX). This report supplements data contained in Section 4.4.3, *Environmental Justice*, of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the LAX Master Plan.

## 1.1 Regulatory Context

Executive Order 12898 directs each federal agency “to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations . . .”<sup>1</sup> The Executive Order also incorporates the language and purpose of Title VI of the Civil Rights Act of 1964, which provides that “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance.”

The U.S. Department of Transportation (DOT) has adopted a policy to incorporate environmental justice principles into existing agency programs, policies, and activities. It is the DOT’s policy to promote the principles of environmental justice by fully considering them throughout the planning and decision-making processes. This technical report provides background data on minority and low-income communities and identifies past efforts and future opportunities to involve affected communities in the planning and decision-making process for the LAX Master Plan, and by recommending measures or processes to avoid, eliminate, reduce, or offset disproportionately high and adverse impacts to minority and low-income populations.

In 1999, the State of California enacted legislation establishing environmental justice as an aspect of state law.<sup>2</sup> California law defines environmental justice as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” Under this law, the California Environmental Protection Agency must develop an environmental justice mission statement by January 1, 2001. In designing its mission statement, the law indicates that the California Environmental Protection Agency shall, among other things, “Promote enforcement of all health and environmental statutes within its jurisdiction in a manner that ensures the fair treatment of people of all races, cultures, and income levels, including minority populations and low-income populations of the state.” It is in recognition of this state law and the principles of environmental justice, that issues in the LAX Master Plan EIS/EIR are addressed pursuant to both federal requirements and the requirements of CEQA.

In June 2000, LAWA formed an Environmental Justice Task Force to ensure that any proposed expansion of LAX is equitable, protects human health and the environment, and promotes economic vitality for *all* the people of the Los Angeles region. The Environmental Justice Task Force brings LAWA staff and consultants together with representatives of public interest groups who have experience analyzing the impacts of transportation projects on minority and low-income individuals and communities. The Environmental Justice Task Force has been asked by LAWA management to provide its views on: (1) how the concerns of minority and low income communities are addressed in the planning process; (2) how the benefits of any proposed expansion are distributed across various populations; and (3) how the burdens of any proposed expansion are distributed across various populations.

With the assistance of the Environmental Justice Task Force, LAWA is evaluating the effects of the proposed expansion of LAX on minority and low-income communities. The evaluation, presented in Section 4.4.3, *Environmental Justice*, of the Draft EIS/EIR, is consistent with the federal and state directives on environmental justice, and is based on a recognition that minorities and low-income individuals and communities often bear a disproportionate share of the burdens of environmental degradation; may be denied a fair share of the benefits that flow from projects, policies and practices; and in many cases have been excluded from the decision-making process that affects their lives and their environment.

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<sup>1</sup> *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (EO 12898, February 11, 1994).

<sup>2</sup> Public Resources Code Section 72000-72001.

## F. Environmental Justice

In addition to providing the analysis required to fulfill the requirements of federal law, this technical report describes how LAWA is addressing environmental justice concerns in the context of the LAX Master Plan.

### 1.2 Public Involvement

Access to the decision-making process is a fundamental principle of environmental justice. To further the goals of environmental justice, and in accordance with federal and state directives, LAWA has initiated a number of outreach efforts with nearby communities. During the past five years, meetings, presentations, and discussions have been held with specific focus on the LAX Master Plan in order to seek community input and to maintain dialog with the community as the process has moved along. LAWA staff have met with neighborhood groups, homeowner associations, small business groups, minority- and women-owned business groups and local political leaders to seek their input, guidance and ideas regarding the effort to modernize the airport. Since the LAX Master Plan process was initiated, members of the Board of Airport Commissioners and LAWA executive staff and their representatives have met on approximately 126 occasions with members of low-income and minority communities or their representatives. A listing of these meetings by organization and date is provided in **Table 1**, Summary of LAWA Outreach Efforts in Low-Income and Minority Communities.

**Table 1**

**Summary of LAWA Outreach Efforts in Low-Income and Minority Communities**

<b>Name of Organization<sup>1</sup></b>	<b>Date</b>
Manchester Square Neighborhood Watch	6/13/95
Crenshaw Community Planning Advisory Board	7/20/95
91st Street Homeowners Association	8/1/95
Inglewood Chamber of Commerce	8/10/95
Korean American Chamber of Commerce of Los Angeles	11/27/95
Asian Business League	1/9/96
Inglewood Public Forum	1/23/96
Inglewood/Airport Area Chamber of Commerce	3/27/96
Hawthorne Rotary Club	4/10/96
Women's Transportation Seminar	4/19/96
Asian Business Association, Minority Business Opportunity Committee	5/8/96
Black Business Association	5/8/96
100 Black Men	5/21/96
Greater Watts/Willowbrook Chamber	5/30/96
Inglewood City Council	6/4/96
100 Black Men	6/4/96
Black Business Association	6/18/96
Minority Business Opportunity Committee Workshop	6/19/96
Inglewood Employment Services/Innovative Educational Systems	6/20/96
National Association of Minority Contractors	6/21/96
Black Business Association	7/2/96
Inglewood City Councilmember Curran Price	7/2/96
Black Business Association	7/10/96
Latin Business Association	7/18/96
Councilmember Mike Hernandez	7/23/96
Wilmington Chamber of Commerce	7/24/96
Inglewood Chamber of Commerce	7/26/96
African American Chamber of Commerce	7/30/96
Hawthorne Chamber of Commerce, Executive Committee	8/14/96
Chinese International Transportation Professional Association	8/27/96
East Los Angeles Chamber of Commerce	8/28/96
United Chamber of Commerce	9/11/96
91st Street Homeowners Association	10/8/96
Black Business Association	10/17/96
Main Street Inglewood	10/25/96
Hawthorne President's Council	11/4/96
Filipino Business Association	11/7/96
Manchester Square Tour	11/7/96
Inglewood Continental Conversation/Inglewood Chamber of Commerce	11/12/96
Hawthorne President's Council	1/13/97
Congressman Xavier Becerra	1/13/97
Inglewood Public Forum	1/29/97
Hawthorne/Lennox Public Forum	2/6/97
City of Inglewood	2/12/97

**Table 1**

**Summary of LAWA Outreach Efforts in Low-Income and Minority Communities**

<b>Name of Organization<sup>1</sup></b>	<b>Date</b>
Women in Transportation Seminar	2/20/97
Hawthorne City Council	2/24/97
East Los Angeles Chamber of Commerce	2/26/97
Manchester Square Neighborhood Watch	3/4/97
Latin Business Association	3/20/97
Playa Del Rey Women's Club	4/8/97
NAACP Board of Directors	4/8/97
83rd Street Homeowners Association	4/28/97
91st Street Homeowners Association	6/11/97
Master Plan Public Scoping Meeting – Inglewood	7/12/97
Master Plan Public Scoping Meeting – Hawthorne	7/15/97
Hawthorne School District	7/22/97
Vermont Slauson Economic Development Corporation	7/28/97
Lennox Coordinating Council	8/7/97
82nd Street Block Club	10/11/97
Inglewood 1st District Block Club Coordinator	10/31/97
Past President, Inglewood/Airport Chamber of Commerce	11/5/97
Manchester Square Residents	11/10/97
Supervisor Yvonne Burke's Office	11/12/97
91st Street Homeowners Association	11/12/97
Councilmember Richard Alatorre	11/13/97
Inglewood 2000	11/13/97
Inglewood City Staff Member	11/13/97
Hawthorne Chamber of Commerce	11/14/97
Lennox Town Hall W/ Supervisor Yvonne Burke	11/17/97
Inglewood 2000	11/18/97
Supervisor Yvonne Burke's Office	12/10/97
Inglewood City Staff Member	12/11/97
Inglewood Mayor Dorn	12/12/97
Greater Los Angeles African American Chamber of Commerce	12/18/97
Danny Bakewell	1/6/98
Manchester Square Leaders	1/12/98
Children's Dental Center, Inglewood	1/12/98
Inglewood Councilmember Garland Hardeman	1/20/98
Inglewood Community Forum	1/20/98
Inglewood Councilmember Jerome Horton	1/21/98
Inglewood Democratic Club	1/21/98
Inglewood Councilmember Jose Fernandez	1/22/98
Inglewood 2000	1/27/98
Eighth District Empowerment Congress	1/31/98
Manchester Square Leaders	2/3/98
Councilmember Garland Hardeman Community Meeting	2/7/98
Manchester Square Neighborhood Watch	2/10/98
Supervisor Yvonne Burke	2/12/98
Office of Councilmember Mark Ridley-Thomas	2/13/98
Office of Councilmember Nate Holden	2/13/98
Inglewood/Airport Chamber of Commerce	2/26/98
Southwest Area Empowerment Assembly	2/28/98
91st Street Homeowners Association	3/21/98
Assemblymember Ed Vincent	3/27/98
Manchester Square Neighborhood Watch	4/7/98
Wiseburn School District	4/14/98
Hawthorne School District	4/16/98
NAACP	5/16/98
Inglewood Chamber of Commerce, Government Affairs Committee	5/28/99
Asia Pacific Airport Symposium	6/7/99
Carlton Square Homeowners Association	8/7/99
City of Lynwood	8/17/99
Mayor Dorn, City of Inglewood	8/23/99
City of Compton	9/14/99
Inglewood Chamber	9/21/99
Elected Official Representatives	9/22/99
Japan Business Association of Southern California	9/23/99
Korean American Federation of Los Angeles	10/12/99
City of Maywood	10/13/99
Asian Media Day	10/14/99
Mayor Dorn's Town Hall Meeting	10/23/99

**Table 1**

**Summary of LAWA Outreach Efforts in Low-Income and Minority Communities**

<b>Name of Organization<sup>1</sup></b>	<b>Date</b>
Hong Kong Association of Southern California	10/27/99
Lakewood Rotary	10/28/99
Asian-American Economic Development Enterprises	2/19/00
Filipino-American Society of Architects & Engineers	2/24/00
South Gate City Council	3/14/00
Korean-American Chamber of Commerce	3/21/00
Congressman Xavier Becerra	4/17/00
Pacific Rim Business Symposium	6/8/00
Lawndale Rotary	6/20/00
Chinese Chamber of Commerce	7/12/00
Antonio Villaraigosa	7/19/00
National Forum For Black Public Administrators	8/2/00
Lynwood City Council	8/9/00
City of Lynwood	8/17/00
Women's Transportation Coalition	10/5/00
Total Given	126

<sup>1</sup> Listing represents a summary of meetings, presentations, and discussions that dealt specifically with the proposed LAX Master Plan in order to seek input and maintain a dialog with communities as the Master Plan process has moved forward.

Source: LAWA, 2000.

In addition to these community meetings focused on the LAX Master Plan, LAWA has held public meetings in the affected communities to identify the appropriate scope of the EIS/EIR in accordance with NEPA and CEQA requirements. The FAA is the lead federal agency responsible for preparation of the NEPA portions of the EIS/EIR, while the City of Los Angeles, through LAWA, is responsible for the CEQA portions. More recently, LAWA management and staff have sought ideas and comments from residents and elected officials in low-income and minority communities near the airport about possible solutions to problems stemming from existing airport operations or adverse impacts associated with construction of new airport facilities.

LAWA and the FAA will be conducting several public hearings on the Draft EIS/EIR. In addition to these hearings, LAWA intends to hold a series of public meetings within communities affected by the LAX Master Plan, both to provide information and to solicit input from community members on the full range of issues associated with the Master Plan, including environmental justice. These meetings will be held at locations readily accessible to minority and low-income individuals and will be scheduled at different times of the day and week in order to accommodate various work and family commitments. Translators will be made available where needed to ensure full access to the process by non-English speakers. In addition to these steps taken for meetings and hearings, other efforts will be taken to involve minority and low-income communities during the public comment period for the Draft EIS/EIR. These efforts will include, but not be limited to, posting of notices in Spanish and English in minority and low-income communities, publication of notices in Spanish language newspapers, and the production of a comprehensive summary of the Draft EIS/EIR in Spanish. These efforts during circulation of the Draft EIS/EIR are seen by LAWA as the starting point for development of an ongoing process to engage communities in decisions regarding mitigation of current and future environmental impacts associated with past, present and future actions at LAX.

## **2.0 GENERAL APPROACH AND METHODOLOGY**

The environmental justice analysis (see Section 4.4.3, *Environmental Justice*) follows the guidance outlined in Department of Transportation Order 5610.2—*Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (April 15, 1997). The FAA is in the process of developing more specific procedures for incorporating the goals of the DOT Order and the Executive Order into review of airport projects; however, this guidance is not yet available. Therefore, this analysis also reflects guidance found in the Council on Environmental Quality's, *Environmental Justice Guidance Under the National Environmental Policy Act* (CEQ Guidance, December 10, 1997), and EPA's *Final*

*Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses* (EPA Guidance, April, 1998).<sup>3</sup>

The DOT Order defines a “disproportionately high and adverse effect on minority and low-income populations” as an adverse effect that “(1) is predominantly borne by a minority population and/or low-income population; or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or low-income population.” The DOT Order also states that “[i]n making determinations regarding disproportionately high and adverse effects . . . mitigation and enhancement measures . . . and all offsetting benefits to the affected minority and low-income population may be taken into account . . .”

