Final Environmental Impact Report (Final EIR)

[State Clearinghouse No. 2008041058]

for

Los Angeles International Airport (LAX)
Crossfield Taxiway Project

Volume 4

Responses to Comments and Corrections and Additions to the Draft EIR

Final Environmental Impact Report

This document (Volume 4) comprises the second and final part of the Environmental Impact Report for the Crossfield Taxiway Project (CFTP) and supplements the Draft EIR for the CFTP (consisting of Volumes 1, 2, and 3), previously circulated for public review and comment. The CFTP EIR is available for review at Los Angeles World Airports (LAWA), 7301 World Way West, 3rd Floor, Los Angeles, CA 90045.

City of Los Angeles
Los Angeles City File No. AD 034-08

January 2009

CFTP

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City of Los Angeles

Los Angeles City File No. AD 034-08

January 2009

Los Angeles World Airports (LAWA) has prepared this project-level Final Environmental Impact Report (Final EIR) for the Crossfield Taxiway Project (CFTP), pursuant to the California Environmental Quality Act (CEQA). The improvements proposed under the CFTP are included in the LAX Master Plan Program approved by the Los Angeles City Council in December of 2004. The LAX Master Plan was the subject of a certified program-level Environmental Impact Report (LAX Master Plan Final EIR) and an approved Environmental Impact Statement (LAX Master Plan Final EIS), which were prepared by LAWA and the Federal Aviation Administration, respectively.

The CFTP Final EIR is "tiered" from, and incorporates by reference, the LAX Master Plan Final EIR. This means that this Final EIR builds on the work contained in the LAX Master Plan Final EIR, and provides additional project-level information and analysis as necessary for public agencies, decision makers, and interested parties to evaluate the CFTP under CEQA. CEQA encourages public agencies to tier environmental analyses for individual projects from program-level environmental impact reports to eliminate repetitive discussions and to focus later EIRs (such as this Final EIR) on issues that may have not been fully addressed at a project-level of detail.

The LAX Master Plan Final EIR dealt with many of the specific issues associated with the individual projects encompassed within the Master Plan, such as the improvements currently proposed for the CFTP. This "tiered" Final EIR supplements the information and analysis provided in the LAX Master Plan EIR with further detailed information and analysis at the project level, and it focuses on those effects not previously considered in the Master Plan EIR. For this reason, much of the information related to the CFTP improvements contained in the LAX Master Plan EIR is not repeated in this Final EIR. However, a brief summary of each of the areas covered in the LAX Master Plan Final EIR has been provided in this project level Final EIR, along with the location where the reader can locate the prior treatment of those areas.

This Final EIR is prepared in accordance with all requirements of CEQA. This Final EIR incorporates and responds to comments received on the Notice of Preparation for the EIR and on the Draft EIR and includes corrections and additions to the Draft EIR. LAWA, the Los Angeles Board of Airport Commissioners, and other decision-makers will use this Final EIR to inform their decisions on the CFTP, as CEQA requires. Volumes 1 through 3 of the Final EIR consist of the Draft EIR and the associated appendices, and Volume 4 of the Final EIR includes a list of the persons, organizations and agencies commenting on the Draft EIR, written responses to comments received on the Draft EIR, corrections and additions made to the Draft EIR, and a copy of the comment letters received.

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List of Attachments

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PREFACE

This document, in conjunction with the previously prepared documents described below, constitutes the Final Environmental Impact Report (Final EIR) for the Crossfield Taxiway Project (CFTP) proposed at Los Angeles International Airport (LAX). As further described in the Introduction to this document, the CFTP includes constructing a crossfield taxiway between the north runway complex (i.e., Runways 6L/24R and 6R/24L) and the south runway complex (i.e., Runways 7L/25R and 7R/25L) and an associated connection to, and extension of, the existing Taxiway D, among other improvements. In accordance with the California Environmental Quality Act (CEQA), the City of Los Angeles, as Lead Agency, completed an Environmental Impact Report (EIR) to address and disclose the potential environmental impacts associated with the proposed project. The City of Los Angeles circulated a Draft EIR regarding the CFTP, received public and agency comments on the Draft EIR, and prepared written responses to those comments - all of which provides the basis for this Final EIR.

Pursuant to CEQA Guidelines §15132, a final EIR consists of:

(a) The draft EIR or a revision of the draft.

(b) Comments and recommendations received on the draft EIR either verbatim or in summary.

(c) A list of persons, organizations, and public agencies commenting on the draft EIR.

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.

(e) Any other information added by the Lead Agency.