The environmental justice analysis (see Section 4.4.3, *Environmental Justice*) first identifies significant adverse impacts associated with each of the Master Plan alternatives. Next, the analysis assesses the extent to which these impacts fall on minority and/or low-income populations, and makes a preliminary finding as to whether any of the significant environmental effects identified might fall disproportionately on these communities. Finally, the analysis suggests some possible ways in which these impacts could be avoided, reduced, eliminated, or offset. Although the FAA ordinarily uses a No Action baseline for impact assessment under NEPA, certain analysis within this section, such as noise, use a 1996 environmental baseline for identifying environmental justice impacts. For the purposes of the environmental justice evaluation of noise impacts, the environmental baseline is being used by the FAA and LAWA to support a uniform approach that will address the requirements of both NEPA and CEQA. This represents a more conservative approach and is also consistent with the approach being taken in this EIS/EIR to identify areas that would qualify for participation in LAWA's Aircraft Noise Mitigation Program.

The environmental justice mitigation program (see Section 4.4.3, *Environmental Justice*) will be developed in conjunction with the affected communities based on response to this analysis and other public input. Where adverse impacts are identified through FAA's NEPA process and fall disproportionately on minority and low-income populations, general approaches to addressing environmental justice concerns through mitigation, enhancements, and other offsetting benefits are described. FAA and LAWA will work with the affected communities to develop mitigation programs tailored to the needs of these communities prior to final project approval. The preliminary conclusions of this analysis will be reassessed once this mitigation program is fully developed and adopted. Should the FAA conclude that disproportionately high and adverse human health and environmental effects on minority and low-income populations would still occur as a result of the LAX Master Plan, findings under the DOT Order would have to be made prior to project approval.

## 2.1 Analysis of Impacts

The identification of potential disproportionately high and adverse impacts takes as its starting point the identification of adverse environmental impacts in other sections of this document and the mitigation proposed in those sections to address significant impacts. Both the severity of adverse impacts and the effectiveness of mitigation proposed in other sections of the document have been reassessed as they specifically relate to minority and low-income communities. The environmental justice analysis is intended to identify any significant adverse impacts that disproportionately affect minority and/or low-income communities as well as any situations in which proposed mitigation may be inadequate to fully address impacts to minority and/or low-income communities.

## 2.2 Demographic Analysis

A key step in the environmental justice analysis is to identify the minority and low-income communities that might be affected by the proposed project. The study area, defined as the area in which the collective environmental effects resulting from the Master Plan alternatives would be likely to occur, extends beyond the areas immediately adjacent to LAX to include those neighborhoods potentially affected by aircraft noise (defined by the future aircraft noise contours) and aircraft or airport-related emissions, as well as airport-related traffic impacts, including congestion, noise and air pollution, and

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<sup>3</sup> SCAG recently issued guidelines for conducting environmental justice analyses of transportation plans and programs, “Compliance Procedure for Environmental Justice in the Planning Process” (Oct. 2000). These procedures follow guidance developed by the Federal Highway Administration (FHWA) for use by Metropolitan Planning Organizations like SCAG. Neither FHWA nor SCAG guidance is directly applicable to the review of the LAX Master Plan by the FAA. Highway and transit components of the LAX Master Plan will be subject to an environmental justice analysis as part of SCAG's Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) as well as through this EIS/EIR.

## **F. Environmental Justice**

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safety. For purposes of the demographics analysis, and due to the size of the study area, its outer boundaries have been drawn along the boundaries of potentially affected census tracts. The study area includes portions of the following jurisdictions: Los Angeles, El Segundo, Inglewood, Hawthorne, and unincorporated areas of Los Angeles County. This area, comprised of 70 census tracts, is shown on **Figure 1**, Environmental Justice Study Area.

In order to assess impacts on minority and low-income populations at a neighborhood or sub-community level, the environmental justice analysis identified minority and low-income census tracts within the study area. This allowed comparison with other census tracts within the overall study area where necessary to determine if impacts might be more severe or of greater magnitude within the minority or low-income areas.<sup>4</sup>

Data from the 1990 U.S. Census was used to identify minority and low-income status within the study area. U.S. Census data was deemed to be the most reliable and detailed source of demographic information currently available.<sup>5</sup> Consistent with guidance developed by the federal Interagency Working Group established by Executive Order 12898, minority communities were identified where the minority population of a census tract is greater than 50 percent.<sup>6</sup>

DOT Order 5610.2 defines low-income populations as those individuals whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines, which is \$17,050 for a family of four in the year 2000. The 1990 U.S. Census data used in this analysis reported families below the poverty level based on \$12,674 for a family of four in 1989. Because 1990 U.S. Census data was deemed to be the most reliable information currently available, and since applying the current poverty level to 1990 income levels would not produce an accurate estimate of the number of families currently below the poverty level, the demographic analysis identified low-income populations based on

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<sup>4</sup> In some cases the minority census tracts correspond with boundaries of political jurisdictions, while in other cases they represent areas developed for the Census that do not necessarily reflect a cohesive community. Nonetheless, for ease of reference minority and low-income census tracts are identified as “communities” throughout this analysis.

<sup>5</sup> Because the official census data is ten years old and results of the 2000 U.S. Census are not yet available, updated estimates were obtained from Claritas, a widely used vender of demographic and economic data, in order to identify more recent trends and assess the reliability of the 1990 data. In general, these year 2000 estimates suggest that the population within the study area has increased by approximately 10 percent (from 345,287 to 379,543) since 1990 with a higher proportion of Hispanic individuals and a lower proportion of Non-Hispanic White individuals. Although these trends are notable, they do not materially change the patterns of minority and low-income populations analyzed in this section using 1990 U.S. Census data. Should Census 2000 data indicate a significant change in the demographic composition of census tracts within the study area, the analysis of impacts to minority communities will be reevaluated.

<sup>6</sup> “Minority” is defined by census guidelines as a person who is: Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or Southern American, or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or, American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition). For this analysis, minorities were identified as all Non-White and/or Hispanic individuals.





the 1989 poverty level.<sup>7</sup> For purposes of this environmental justice analysis, if a particular census tract's proportion of population below poverty level according to the 1990 U.S. Census is greater than that of Los Angeles County as a whole (15 percent), the census tract is considered to be low-income.

## **2.3 Basis of Comparison**

For the purpose of the analysis, the assessment of disproportionate impacts was based on a comparison between affected and non-affected (or less-affected) areas, and looked at whether impacts fall predominantly or more severely on minority and low-income communities. Where impacts fall more or less equally on everyone within a geographically-defined community (for example, noise and air pollution), a comparison of this kind was deemed to be more relevant than the kind of statistical analysis typically used in Title VI investigations.<sup>8</sup> If impacts fall predominantly (or more severely) on minority or low-income communities, the impact may be disproportionate.

## **3.0 AFFECTED ENVIRONMENT/ENVIRONMENTAL BASELINE**

### **3.1 Historic Background**

Mines Field, the predecessor of LAX, was leased by the City of Los Angeles in 1920 for use as an airfield with one east-west 2,000-foot runway and two hangars. In 1937, the City of Los Angeles purchased Mines Field, and a series of airport expansions began. At that time and up to the advent of commercial jet service in 1959, residential and other land use development occurred around the airport without notable conflict with airport operations. In the 1960s, however, with construction of a new north runway complex and the growth in jet aircraft operations, aircraft noise could no longer be contained within the airport boundary, and land use compatibility issues arose. Since the early 1960s, efforts have been ongoing to reconcile airport operations with the needs of surrounding communities.

From the early 1960s to the early 1970s, areas exposed to high noise levels from LAX were predominantly White. Airport acquisition of residential areas west and north of LAX, coupled with demographic shifts, have resulted in a reversal of that situation. For example, until the mid-1960s, the city of Inglewood was almost exclusively White and still maintained a 77 percent White majority by 1970. However, by 1980, the minority population had increased to nearly 75 percent in the City of Inglewood.<sup>9</sup>

The FAA and the City of Los Angeles, through LAWA (also known as the Los Angeles City Department of Airports), has a long-running interest in the environmental impacts of LAX on the City of Inglewood. In the early 1970s the City of Los Angeles instituted the so-called "Over-the-Ocean" approach for nighttime aircraft operations from 12:00 midnight to 6:00 a.m. This was done in an effort to reduce the noise impacts of aircraft over-flying the communities to the east of the airport, including the City of Inglewood. The City of Los Angeles prepared one of the first Airport Noise Compatibility Programs (NCP) pursuant to the Aviation Safety and Noise Abatement Act of 1979. The NCP for LAX was approved by the FAA on April 4, 1985. Since 1986, the FAA has provided approximately \$85.7 million to the City of

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<sup>7</sup> Because both the definition of poverty level and the number of households falling below that threshold likely will change with the 2000 U.S. Census, updated Claritas estimates were used to predict possible changes in the low-income communities identified for purposes of this environmental justice analysis. Based on Claritas data, the proportion of households with annual incomes of \$15,000 or less has declined substantially over the past decade, from 22.7 percent in 1990 to 17.4 percent in 2000. This is part of an overall economic shift within the study area, in which the proportion of households earning more than \$50,000 annually has gone from 24.9 percent in 1990 to 40.1 percent in 2000. The decline in the number of households below the poverty level also reflects trends in the national poverty rate, which currently is at its lowest level in the past two decades (D'Vera Cohn, *The Washington Post*, September 27, 2000; Page A02). This suggests that use of 1990 U.S. Census data is unlikely to result in underestimating the low-income population within the study area. However, it is possible that shifts in population or income status within the area could result in changes to the census tracts defined as "low-income" for purposes of this environmental justice analysis. Should Census 2000 data indicate a significant change in the income composition of census tracts within the study area, the analysis of impacts to low-income communities will be reevaluated.

<sup>8</sup> For example, in investigating whether the State of Louisiana violated Title VI in permitting facilities subject to the toxic release inventory (TRI), EPA looked at the percentage of African-Americans in Proximity to TRI facilities and compared these statistics with the percentage of African-Americans in the statewide population. See "Draft Revised Guidance for Investigating Title VI Administrative Complaints Challenging Permits" (June 16, 2000). A related method evaluates whether project impacts fall on minority and low-income individuals at a statistically higher rate than on non-minority and higher-income individuals (or on the population at large). For example, a comparison of lifetime cancer risks among minority and low-income populations compared with the cancer risk of the statewide population might reveal a statistically significant difference which in turn could suggest that minority and low-income populations were disproportionately exposed to carcinogens.

<sup>9</sup> City of Inglewood, Inglewood General Plan Housing Element, May 1993.

## F. Environmental Justice

Inglewood through federal grants. The City of Los Angeles, through LAWA, has provided approximately \$23.3 million to the City of Inglewood as the matching funds for federal grants. The FAA approved an application at LAX to use \$440 million in Passenger Facility Charge funds for additional noise mitigation including sound insulation and land acquisition. The initial grants given to the City of Inglewood were used to acquire noise-impacted land within the 65 CNEL noise contour and the land use subsequently changed. Included in the \$85.7 million total, recent federal grants provided to the City of Inglewood are specifically for residential sound insulation. In 1998, the Secretary of the U.S. Department of Housing and Urban Development issued a Certificate of National Merit to the Century Project Area – Inglewood, California for work accomplished by the FAA and the City of Inglewood in reducing the number of people affected by airport noise of 65 CNEL and greater through land use changes.

### 3.2 Los Angeles County Demographics

Los Angeles County provides a context for population, ethnicity and income status. According to the 1990 census, the county has a total population of 8,863,164 and is comprised of 41.0 percent White; 37.3 percent Hispanic; 10.7 percent Black/African American; 10.4 percent Asian/Pacific Islander; 0.5 percent American Indian, Eskimo, and Aleut; and 0.2 percent Other Race. Los Angeles County's aggregate minority population is 59 percent, while 15 percent of the population is below the defined poverty level.<sup>10</sup>

### 3.3 Study Area Demographics

The total population in the study area is 345,287 according to the 1990 Census. According to the census, the study area has a population that is 41.6 percent Black/African American; 32.2 percent Hispanic; 21.9 percent White; 0.2 percent American Indian, Eskimo, and Aleut; 3.8 percent Asian/Pacific Islander; and 0.3 percent Other Race. Other population characteristics for the study area are shown in **Table 2**, Demographic Characteristics of Study Area.