Accordingly, the Final EIR for the CFTP consists of two components, as follows:

Component 1: Draft EIR and Technical Appendices

Volume 1 - Draft EIR: Volume 1 of the Final EIR includes the Draft EIR-Main Document, which was distributed for public review and comment from September 25, 2008 through November 10, 2008.

Volume 2 - Draft EIR Technical Appendices: Volume 2 of the Final EIR consists of technical appendices A through C that were developed in conjunction with the Draft EIR.

Volume 3 - Draft EIR Technical Appendices: Volume 3 of the Final EIR consists of technical appendices D through H that were developed in conjunction with the Draft EIR.

Component 2: Responses to Comments and Corrections and Additions to the Draft EIR

Volume 4 - Responses to Comments and Corrections and Additions to the Draft EIR: The second part of the Final EIR consists of a compilation of the comments received on the Draft EIR, and the written responses prepared by the City to those comments. This document includes indices (i.e., lists) of agencies, organizations, and individuals that commented on the Draft EIR, and provides a copy of the comment letters in their original form (i.e., photocopies of comment letters). This document also describes other information, such as a delineation of corrections and additions to information presented in the Draft EIR, which has been added by the City as part of the Final EIR. The information presented herein constitutes the second component of the Final EIR.

All of the documents described above, comprising the Final EIR for the CFTP, are available for public review at:

LAWA Administration Building
Airports and Facilities Planning Division
7301 World Way West, 3rd Floor
Los Angeles, CA 90045
Contact: Dennis Quilliam
(310) 646-7614 x1017

The Final EIR is also available at www.ourlax.org.

1. INTRODUCTION AND INDICES

1.1 Introduction

In compliance with the California Environmental Quality Act (CEQA), the City of Los Angeles has completed this Environmental Impact Report (EIR) for the Crossfield Taxiway Project (CFTP) at Los Angeles International Airport (LAX). As described in the Preface of this document, the Final Environmental Impact Report (Final EIR) for the CFTP consists of two components: Volumes 1, 2, and 3 - Draft EIR and associated Technical Appendices for the CFTP; and Volume 4 - Responses to Comments and Corrections and Additions to the Draft EIR. This document constitutes the second component of the Final EIR.

A detailed description of the CFTP is provided in Volume 1 of the Final EIR (see Chapter 2 in the Draft EIR-Main Document). On September 25, 2008, the City of Los Angeles published a Draft EIR for the proposed CFTP. In accordance with CEQA, the Draft EIR was circulated for public review for 45 days, with the review period closing on November 10, 2008. One public workshop was held during the comment period on October 15, 2008.

As explained in more detail in Volume 1 of the Final EIR, the CFTP is the second airport improvement project to be implemented pursuant to the previously approved LAX Master Plan. The LAX Master Plan was approved based on a certified, final program level EIR. Consistent with the LAX Master Plan Final EIR, Los Angeles World Airports (LAWA), the City agency charged with operating and maintaining LAX, proposes to construct a crossfield taxiway between the north runway complex (i.e., Runways 6L/24R and 6R/24L) and the south runway complex (i.e., Runways 7L/25R and 7R/25L) and an associated connection to, and extension of, the existing Taxiway D. As part of the CFTP, a new vehicle service road would be constructed parallel to and immediately west of the new crossfield taxiway, identified as Taxiway C13. Construction of these proposed improvements would require removal and potential relocation of certain ancillary and support facilities. To facilitate construction and operation of Taxiway C13, World Way West would need to be realigned and suppressed below grade at the intersection with Taxiway C13 and the proposed adjacent service road, requiring construction of two bridge facilities. A utility corridor (utilidor) would be constructed adjacent to the World Way West alignment. Existing "remain overnight" (RON) aircraft parking locations within the proposed alignment of Taxiway C13 would be resituated to a new location adjacent to Taxiway C13. A vehicle parking lot would be constructed west of the main project area to replace the American Airlines employee parking lot that currently occupies the area proposed for the resituated RON. Also occurring in conjunction with the aforementioned taxiway improvements would be the construction of a new fire station/aircraft rescue and fire fighting (ARFF) facility.