Table 2

Demographic Characteristics of Study Area

Percent Speaking English at Home	Percent Speaking Spanish at Home	Percent Speaking Other Language at Home	Percent Age 65 and Above	Percent with Children in Household	Percent Unemployed
64.6%	30.0%	5.3%	8.0%	35.7%	9.2%

Source: 1990 U.S. Census STF3

Demographic data identifies both the total numbers and general distribution of minority and low-income populations. At the individual census tract level, 54 of the 70 total census tracts within the study area are considered to be minority, meaning that they have more than 50 percent minority population. The geographic distribution of these census tracts within the study area is illustrated in **Figure 2**, Minority Census Tracts Within the Study Area. This data reveals a readily discernible pattern of minority and low-income communities in the areas surrounding LAX. While the areas to the north and south of LAX are predominantly non-minority, the area east of I-405 within the study area is predominantly minority. Furthermore, within these areas east of I-405 minority populations are heavily concentrated: 39 of the 70 minority census tracts within the study area have minority percentages greater than 90 percent. The uneven distribution of minorities throughout the study area, as evidenced by the data showing that most census tracts have less than 20 percent or greater than 90 percent minorities, increases the potential for differential impacts on minorities and non-minorities.

As shown in **Table 3**, Minority and Low-Income Census Tracts Within Study Area, at the individual census tract level, 33 of the 70 total census tracts within the Impact Study Area are considered to be low-income (having more than 15 percent of the resident population below poverty level). The geographic distribution of low-income census tracts is illustrated in **Figure 3**, Low-Income Census Tracts Within the Study Area.

<sup>10</sup> Based on year 2000 data from Claritas, there has been a greater than eight percent increase in the aggregate minority population within Los Angeles county, due in large part to a seven percent increase in Hispanic populations.





It should be noted that 32 of the 33 census tracts identified as being low-income are also minority communities (defined as greater than 50 percent minority).

**Table 3**  
**Minority and Low-Income Census Tracts Within Study Area**

Tract	Total Population	Non-Minority Population	Minority Population	Percent Minority	Minority Census Tract	Base Population	Population Above Poverty	Population Below Poverty	Percent Below Poverty	Low-Income Census Tract
United States	248,709,873	188,424,773	60,285,100	24.24		241,977,859	210,234,995	31,742,864	13.11	
California	29,760,021	17,093,961	12,666,060	42.56		29,003,219	25,375,634	3,627,585	12.51	
Los Angeles County	8,863,164	3,634,722	5,228,442	58.99		8,682,078	7,373,823	1,308,255	15.06	
Total Study Area	468,428	86,775	381,653	81.48		460,766	364,479	96,287	20.89%	
235201	2,557	96	2,461	96.25	Yes	2,550	2,098	452	17.73%	Yes
235202	5,084	118	4,966	97.68	Yes	5,020	3,747	1,273	25.36%	Yes
2377	7,265	51	7,214	99.30	Yes	7,162	4,039	3,123	43.61%	Yes
2378	3,781	110	3,671	97.09	Yes	3,735	2,993	742	19.87%	Yes
2379	3,617	29	3,588	99.20	Yes	3,556	2,995	561	15.78%	Yes
2380	6,240	80	6,160	98.72	Yes	6,142	5,343	799	13.01%	No
2381	4,472	88	4,384	98.03	Yes	4,469	3,415	1,054	23.58%	Yes
2382	4,840	56	4,784	98.84	Yes	4,773	3,831	942	19.74%	Yes
2383	9,643	82	9,561	99.15	Yes	9,466	5,168	4,298	45.40%	Yes
2384	4,539	120	4,419	97.36	Yes	4,510	4,159	351	7.78%	No
2403	5,710	93	5,617	98.37	Yes	5,676	3,682	1,994	35.13%	Yes
2404	5,660	61	5,599	98.92	Yes	5,574	3,703	1,871	33.57%	Yes
2412	4,754	110	4,644	97.69	Yes	4,674	4,082	592	12.67%	No
2413	3,134	16	3,118	99.49	Yes	3,112	2,334	778	25.00%	Yes
275312	236	164	72	30.51	No	236	190	46	19.49%	Yes
2756	3,440	1,350	2,090	60.80	Yes	3,427	3,109	318	9.28%	No
2760	5,266	4,332	934	17.74	No	5,251	5,132	119	2.27%	No
2764	3,728	3,129	599	16.07	No	3,713	3,617	96	2.59%	No
2765	4,294	2,835	1,459	33.98	No	1,661	1,507	154	9.27%	No
276601	3,408	2,819	589	17.28	No	3,400	3,283	117	3.44%	No
276602	7,527	6,196	1,331	17.68	No	7,495	7,085	410	5.47%	No
2770	5,006	4,222	784	15.66	No	5,006	4,925	81	1.62%	No
2771	2,947	2,250	697	23.65	No	2,927	2,706	221	7.55%	No
2772	3,400	1,390	2,010	59.12	Yes	3,364	2,901	463	13.76%	No
2774	3,591	1,410	2,181	60.74	Yes	3,591	3,276	315	8.77%	No
2780	2,460	1,772	688	27.97	No	2,460	2,194	266	10.81%	No
2781	2,936	2,604	332	11.31	No	2,936	2,685	251	8.55%	No
6001	6,551	88	6,463	98.66	Yes	6,521	4,289	2,232	34.23%	Yes
600201	4,404	15	4,389	99.66	Yes	4,355	2,443	1,912	43.90%	Yes
600202	5,685	35	5,650	99.38	Yes	5,648	4,066	1,582	28.01%	Yes
600301	6,828	19	6,809	99.72	Yes	6,805	3,665	3,140	46.14%	Yes
600302	3,474	32	3,442	99.08	Yes	3,413	3,044	369	10.81%	No
6004	4,102	76	4,026	98.15	Yes	4,085	3,535	550	13.46%	No
600501	2,795	120	2,675	95.71	Yes	2,792	2,621	171	6.12%	No
600502	2,079	77	2,002	96.30	Yes	2,060	1,947	113	5.49%	No
600601	2,831	45	2,786	98.41	Yes	2,818	2,550	268	9.51%	No
600602	3,288	31	3,257	99.06	Yes	3,220	2,153	1,067	33.14%	Yes
600701	4,862	559	4,303	88.50	Yes	4,850	4,546	304	6.27%	No
600702	3,444	104	3,340	96.98	Yes	3,415	2,955	460	13.47%	No
600801	3,316	79	3,237	97.62	Yes	3,303	3,087	216	6.54%	No
600802	2,748	369	2,379	86.57	Yes	2,674	2,306	368	13.76%	No
600902	6,452	570	5,882	91.17	Yes	6,296	5,105	1,191	18.92%	Yes
601001	2,306	497	1,809	78.45	Yes	2,200	1,919	281	12.77%	No
601002	4,761	345	4,416	92.75	Yes	4,735	3,935	800	16.90%	Yes
6011	6,339	301	6,038	95.25	Yes	6,178	4,793	1,385	22.42%	Yes
601202	3,370	478	2,892	85.85	Yes	3,345	2,716	629	18.80%	Yes
601211	2,784	394	2,390	85.85	Yes	2,784	2,372	412	14.80%	No
601212	5,935	417	5,518	92.97	Yes	5,930	4,560	1,370	23.10%	Yes
601302	6,838	706	6,132	89.68	Yes	6,818	5,490	1,328	19.48%	Yes
601303	4,632	253	4,379	94.54	Yes	4,578	4,060	518	11.31%	No
601401	5,850	841	5,009	85.62	Yes	5,351	4,469	882	16.48%	Yes
601402	5,121	751	4,370	85.33	Yes	5,098	4,620	478	9.38%	No
6015	8,127	406	7,721	95.00	Yes	8,106	6,503	1,603	19.78%	Yes
6016	4,778	390	4,388	91.84	Yes	4,771	3,700	1,071	22.45%	Yes

**Table 3**  
**Minority and Low-Income Census Tracts Within Study Area**

Tract	Total Population	Non-Minority Population	Minority Population	Percent Minority	Minority Census Tract	Base Population	Population Above Poverty	Population Below Poverty	Percent Below Poverty	Low-Income Census Tract
6017	6,201	439	5,762	92.92	Yes	6,114	4,073	2,041	33.38%	Yes
6018	8,200	476	7,724	94.20	Yes	8,113	5,921	2,192	27.02%	Yes
6019	7,489	181	7,308	97.58	Yes	7,477	5,343	2,134	28.54%	Yes
602001	8,045	443	7,602	94.49	Yes	8,015	6,677	1,338	16.69%	Yes
602002	2,622	426	2,196	83.75	Yes	2,603	1,880	723	27.78%	Yes
602101	9,310	1,842	7,468	80.21	Yes	9,162	7,469	1,693	18.48%	Yes
602102	8,219	2,862	5,357	65.18	Yes	8,196	7,326	870	10.61%	No
6022	5,332	3,037	2,295	43.04	No	5,272	4,695	577	10.94%	No
602501	8,705	2,156	6,549	75.23	Yes	8,632	7,577	1,055	12.22%	No
6027	3,112	174	2,938	94.41	Yes	3,047	2,823	224	7.35%	No
6028	8,187	189	7,998	97.69	Yes	8,107	5,809	2,298	28.35%	Yes
6200	6,797	5,787	1,010	14.86	No	6,754	6,404	350	5.18%	No
6201	8,426	7,121	1,305	15.49	No	8,387	8,094	293	3.49%	No
7026	6,280	4,739	2,631	32.50	No	6,131	5,945	186	3.03%	No
703001	5,127	2,041	2,496	48.70	No	5,127	4,957	170	3.32%	No

Source: 1990 U.S. Census

### 3.4 Existing Conditions

As described above, and as illustrated in **Figure 2** and **Figure 3**, minority and low-income residential communities within the study area are currently concentrated east of LAX, separated from the airport by predominantly commercial and industrial airport-related land uses and the I-405 freeway. In contrast, residential areas of El Segundo and Playa del Rey/Westchester, to the immediate north and south of the airport, do not have high concentrations of minority or low-income populations. LAX has always had an east-west runway configuration to take advantage of the prevailing wind pattern and to maximize efficient use of airspace. The combination of the long-standing runway orientation and more recent changes in the demographic patterns in the area around LAX means that minority and low-income residential communities are directly under the primary arrival flight path. The primary impacts on minority and low-income communities from current airport operations are therefore mostly associated with aircraft noise and air emissions. While residential areas of El Segundo and Playa del Rey/Westchester directly adjacent to the airport are also exposed to high levels of side-line noise, the areas of exposure are much smaller in comparison to the noise-impacted residential communities to the east. El Segundo and Playa del Rey/Westchester are exposed to other impacts from airport operations, including surface traffic congestion and emissions, ground level noise, and visual intrusions. Further details regarding existing conditions for individual environmental topics are discussed below under 4.4.3.4, *Environmental Consequences*, and under their respective section headings in Chapter 4, *Affected Environment, Consequences, and Mitigation Measures*, of the Draft EIS/EIR.

### 3.5 Existing Environmental Conditions

The following provides a brief assessment of existing environmental conditions affecting minority and low-income populations in the study area. Further details regarding existing conditions for the issues discussed below are provided in the Draft EIS/EIR under their respective section headings in Chapter 4. The primary effects from LAX that currently relate to minority and low-income communities within the study area are associated with aircraft noise, and air quality.

#### Aircraft Noise Levels

Corresponding to the runway configuration described above, most of the noise impacts from aircraft operations occur to the east and west of the airport. An advantage of the airport's proximity to the Pacific Ocean and the relatively consistent wind patterns is that aircraft normally can take off over the ocean, thus, reducing noise impacts to residential areas. Consequently, most of arriving flights approach LAX from the east. Additionally, nighttime operational procedures call for both takeoffs and approaches over the ocean, further reducing noise impacts to residential areas. During periods when the wind direction

shifts (approximately 6 percent of the time) planes arrive from the west (over the ocean) and depart over the communities to the east. As a result of the runway orientation and the fact that most of the noise contours to the west fall over the ocean, the minority and low-income communities to the east bear the greatest burden of aircraft noise from LAX. Based on 1996 conditions, of the approximately 49,000 individuals exposed to significantly high noise levels (65 CNEL or greater), an estimated 76 percent were minority and/or low-income and over 60 percent (or most) of the area within the 65 CNEL noise contour is in minority communities. See **Figure 4**, 1996 Baseline 65 CNEL Noise Contour.

Although there has been progress under the Aircraft Noise Mitigation Program (ANMP) within minority and low-income communities, large areas remain exposed to high noise levels. Of the estimated \$485 million dollars committed to noise mitigation (sound insulation or property acquisition) by LAWA and the FAA between 1984 and 1999, approximately 94 percent of the funding has been directed toward predominantly minority and/or low-income areas.<sup>11</sup> Of the approximately 2,840 residential units within the ANMP boundaries that have been converted from incompatible to compatible use (either through sound insulation or acquisition), as reported by LAWA in September 2000, approximately 60 percent of the mitigation has occurred in minority and/or low-income areas, even though minority and low-income communities constitute more than 80 percent of the noise-impacted area.<sup>12</sup> This somewhat slower rate of progress in mitigating noise impacts within minority and/or low-income communities despite a greater share of available funding is largely the result of decisions made by local leaders or community members to pursue an acquisition approach instead of sound insulation. Acquisition typically involves higher costs per unit as an initial investment, and a longer timetable for implementation. Implementation of the current ANMP also has been hampered by the existence of substandard or non-code compliant housing stock in some of the most heavily noise-impacted areas. Additionally, sizeable residential areas within these communities are zoned or designated for non-residential use. Under the ANMP's criteria, sound insulation is not undertaken for residential properties that are intended, based on current zoning and/or land use designations, to be converted to non-residential use.

### **Air Quality**

LAX is located in the South Coast Air Basin, an area with some of the most severe air quality problems in the nation. The South Coast Air Basin currently fails to attain national and state standards for ozone, particulate matter (PM<sub>10</sub>) and carbon monoxide (CO), and only recently has been designated as being in attainment of national standards for nitrogen dioxide (NO<sub>2</sub>). These pollutants, along with lead and sulfur dioxide (SO<sub>2</sub>), are known as "criteria pollutants." Some pollutants, such as ozone (O<sub>3</sub>), are more regional in the nature of their impacts and affect the entire South Coast Air Basin, while others, like CO, typically have more localized impacts. The air quality analysis conducted for the LAX Master Plan has identified existing pollutant concentrations on and around the airport that exceed national and state standards for O<sub>3</sub>, and state standards for PM<sub>10</sub>. Many stationary sources of emissions contribute to these air pollution concentrations, including the Chevron El Segundo Refinery, Los Angeles Department of Water and Power Scattergood Generating Station, Southern California Edison El Segundo Generating Station, and Hyperion Treatment Plant. Furthermore, over 60 percent of total criteria pollutant emissions in the South Coast Air Basin originate from on-road motor vehicles. LAX is located near two major freeways (I-405 and I-105) and a number of major arterial roadways, which carry a substantial amount of non-airport traffic. Aircraft operating at LAX contribute less than one percent of the basin-wide emissions of CO, Oxides of Nitrogen (NO<sub>x</sub>), Volatile Organic Compounds (VOC), SO<sub>2</sub>, and PM<sub>10</sub>; however the overall poor air quality in the South Coast Air Basin makes even incremental increases in emissions a cause for public concern.<sup>13</sup>

### **Health Risk**

Recently, concern about the levels of toxic air pollutants (TAPs) in this region has been growing. Human health risk associated with TAPs focuses on cancer risk and non-cancer health hazards, such as respiratory irritation and other lung disorders. As further described in Draft EIS/EIR Section 4.24.1, *Human Health Risk Assessment*, there are no federal standards for ambient concentrations of TAPs, and existing health risks in the area attributable to LAX sources could not be directly calculated. Based on a recent study by SCAQMD (MATES II), the central and east central portions of Los Angeles County

<sup>11</sup> LAWA, Community Affairs Office.

<sup>12</sup> The noise impact area discussed in this analysis refers to the area over land outside of the current and proposed airport boundaries that would be exposed to high noise levels.

<sup>13</sup> For example, because the South Coast Air Basin is classified as an "extreme" nonattainment area for ozone, federally-supported projects with emissions of 10 tons per year of ozone precursors must undertake a "general conformity" analysis, while in other parts of the country, emissions of less than 100 tons per year are considered *de minimis*.



## ***F. Environmental Justice***

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appear to have the greatest estimated health risk from toxic air pollutants. These areas also contain the heaviest concentrations of minority and low-income communities. Based on the SCAQMD study, the greatest contributors to risk include on-road mobile sources (70 percent), followed by other mobile sources including ships, aircraft, and off-road construction vehicles (20 percent). Screening level air dispersion modeling conducted for the LAX Master Plan environmental analysis indicates that the areas of greatest toxic air pollutant exposure associated with airport activities are confined to the airport property. Health risks associated with airport-related emissions, however may affect some residents, schools, hospitals and nursing homes in nearby areas with increased risks falling within an area running east-northeast over six miles (past the I-110 freeway). As noted above, because children typically are more sensitive to environmental hazards, greater health risks to children may exist in these areas.

### **Surface Transportation**

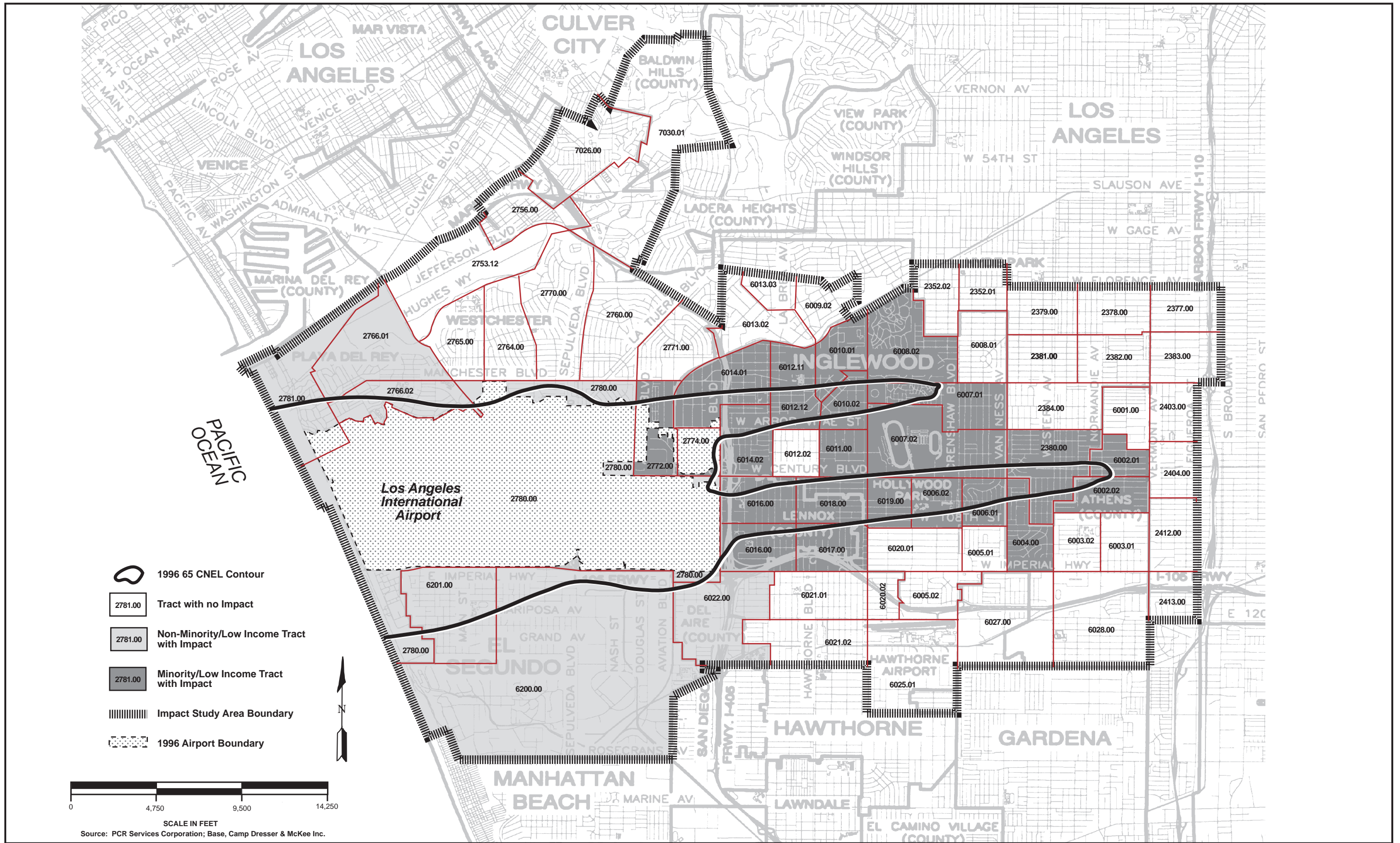
Under current conditions, surface transportation systems in the vicinity of LAX are operating poorly during many periods of the day. A substantial amount of traffic off-loads from the freeway system to local and arterial streets for airport access, adding to congested conditions in the immediate LAX vicinity. Traffic congestion on arterial streets is most concentrated in areas to the north of LAX. Although LAX traffic moves throughout the local road network, this traffic is most concentrated on roadways in the immediate LAX vicinity, and is not expected to significantly affect local roadways in minority and low-income communities east of I-405. A full presentation of existing traffic conditions is provided in Draft EIS/EIR Section 4.3.2, *Off-Airport Surface Transportation*.

Although specific data on the transportation modes used by minority and/or low-income populations to access the airport as passengers or employees is not readily available, it can be inferred from overall statistics that a high percentage of these populations depend on public transportation. It has been estimated that 80 percent of public transit users in the Los Angeles area are minority, and 69 percent of bus users have incomes below the poverty line.<sup>14</sup> Currently access to the airport for public transit users is provided by Los Angeles County Metropolitan Transit Authority (MTA), Santa Monica Municipal Bus Line (SMMBL), Culver City Municipal Bus Line (CCMBL), and Torrance Transit. MTA currently operates seven regular transit routes and two express routes to LAX. CCMBL, SMMBL, and Torrance Transit each have one route serving the LAX Transit Center located near Lot C at LAX. The LAX Transit Center is an important hub for the area and serves as a point of transfer for many whose destination is not LAX. Typical weekday demands at the LAX Transit Center totals 4,599 boardings and 4,435 alightings.

Bus transit for the minority communities in the study area is primarily provided by four MTA bus lines that have direct access to the LAX Transit Center. The Florence Avenue bus line (111 and 311-Limited) begins east of the community of Florence and runs through the City of Inglewood to the LAX Transit Center. The Manchester Boulevard bus line (315-Limited) begins east of I-110 and runs through Inglewood to the LAX Transit Center, then continues westward to Pacific Avenue. The Century Boulevard bus line (117) begins east of I-110 and runs through South Central Los Angeles and Inglewood to the LAX Transit Center. The Imperial Highway bus line (120) begins east of I-110 and runs through Inglewood, Lennox, Hawthorne, to the LAX Transit Center. In addition, the MTA Green Line rail line serves residents east of LAX from communities east of I-110 and runs to Aviation Boulevard, where the Westchester Shuttle (625) transports passengers to LAX. For employees and passengers arriving at the LAX Transit Center by bus, most transfer to shuttles running to and from the Central Terminal Area. A smaller number of riders transfer to other public transit buses. With bus ridership expanding for the transit providers using the Center, by the year 2015 passenger activity at the LAX Transit Center is expected to more than double, even without the LAX Master Plan.

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<sup>14</sup> Garcia, Robert, "Mean Streets," August 25, 2000.



Los Angeles International Airport Master Plan

1996 Baseline 65 CNEL Noise Contour

Figure 4

Based on data for employees at LAX, the largest concentrations of employees reside in Inglewood (2,304), Hawthorne (2,117), Long Beach (2,103) and Westchester (1,763).<sup>15</sup> LAWA has an Employee Commute Program that includes vanpooling, rideshare and public transit components. Participation in the program is highest for employees, approximately 400, who use vanpooling to access work from locations generally over 30-miles away where use of carpool lanes to reduce commute times is a strong incentive. Participation in carpooling and public transit components is much lighter, with approximately 50 workers using each. The public transit component is intended to benefit those employees who use the bus or light rail as their primary mode of transportation (50 percent or more) to and from work. Qualifying participants have until recently received a \$15.00 monthly subsidy. In a recent effort to boost participation, this subsidy was raised by LAWA to \$50.00 a month. Although there are sizeable concentrations of workers in nearby communities, there are currently no airport-sponsored transportation programs that target employees in these areas.

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<sup>15</sup> LAWA, July 2000. These statistics are based on data for employees working at LAX with security badges, who represent the vast majority of individuals employed at the airport by LAWA and airport tenants. There are approximately 59,000 employees with badges, with 31,972 residing in Los Angeles County.