The LAX Master Plan was approved based on a certified program EIR, the LAX Master Plan EIR. A program EIR, under CEQA Guidelines §15168, is an EIR prepared for a program or plan-level document that analyzes the potential impacts of the program or plan and implementing activities as they are known at the time the program or plan is approved. Projects implementing the plan or program must be analyzed under CEQA to the extent they are outside the scope of the program covered by the program EIR. To the extent such projects are within the scope of the program covered by the program EIR, no new environmental analysis is required. The CFTP is such a project. Accordingly, the CFTP EIR is a "project" or "tiered" EIR based upon the LAX Master Plan EIR. Thus, the focus of its analysis is project-specific attributes, information or circumstances not known or present at the time of, and therefore not analyzed in, the LAX Master Plan EIR. Information and analysis presented in the LAX Master Plan EIR is incorporated by reference in the CFTP EIR to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

The CFTP would not alter operational capacity at LAX. Thus, most impacts of the CFTP that may not have been fully analyzed in the LAX Master Plan EIR are those that would occur during the approximately 16-month construction period. Accordingly, that, too, is the primary focus of the CFTP EIR. For the most

part, post-construction operational impacts associated with the CFTP were analyzed in the LAX Master Plan EIR and have not changed since that time. Thus, under the tiering provisions of CEQA described above, the CFTP Draft EIR generally is not required to reevaluate post-construction operational impacts already fully analyzed in the LAX Master Plan EIR. However, as the LAX Master Plan EIR did not include an analysis of potential operational impacts associated with Global Climate Change, such an analysis is included in the CFTP EIR.

In accordance with CEQA Guidelines §15088, the City of Los Angeles prepared responses to all comments received on the Draft EIR. As required by the CEQA Guidelines, the focus of the responses to comments is on "the disposition of significant environmental issues raised." Detailed responses are not provided to comments on the merits of the proposed project or on other topics that do not relate to environmental issues.

This document, which is the second component of the Final EIR, presents the comments received during the public review period for the Draft EIR and provides written responses to those comments. A total of 11 comment letters were received during the public review period. The indices presented at the end of this chapter list the agencies, organizations, and individuals that submitted comments on the Draft EIR. Copies of all comment letters received are provided in Attachment 1 of this document. A total of 176 individual comments resulted from such input. Chapter 2 of this document presents individual responses prepared by the City of Los Angeles relative to comments received during the review period for the Draft EIR (September 25, 2008 to November 10, 2008). While not required by CEQA, the City has also prepared responses to comments contained in two letters received after the close of the comment period for the Draft EIR. Chapter 3 of this document provides corrections and additions to information presented in the Draft EIR.

The format for the responses to comments presents, on a letter-by-letter basis, each comment, which is then followed immediately by a response. The comments and responses are organized and grouped into categories based on the affiliation of the commentor. The comments are presented in the following order: federal agencies, state agencies, regional agencies, local agencies, and public comments (i.e., letters from private citizens, organizations, etc.).

An alphanumeric index system is used to identify each comment and response, and is keyed to each letter and the individual comments therein. For example, the first letter within the group of federal agencies submitting comments on the Draft EIR is from the United States Coast Guard, and the text of the letter is considered to have five individual comments. The subject letter was assigned the alphanumeric label "CFTP-AF00001," representing "Crossfield Taxiway Project-Agency-Federal-Letter No. 1." The five individual comments within the letter are labeled as CFTP-AF00001-1, CFTP-AF00001-2, CFTP-AF00001-3, CFTP-AF00001-4, and CFTP-AF00001-5. The same basic format and approach is used for the comment letters from state agencies ("AS"), regional agencies ("AR"), local agencies ("AL"), and public comments ("PC").

The following are the prefix codes used for categorizing the comment letter types:

Letter ID Prefix	Description
AF	Federal Agency
AS	State Agency
AR	Regional Agency
AL	Local Agency
PC	Public Comment

To assist the reader's review and use of the responses to comments, three indices are provided. These indices provide the alphanumeric label number, commentor name, affiliation (i.e., name of agency or organization that the author represents), and date (if provided) of each comment letter. The first index lists all of the comment letters by alphanumeric label number, the second index lists all of the comment

letters by the commentor's last name, and the third index lists all of the comment letters by the affiliation, if any, of the commentor.

Chapter 2 provides individual comments and responses, presented on a letter-by-letter basis. Each comment is typed exactly as it appears in the original comment letter. No corrections to typographical errors or other edits to the original comments were made. A copy of each original comment letter is provided in Attachment 1 of this document.

Immediately following each typed comment is a written response developed by the City of Los Angeles. In many instances, the response to a particular comment may refer to the response(s) to another comment(s) that expressed the same concern or is otherwise related. Cross-referencing of responses uses the alphanumeric index system described above. For example, a response may indicate "Please see Response to Comment CFTP-AL00001-2" if that response addresses the same concern expressed in a different comment.

Together with the Draft EIR, the responses to comments, along with corrections and additions to the Draft EIR, constitute the Final EIR. Pursuant to CEQA, the Final EIR is not circulated for another round of comments and responses. The Final EIR is presented to the decision-makers for their use in considering the project. Interested persons may comment on the Final EIR, including these responses, in the course of the decision-making process related to the CFTP; however, the City is not required to provide responses to such comments.