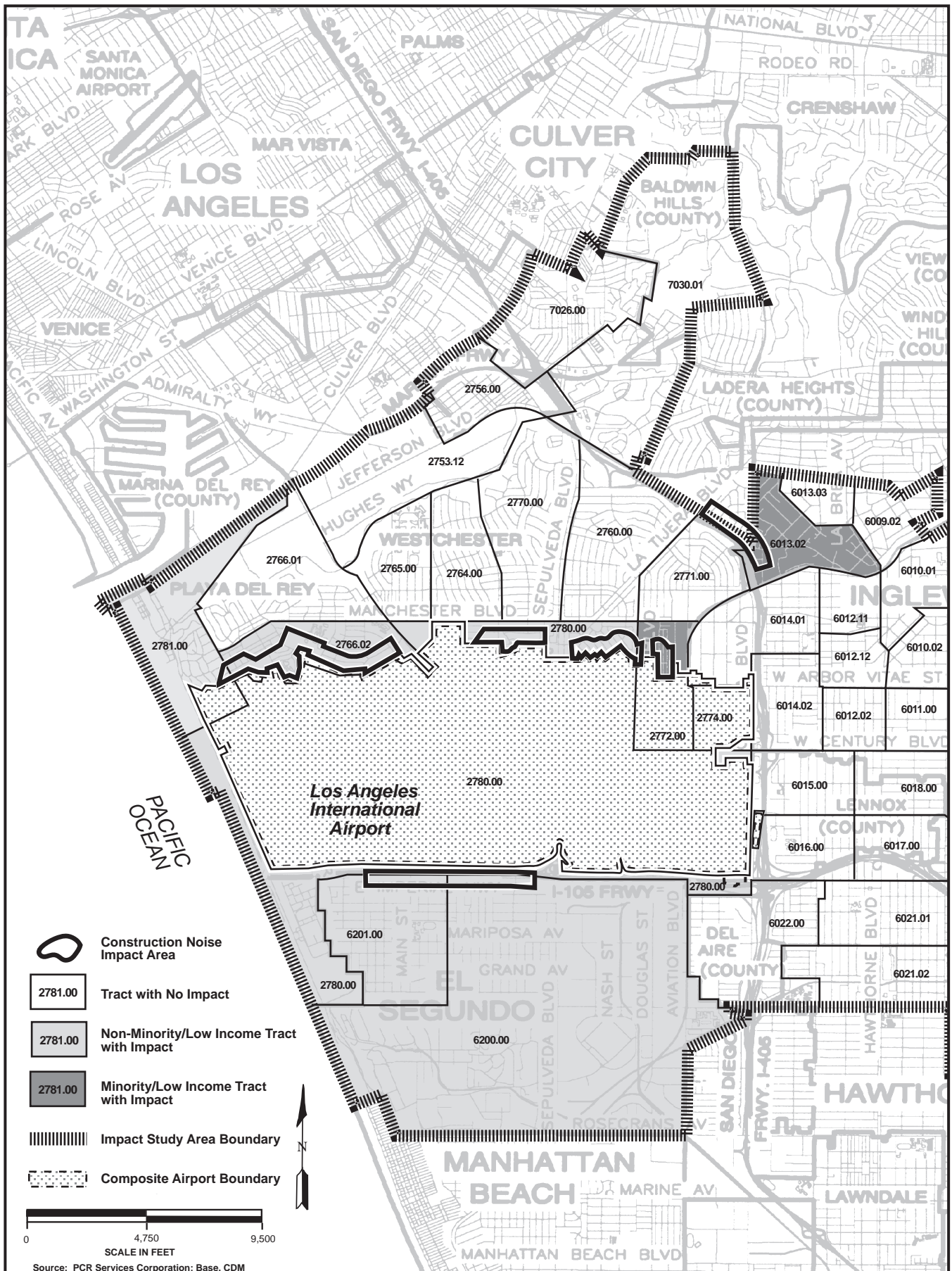
## ***F. Environmental Justice***

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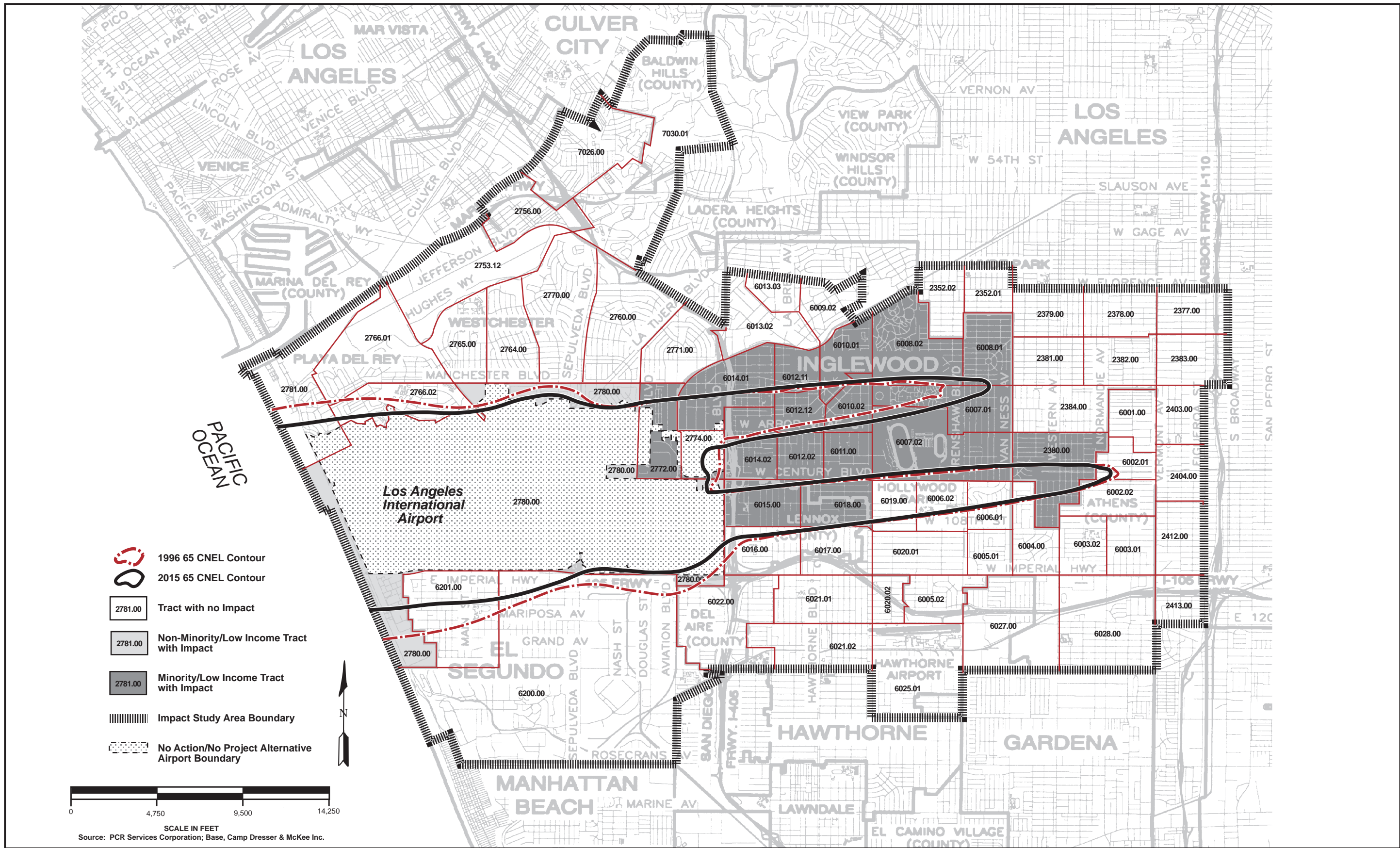
**Attachment 1**  
**Environmental Justice Environmental Impacts Figures**



**Los Angeles International Airport  
Master Plan**

**Construction Noise Exposure**

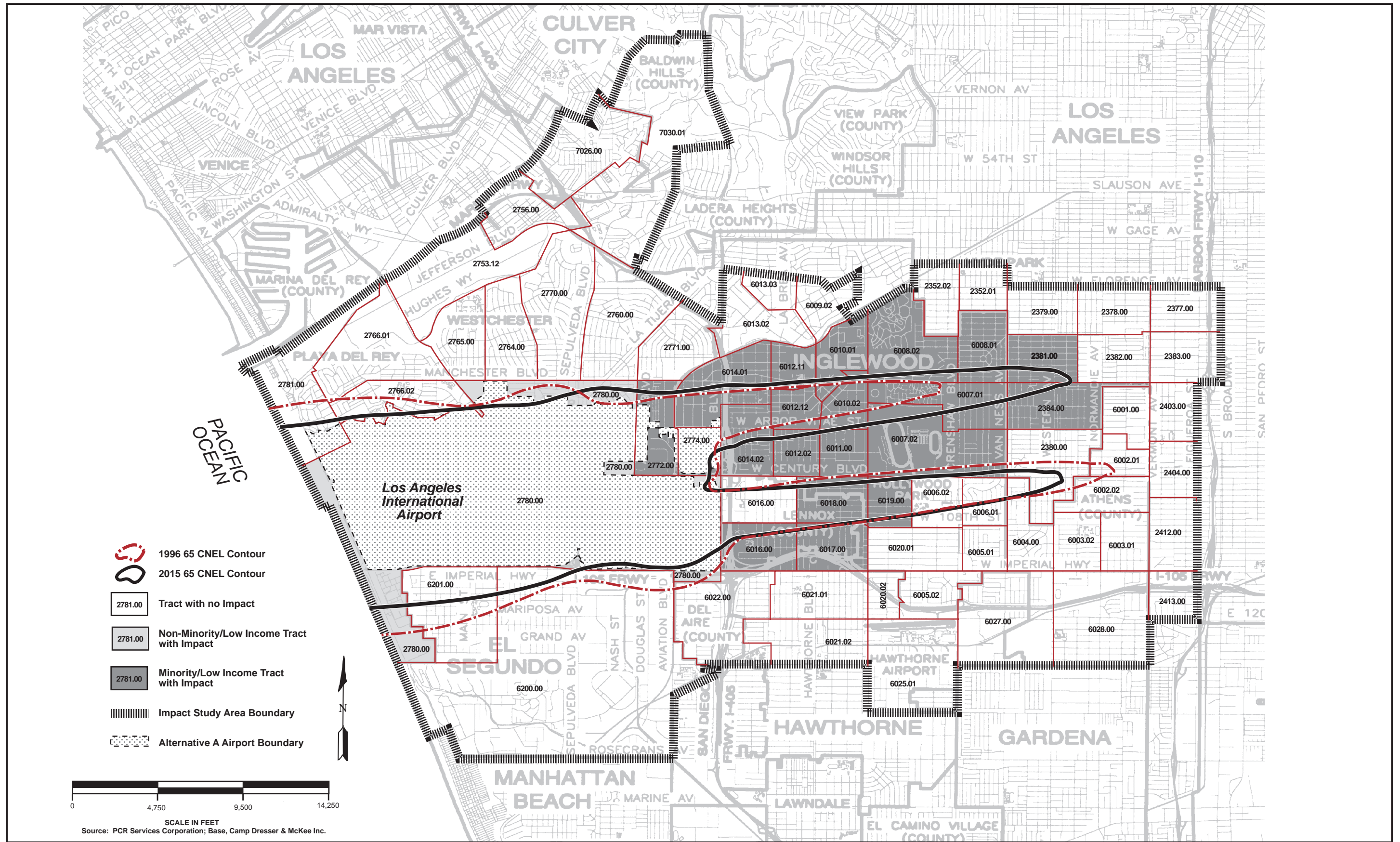
Figure  
1



Los Angeles International Airport Master Plan

No Action/No Project Alternative Noise Impacts (1996-2015)

Figure 2

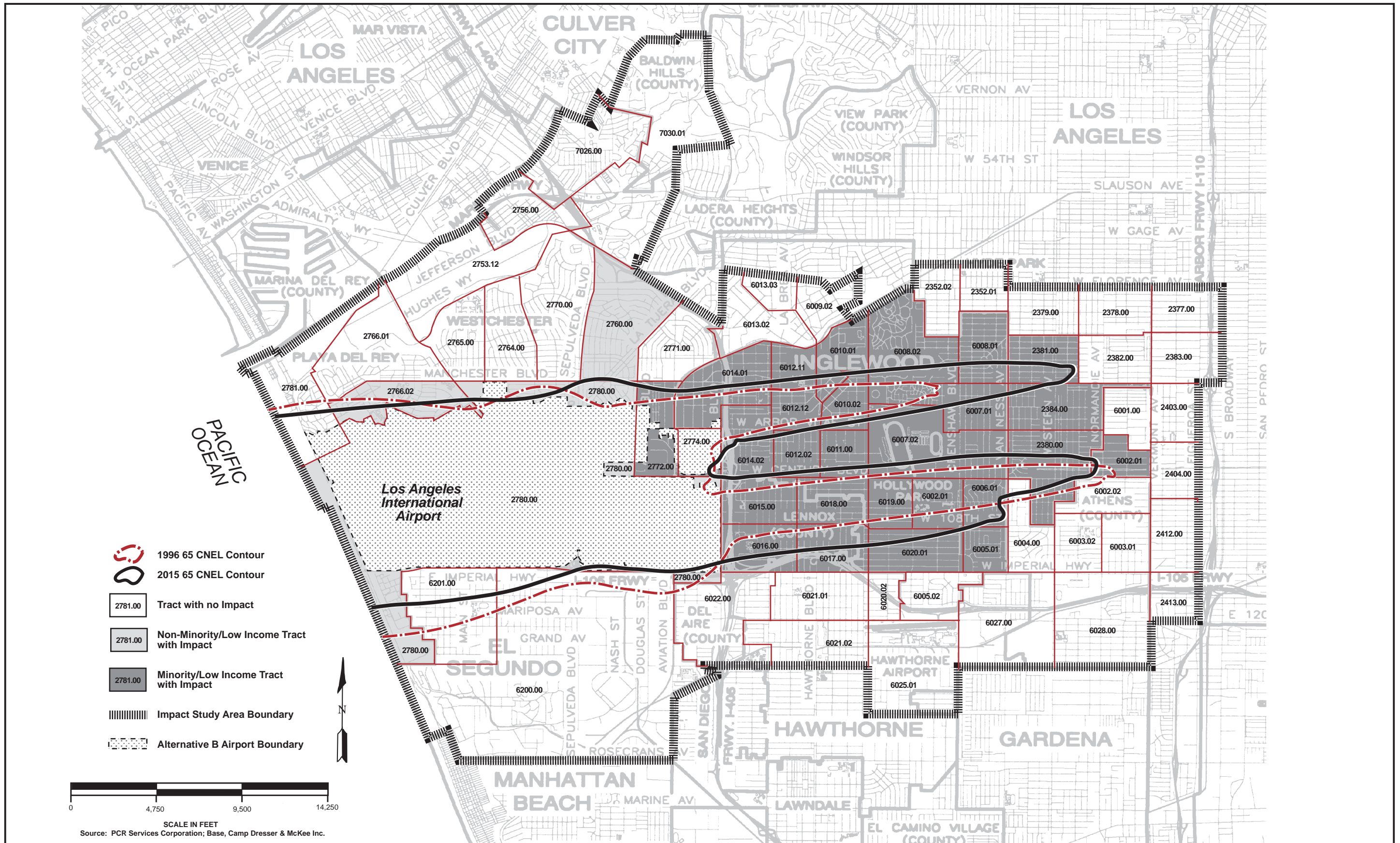


# Los Angeles International Airport Master Plan

## Alternative A Noise Impacts (1996-2015)

Figure 3

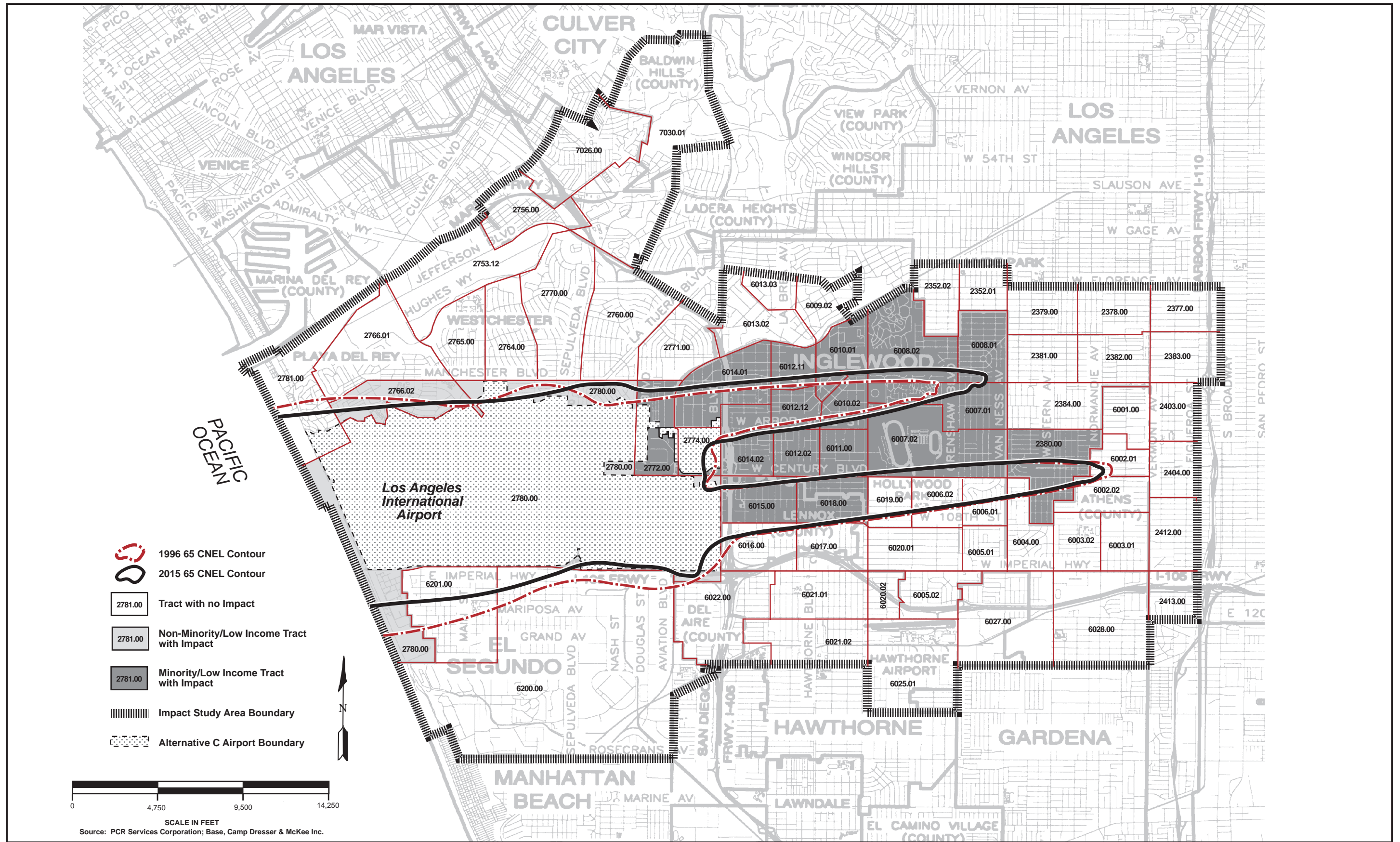




# Los Angeles International Airport Master Plan

## Alternative B Noise Impacts (1996-2015)

Figure 4

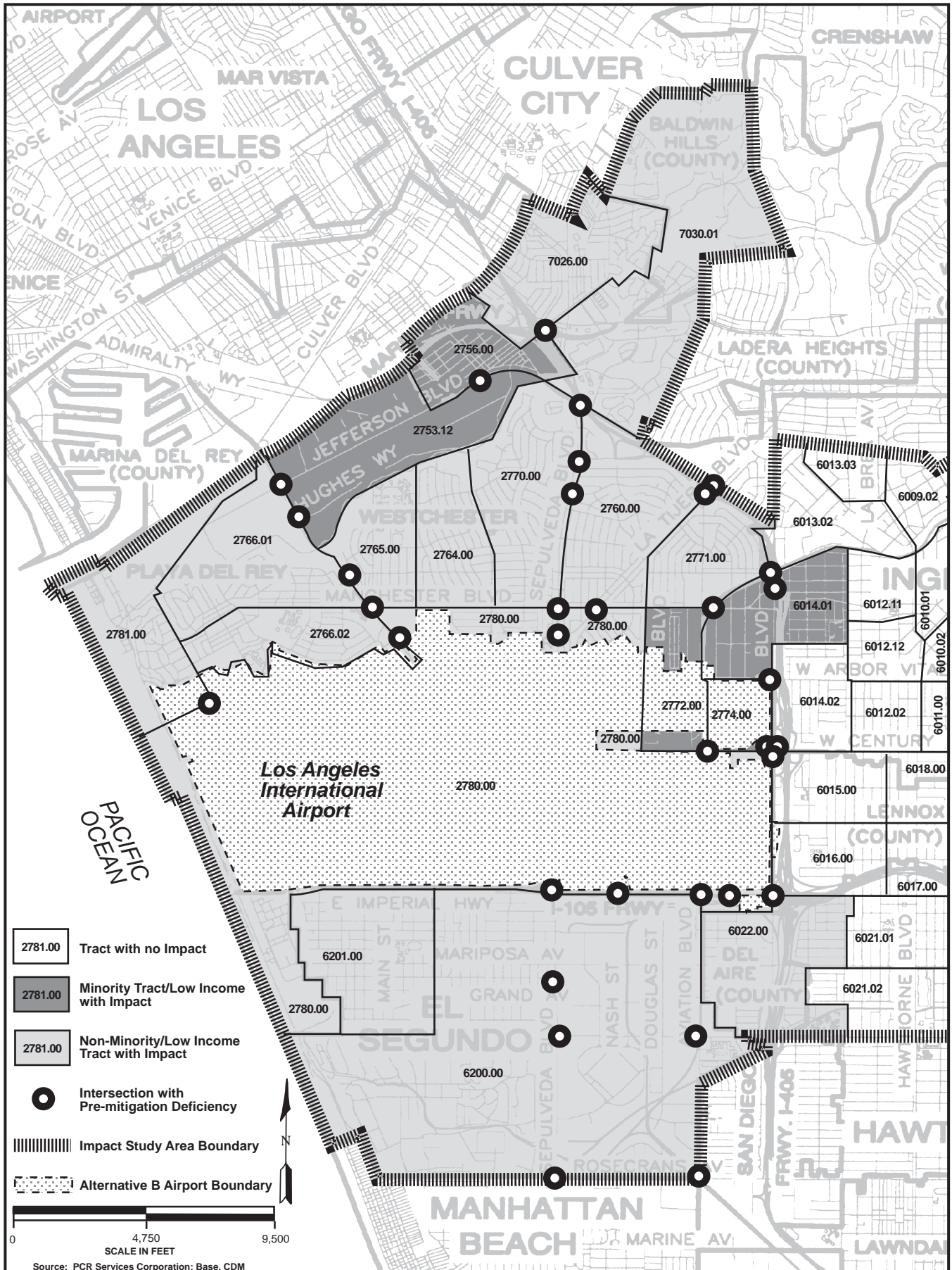


Los Angeles International Airport Master Plan

Alternative C Noise Impacts (1996-2015)