1.2 Indices of Comment Letters

Following are three indices that organize the comment letters by letter identification number, commentor, and affiliation.

Index by Letter Identification (ID) Number

Letter ID	Commentor	Affiliation/Agency	Department	Date
CFTP-AF00001	Holtzman-Bell, V. K.	United States Department of Homeland Security	United States Coast Guard	11/5/2008
CFTP-AS00001	Alvarez, Elmer	State of California	DOT/District 7	11/3/2008
CFTP-AS00002	Roberts, Terry	State of California	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	11/14/2008
CFTP-AR00001	Smith, Steve	South Coast Air Quality Management District		11/14/2008
CFTP-AL00001	Chow, Denise	City of Los Angeles	Department of Public Works, Bureau of Sanitation - WESD	10/21/2008
CFTP-AL00002	Lichman, Barbara E.	Chevalier, Allen & Lichman, LLP		11/10/2008
CFTP-AL00003	Wolff, Osa L.	Shute, Mihaly & Weinberger LLP		11/7/2008
CFTP-PC00001	Solutions, Landlord	Sprint Nextel Property Services		10/24/2008
CFTP-PC00002	Schneider, Denny	Alliance for a Regional Solution to Airport Congestion		11/10/2008
CFTP-PC00003	Cope, Danna	Los Angeles International Airport Advisory Committee		11/10/2008
CFTP-PC00004	Schivley, Gary	None Provided		11/10/2008

Index by Commentor

Commentor	Affiliation/Agency	Department	Date	Letter ID
Alvarez, Elmer	State of California	DOT/District 7	11/3/2008	CFTP-AS00001
Chow, Denise	City of Los Angeles	Department of Public Works, Bureau of Sanitation - WESD	10/21/2008	CFTP-AL00001
Cope, Danna	Los Angeles International Airport Advisory Committee		11/10/2008	CFTP-PC00003
Holtzman-Bell, V. K.	United States Department of Homeland Security	United States Coast Guard	11/5/2008	CFTP-AF00001
Lichman, Barbara E.	Chevalier, Allen & Lichman, LLP		11/10/2008	CFTP-AL00002
Roberts, Terry	State of California	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	11/14/2008	CFTP-AS00002
Schivley, Gary	None Provided		11/10/2008	CFTP-PC00004
Schneider, Denny	Alliance for a Regional Solution to Airport Congestion		11/10/2008	CFTP-PC00002
Smith, Steve	South Coast Air Quality Management District		11/14/2008	CFTP-AR00001
Solutions, Landlord	Sprint Nextel Property Services		10/24/2008	CFTP-PC00001
Wolff, Osa L.	Shute, Mihaly & Weinberger LLP		11/7/2008	CFTP-AL00003

Index by Affiliation

Affiliation/Agency	Department	Commentor	Date	Letter ID
Alliance for a Regional Solution to Airport Congestion		Schneider, Denny	11/10/2008	CFTP-PC00002
Chevalier, Allen & Lichman, LLP		Lichman, Barbara E.	11/10/2008	CFTP-AL00002
City of Los Angeles	Department of Public Works, Bureau of Sanitation - WESD	Chow, Denise	10/21/2008	CFTP-AL00001
Los Angeles International Airport Advisory Committee		Cope, Danna	11/10/2008	CFTP-PC00003
None Provided		Schivley, Gary	11/10/2008	CFTP-PC00004
Shute, Mihaly & Weinberger LLP		Wolff, Osa L.	11/7/2008	CFTP-AL00003
South Coast Air Quality Management District		Smith, Steve	11/14/2008	CFTP-AR00001
Sprint Nextel Property Services		Solutions, Landlord	10/24/2008	CFTP-PC00001
State of California	DOT/District 7	Alvarez, Elmer	11/3/2008	CFTP-AS00001
State of California	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	Roberts, Terry	11/14/2008	CFTP-AS00002
United States Department of Homeland Security	United States Coast Guard	Holtzman-Bell, V. K.	11/5/2008	CFTP-AF00001

2. COMMENTS AND RESPONSES

CFTP-AF00001 Holtzman-Bell, V. K. United States Department of Homeland Security 11/5/2008

CFTP-AF00001 - 1

Comment: Thank you for the opportunity to review the draft Environmental Impact Report (EIR) for the Cross Field Taxiway Project (CFTP) at the Los Angeles World Airports (LAWA).

The U. S. Coast Guard (CG) Air Station Los Angeles facilities at LAWA are essential to supporting the Maritime Homeland Security (MHLS) mission of the United States. Personnel and equipment assigned to support CG operations based at the LAWA require unfettered, uninterrupted (24/7/365) access to and egress from CG facilities. The CG has reviewed your draft CFTP EIR and has the following concerns:

1. The increase in traffic volumes, construction equipment, and changes in traffic patterns during construction could negatively impact CG's mission response posture.