Figure 5

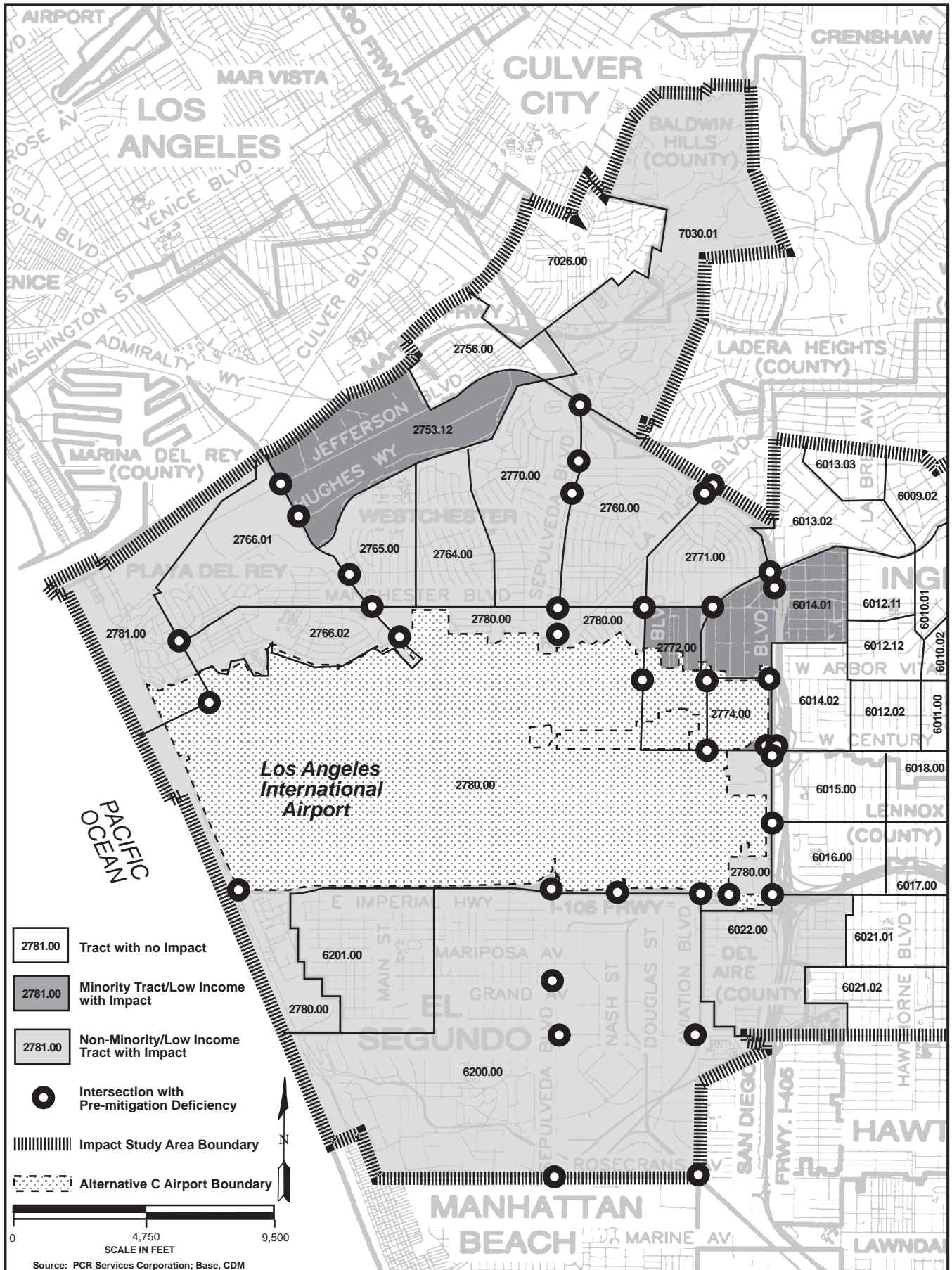




**Los Angeles International Airport  
Master Plan**

**Alternative B  
Roadway Intersection Impacts**

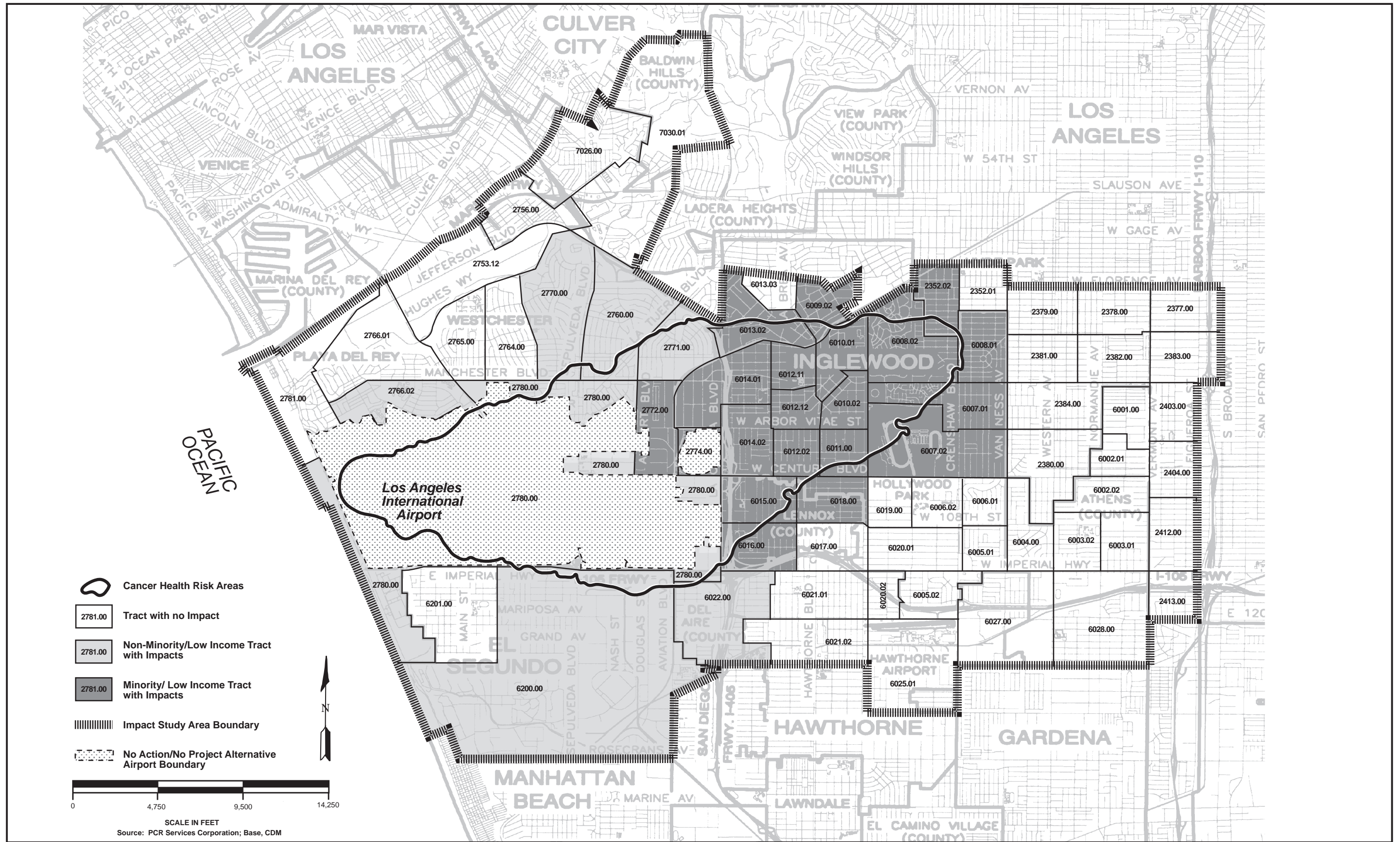
Figure  
7



**Los Angeles International Airport Master Plan**

**Alternative C Roadway Intersection Impacts**

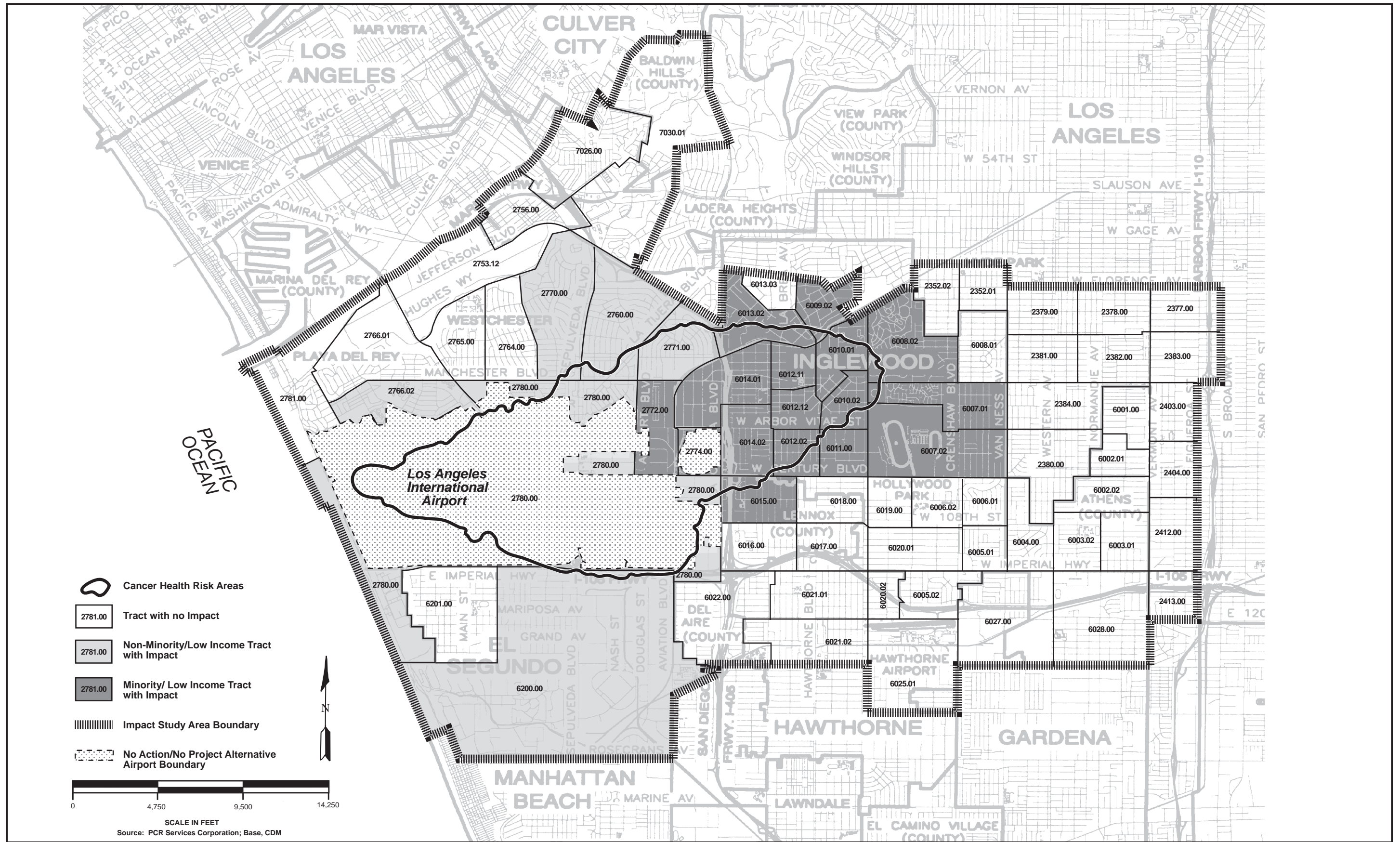
**Figure 8**

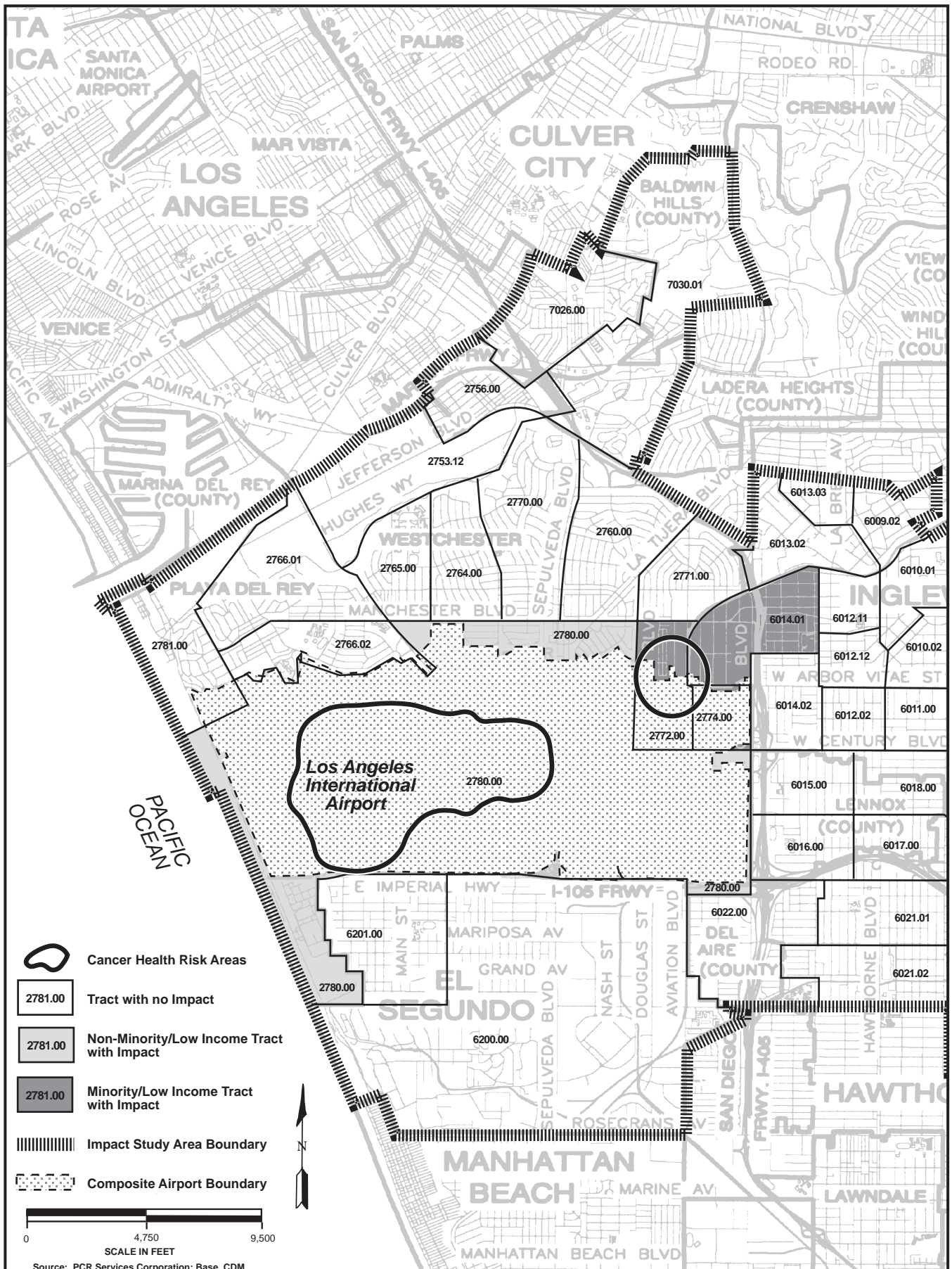


Los Angeles International Airport Master Plan

No Action/No Project Alternative Cancer Risk (2005)