Response: LAWA recognizes and appreciates the importance of the U.S. Coast Guard's mission and will work cooperatively with the Coast Guard to resolve concerns relative to the Crossfield Taxiway Project. Responses to specific comments on the CFTP Draft EIR are provided below and in Responses to Comments CFTP-AF00002 through CFTP-AF00005.

As stated in Section 4.1.4.1 of the CFTP Draft EIR and illustrated in Figure 4.1-4, all construction staging activities would be conducted at the proposed construction staging area located south of World Way West between Pershing Drive and Taxiway AA. This location is over 1,000 feet west of the Coast Guard's facility. As indicated in the CFTP Draft EIR, construction employees would park at a lot located off of La Cienega Boulevard and would be shuttled to the construction area. As illustrated in Figure 4.1-4, truck routes would travel only a short distance on World Way West before turning into the construction staging area. From the staging area, construction vehicles would primarily use roads within the Airport Operations Area (AOA) instead of using World Way West. Employee and delivery trips would not use Coast Guard Road and the Coast Guard would have full access to this road during construction. There would also be no changes in aircraft traffic patterns during construction. The CFTP construction area would be separated from the Coast Guard's operating area by a construction fence; no construction equipment would be located within the Coast Guard's operating area. With implementation of these measures, there would be no increase in traffic volumes, use of construction equipment, or changes in traffic patterns that would adversely affect the Coast Guard's operations.

CFTP-AF00001 - 2

Comment: 2. If construction debris is not kept clear of the CG's ramp, it could result in grounding and possible damage of the helicopters CG's helicopter engines and tail rotors are very susceptible to foreign object damage (FOD).

Response: As an airport operator with a variety of aircraft active throughout the AOA, particularly in the midfield area, LAWA is very sensitive to the potential for damage to aircraft from foreign objects. The construction specifications for the CFTP (Los Angeles World Airports, Special Provisions, Volume 1 of 4, for Crossfield Taxiway Project Final Construction Documents) would include requirements for maintaining a clean work site at all times. Required measures would include watering for dust control, foreign object damage control, and maintaining a work site that is free from construction debris. The construction specifications would include the following measure specifically pertaining to foreign object damage control:

"No loose material or waste (FOD) capable of causing damage to aircraft or capable of being ingested into jet engines may be left in the working area on or next to runways, taxiways, ramps, or aprons. The Contractor shall direct special attention to all areas which are operational to aircraft during construction. These shall be kept clean and clear of all materials or debris at all time. Any food waste shall be promptly cleared to prevent attracting birds and animals." (Construction Specifications 15-3.1(F)(2).)

Such measures have been successfully employed on a number of construction projects on the AOA at LAX including, but not limited to, the South Airfield Improvement Project and the In-Line Baggage Screening Systems Project.

CFTP-AF00001 - 3

Comment: 3. From previous meetings with LAWA officials, it appears the fence forming the eastern boundary of the CG's ramp will be moved eight (8) feet to the west. With this loss of approximately 2,800 SF of CG ramp space, it will be difficult for the CG to maintain sufficient clearance between taxiing aircrafts and the new fence creating a safety hazard for CG personnel and risk of damage to aircraft.

Response: The meeting referred to in this comment occurred in the early phases of project planning. Subsequent to the meeting, LAWA refined the Taxiway C13 improvement plans to reduce the shoulder width of the proposed vehicle service road such that no encroachment into the U.S. Coast Guard leasehold would occur. The subject refinement does not materially affect any of the analyses and conclusions of the CFTP Draft EIR.

CFTP-AF00001 - 4

Comment: 4. The proposed relocation of the water and sewer line below the CG Air Station parking lot could disrupt access to our facility as well as parking for CG personnel.

Response: The proposed relocations of water and sewer lines beneath Coast Guard Road were identified in the CFTP Draft EIR in error. No utility lines beneath or adjacent to Coast Guard Road would be required as part of the project. In response, page 2-35 of the Draft EIR has been revised. Please see Chapter 3, Corrections and Additions to the Draft EIR.

CFTP-AF00001 - 5

Comment: 5. Any utility disruptions to communications, electrical and gas line during construction will disrupt CG's ability to carry out its MHLS mission.

Response: LAWA recognizes the importance of the Coast Guard's Maritime Homeland Security mission and the need to maintain utilities to their facilities during construction. During construction, communications, electricity and natural gas utilities would be maintained for all tenants, including the Coast Guard. All cut-overs (transitions from the old system to the new system) would be conducted in the middle of the night and would be coordinated in advance with the Coast Guard and other potentially affected tenants as appropriate. It is anticipated that any loss of utilities during the cut-over process would be for very short durations (i.e., under 30 minutes).

CFTP-AS00001 Alvarez, Elmer State of California 11/3/2008

CFTP-AS00001 - 1

Comment: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR) for the LAX Crossfield Taxiway Project. Based on the information received, we have the following comments:

Since LAX is located close to the Interstate 405 (I-405) San Diego Freeway and just north of the Interstate 105 (I-105) Glenn Anderson Freeway, we request that the contractor avoid platooning of truck trips on mainline freeways, on freeway ramps and at freeway ramp intersections. We recommend that construction related truck trips on State highways be limited to off-peak commute periods. Transport of over-size or over-weight vehicles on State highways will need a Caltrans Transportation Permit.

Any work to be performed within the State Right-of-way will require a Caltrans Encroachment Permit. Projects within the State Right-of-way, which is expected to cost over $1 million, will need a Project Study Report.

Response: Consistent with the requirements set forth in the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP), construction truck deliveries and construction employee shifts shall be scheduled by the CFTP construction contractor to avoid the peak periods of 7:00 to 9:00 a.m. and 4:30 to 6:30 p.m.

It is agreed that the contractor should schedule truck deliveries and departures to and from the staging area to avoid excessive or poorly timed truck platooning. LAWA, through its Ground Transportation Coordination Office, will periodically review and analyze traffic conditions on designated routes during construction to see whether there is a need to revise truck delivery times to improve traffic operations. The draft specifications for construction of the CFTP outline the environmental requirements that regulate CFTP construction traffic, among other requirements. The draft specifications require the contractor to submit within 30 days after Notice to Proceed, a Construction Traffic Management Plan (CTMP) that shall include a description of how the contractor will manage all construction related traffic. The requirement to schedule deliveries and departures from the staging area to avoid excessive platooning will be addressed as part of the CTMP.

The comment pertaining to the requirement for a Caltrans Transportation Permit for transport of over-size or over-weight vehicles is noted. The draft specifications for construction of the CFTP outline the environmental requirements that regulate CFTP construction traffic, among other requirements. The draft specifications state that compliance with the Environmental Requirements contained within the specifications "does not exempt the Contractor from compliance with other applicable permits, approvals, requirements, rules and regulations of other agencies with jurisdiction over the work of this contract." Therefore, the Contractor will be bound by the Caltrans permitting requirement.

The comment pertaining to Caltrans encroachment permit is noted and it is not anticipated that the CFTP work would encroach or be within the State Right-of-Way.

CFTP-AS00002 Roberts, Terry State of California 11/14/2008

CFTP-AS00002 - 1

Comment: The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on November 10, 2008, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Response: The comment is noted. It should be noted that a comment letter from the State of California, Department of Transportation (Caltrans) was sent directly to LAWA and received before the close of the public comment period (November 10, 2008). Caltrans' comment letter is identified as CFTP-AS00001.

CFTP-AR00001 Smith, Steve South Coast Air Quality Management District 11/14/2008

CFTP-AR00001 - 1

Comment: The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD would also like to thank the lead agency for the additional time to submit comments. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Environmental Impact Report.

Pursuant to Public Resources Code Section 21092.5, please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The SCAQMD staff would be happy to work with the Lead Agency to address these issues and any other questions that may arise.

Response: The comment is noted. Please see Responses to Comments CFTP-AR00001-2 through CFTP-AR00001-6 below. In accordance with the provisions of CEQA, LAWA has prepared written responses to all comments received on the CFTP Draft EIR. These responses are provided herein as part of this Final EIR. In accordance with Public Resources Code Section 21092.5, LAWA provided these written responses to the South Coast Air Quality Management District's (SCAQMD) comments on the CFTP Draft EIR at least 10 days prior to certification of the CFTP Final EIR.

CFTP-AR00001 - 2

Comment: Localized Significance Thresholds

1. The SCAQMD requests that the lead agency evaluate localized air quality impacts to ensure that any nearby sensitive receptors are not adversely affected by the construction activities that are occurring in close proximity. SCAQMD guidance for performing a localized air quality analysis can be found at the following web address: http://www.aqmd.gov/ceqa/handbook/LST/LST.html .

Response: In response to this comment, Section 4.2 of the CFTP Draft EIR has been revised to include an evaluation of localized construction air quality impacts to nearby receptors as described in Chapter 3, Corrections and Additions to the CFTP Draft EIR, and summarized in the tables below. The analysis indicates that CFTP construction-related concentrations are less than SCAQMD significance thresholds; thus, no new significant impacts were identified as a result of this analysis.