Figure 9



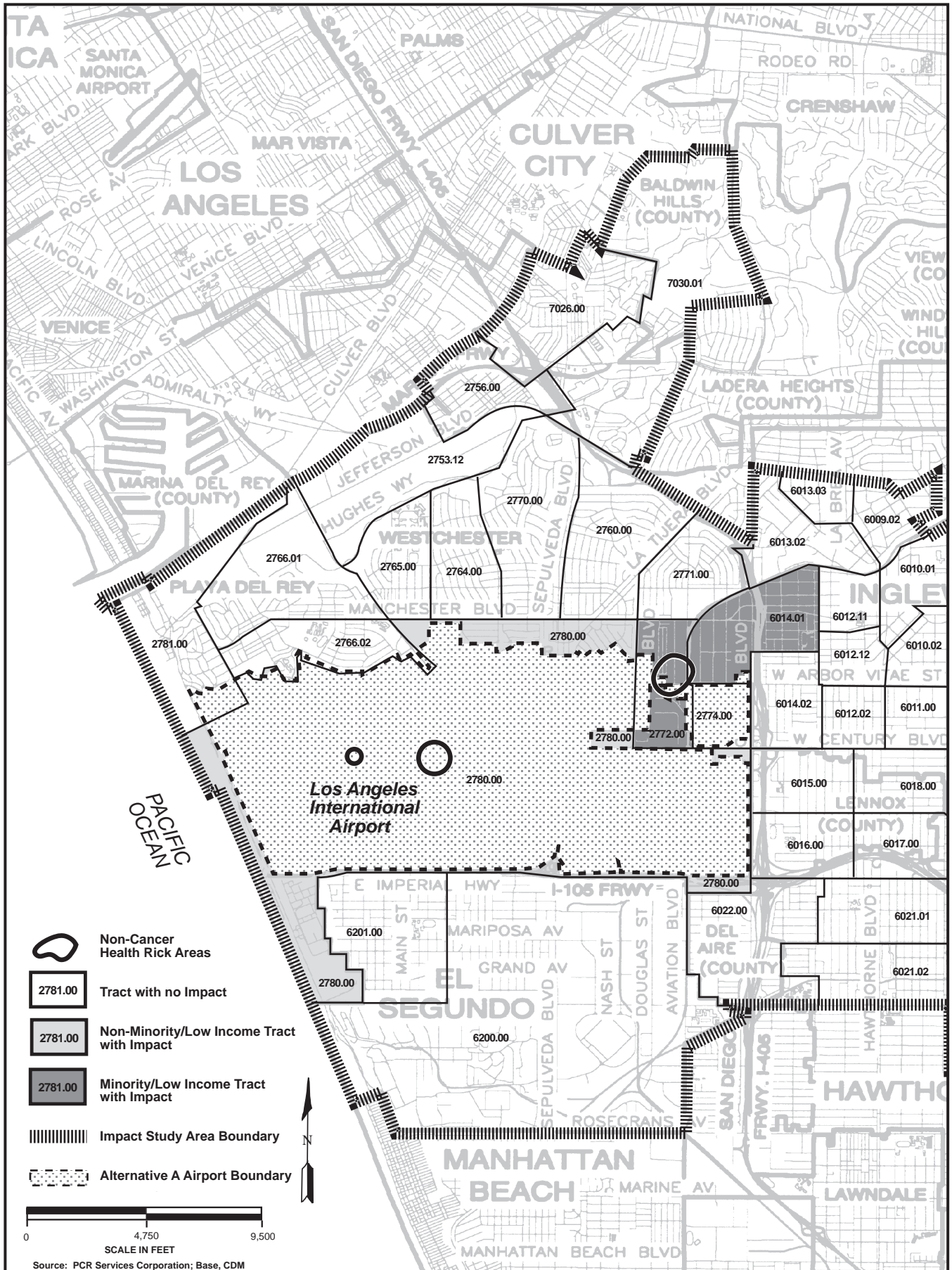


**Los Angeles International Airport  
Master Plan**

**Alternative A-C  
Cancer Health Risk (2015)**

Figure  
11

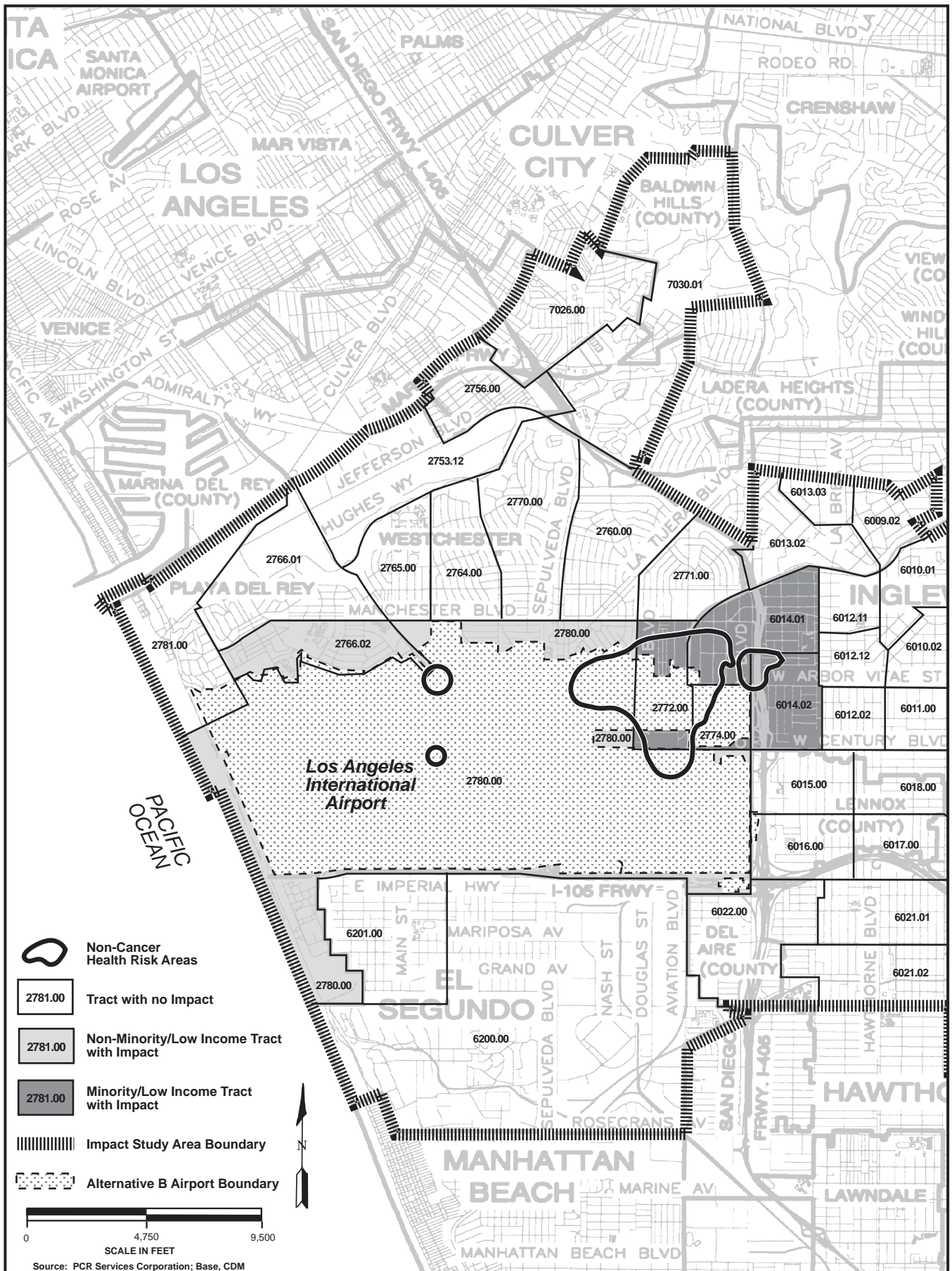




**Los Angeles International Airport  
Master Plan**

**Alternative A  
Non-Cancer Health Risk (2015)**

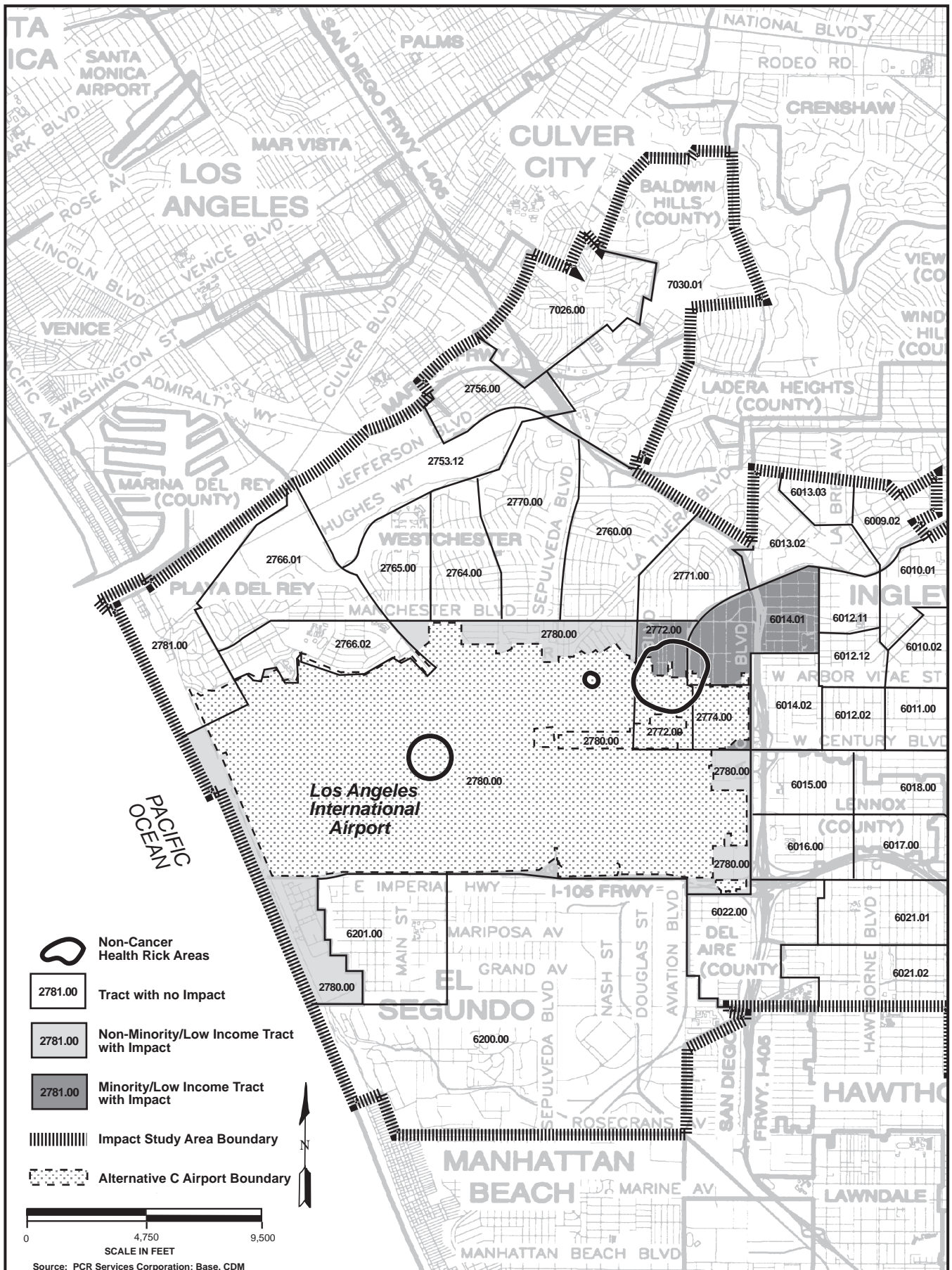
**Figure  
12**



**Los Angeles International Airport  
Master Plan**

**Alternative B  
Non-Cancer Health Risk (2015)**

Figure  
13



**Los Angeles International Airport  
Master Plan**

**Alternative C  
Non-Cancer Health Risk (2015)**

Figure  
14

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**Attachment 2**  
**Claritas Year 2000 Demographic Data**

<b>Los Angeles County</b>			
<b>Changes In Ethnicity 1990 Census To Year 2000</b>			
<b>Ethnicity</b>	<b>1990 Census</b>	<b>2000 Estimates<sup>1</sup></b>	<b>Percent Change</b>
White	41.0%	32.4%	[8.6%]
Black	10.7%	9.6%	[1.1%]
Indian/Esk	0.5%	0.3%	[0.2%]
Asian	10.4%	12.6%	2.2%
Other	0.2%	0.3%	0.1%
Hispanic	37.3%	44.9%	7.6%
Total % Minority	59.2%	67.7%	8.5%
<b>Total Population</b>	<b>8,863,164</b>	<b>9,529,721</b>	<b>7.5%</b>
<sup>1</sup> Claritas, September 2000			

<b>Environmental Justice Impact Study Area</b>			
<b>Changes In Ethnicity 1990 Census To Year 2000</b>			
<b>Ethnicity</b>	<b>1990 Census</b>	<b>2000 Estimates</b>	<b>Percent Change</b>
White	21.9%	16.4%	[5.5%]
Black	41.6%	36.7%	[4.9%]
Indian/Esk	0.2%	0.1%	[0.1%]
Asian	3.8%	4.0%	0.2%
Other	0.3%	0.3%	0
Hispanic	32.2%	42.4%	10.2%
Total % Minority	78.1%	83.5%	5.4%
<b>Total Population</b>	<b>345,287</b>	<b>379,543</b>	<b>9.9%</b>
<sup>1</sup> Claritas, September 2000			