Table 1

CFTP Peak Construction CO and NO_x Concentrations

Pollutant	Averaging Period	CFTP Contribution	Background	Total w/CFTP	CAAQS	Significant? (Yes/No)
CO	1-Hour	43 ug/m^3	3,450 ug/m^3	3,493 ug/m^3	23,000 ug/m^3	No
CO	8-Hour	10 ug/m^3	2,667 ug/m^3	2,677 ug/m^3	10,000 ug/m^3	No
NO_2	1-Hour	91 ug/m^3	186 ug/m^3	277 ug/m^3	339 ug/m^3	No
NO_2	Annual	1 ug/m^3	29 ug/m^3	30 ug/m^3	57 ug/m^3	No

Table 2

CFTP Peak Construction PM10 and PM2.5 Concentrations

Pollutant	Averaging Period	CFTP Contribution	SCAQMD CEQA Threshold	Significant? (Yes/No)
PM10	24-Hour	2.2 ug/m^3	10.4 ug/m^3	No
PM2.5	24-Hour	0.7 ug/m^3	10.4 ug/m^3	No

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Comment: Construction Mitigation Measures

2. Because the construction air quality impacts from the proposed project are estimated to exceed established daily significance thresholds for carbon monoxide (CO), fugitive dust (PM10), volatile organic compounds (VOC) and nitrogen oxide (NOx), the SCAQMD recommends that the lead agency consider should consider adding the following mitigation measures to those listed on pages 4-70 and 4-71 in Tables 4.2-6 and 4.2-7 in Volume 1 of the Draft EIR to further reduce construction air quality impacts from the project, if applicable and feasible:

The following is a list of additional recommended mitigation measures to further reduce fugitive dust cumulative significant adverse PM10 impacts:

- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered;
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less; and
- Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water).

3. The following mitigation measure is recommended to further reduce project-specific and cumulative NOx emission impacts:

- Use SCAQMD Rule 2449 - Control of Oxides of Nitrogen from Off-Road Diesel Vehicles, compliant construction equipment.

Response: LAWA is in agreement with SCAQMD that the measures listed to reduce fugitive dust are applicable to the CFTP. These measures are all included in SCAQMD's Rule 403.

Mitigation for air quality impacts associated with all LAX Master Plan projects were identified in the LAX Master Plan EIS/EIR. The LAX Master Plan required that LAWA develop a Mitigation Plan for Air Quality (MPAQ) that would apply to all Master Plan projects. One component of the MPAQ, MM-AQ-2, applies specifically to construction-related mitigation measures. The construction-related element of the MPAQ, referred to as the LAX Master Plan Construction-Related Mitigation Plan, was adopted by the Board of Airport Commissioners in December 2005.

The components of the Construction-Related Mitigation Plan include specific actions and measures primarily designed to reduce emissions of fugitive dust and exhaust from on-road and nonroad construction vehicles and equipment. The measures included in the plan fall into the following categories: fugitive dust source controls, on-road mobile source controls, nonroad mobile source controls, stationary point source controls, mobile and stationary source controls, and administrative controls. The Plan includes the statement that "[n]othing in this document exempts, relieves or

otherwise defers the construction contractor(s) from adhering to all federal, state and/or local air quality rules, regulations and guidelines." The Plan further specifies that "all the other provisions, requirements and/or activity/source performance criteria of SCAQMD Rule 403 (Fugitive Dust) also apply, including those pertaining to Large Operations and Contingency Control Measures. These measures include (but are not necessarily limited to) the development of a Dust Control Plan, appointment of a qualified dust control supervisor and the timely submissions of appropriate notification forms to SCAQMD."

Section 4.2.5 of the CFTP Draft EIR specifies that LAX Master Plan MM-AQ-2 applies to the CFTP. Therefore, the measures cited in this comment are already incorporated into the mitigation component of the CFTP and no modifications to the measures listed in the Tables 4.2-6 and 4.2-7 of the CFTP Draft EIR are required.

Regarding SCAQMD Rule 2449, it is LAWA's understanding that Surplus Off-Road Opt-In for NOx (SOON) program provides an incentive - grant funding - for construction contractors and other owners of off-road diesel equipment to accelerate compliance with the In-Use Off-Road Diesel-Fueled Fleets (OR Fleets) Rule (13 CCR 2449, 2449.1 and 2449.2). Through the Community Benefits Agreement, Section X.F, LAWA already requires diesel construction equipment to be outfitted with best available emission control devices to reduce PM and NOx, as discussed in Section 4.2.5 of the CFTP Draft EIR. The devices installed on construction equipment used for the South Airfield Improvement Project (SAIP) are the Verified Diesel Emission Control Strategy (VDECS) filters referenced in the OR Fleets rule. LAWA is committed to continuing and expanding this control program as LAX Master Plan projects, such as the CFTP, begin construction. Since LAWA's current commitment includes retrofitting existing equipment, it was not deemed necessary to incorporate SCAQMD Rule 2449 into the list of CEQA mitigation measures.

It should be noted that no additional emission reductions were calculated for Rule 403 measures under CEQA since they are part of existing SCAQMD rules and regulations. The air quality impact analysis included in Section 4.2 of the Draft EIR did include reductions for use of diesel particulate filters on a portion of the construction equipment, and for fugitive dust control using watering.

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Comment: SCAQMD Permit Requirements

4. In the Draft EIR, the lead agency describes concrete batching and aggregate rock crushing operations that might require SCAQMD permits. The lead agency should be aware that concrete batch and aggregate rock crushing operations are subject to the following rules and should note this in the Final EIR.

- Rule 1156 - PM10 Emission Reductions from Cement Manufacturing Facilities;
- Rule 1157 - PM10 Emission Reductions from Aggregate and Related Operations; and
- Regulation XIII - New Source Review.

Response: The comment is noted. Section 2.6.2 of the CFTP Draft EIR has been revised to note that the on-airport concrete batching and aggregate rock crushing facilities used for the CFTP would be permitted according to Regulation XIII - New Source Review; and would meet the requirements of Rule 1156 - PM10 Emission Reductions from Cement Manufacturing Facilities, and Rule 1157 - PM10 Emission Reductions from Aggregate and Related Operations. Please see Chapter 3, Corrections and Additions to the CFTP Draft EIR.

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Comment: Health Risk Assessment

5. In the Draft EIR, the lead agency states that the incremental health risks due to inhalation of TACs from operational sources associated with four build alternatives and the No Action/No Project

Alternative was addressed in the LAX Master Plan Final EIR on page 4-77. There appears to be no further discussion of potential health risks from operation. SCAQMD staff assumes that a formal HHRA for operational impacts was not prepared because the project results in a reduction of overall emission reductions. It would be helpful if the lead agency summarized the operational HHRA health risk results from the Final Program EIR for the LAX Master Plan and provide a better explanation in the Final EIR why an HHRA for the project operation was not prepared.

Response: Section 4.2.2.2 on page 4-62 of the CFTP Draft EIR provides a description of the operations of the CFTP with regards to air quality and emission impacts. As noted in the comment and in the text, "[t]he completion of the CFTP would have a slight beneficial impact on the taxi/idle times of aircraft that need to move between the north and south airfields at LAX. No other operational source would be affected by the CFTP, and only taxi/idle emissions from aircraft would be impacted (reduced) by this project." The reductions in taxi/idle emissions are presented in Table 4.2-10 on page 4-74 in Section 4.2.6.2. As noted on pages 9 and 10 of Section 3.1.2 of Appendix D of the CFTP Draft EIR, on-airport operational sources of TAC emissions include aircraft, ground support equipment, ground access vehicles on airport roadways and in airport parking lots, and stationary sources such as power plants, fuel tanks, maintenance, and surface coating facilities, and other miscellaneous sources. Since human health risks are directly proportional to emission concentrations, a reduction in emissions would result in a decrease in risks and hazards and a slight beneficial impact. It was deemed unnecessary to calculate the magnitude of this beneficial impact as it would have negligible impact on the conclusions of the risk assessment for the CFTP.

As noted on page 4-1311 in Section 4.24.1.1 of the LAX Master Plan Final EIS/EIR, airport congestion is expected to grow worse without additional capital improvement. The approved LAX Master Plan (Alternative D) evaluated in the LAX Master Plan Final EIS/EIR is expected to relieve current and predicted future congestion by making airport operations, particularly aircraft operations, more efficient. This statement is supported by the negative incremental risks for Alternative D under the pre-mitigation assessment measured against Year 2000 reported on page 13 in Table S4 of Technical Report S9a, Supplemental Human Health Risk Assessment Technical Report of the LAX Master Plan Final EIS/EIR. Negative risks values indicate a reduction in cancer risk compared to baseline conditions and a beneficial impact as a result of the approved LAX Master Plan. This table also shows that the incremental hazard indices for Alternative D range from 0.03 to 0.1 depending on the receptor. These incremental chronic non-cancer hazards are below the threshold of significance. Although these results represent operational health risk results of the overall LAX Master Plan, they are for the entire Master Plan and do not provide project-specific information regarding the CFTP. The human health risk assessment (HHRA) conducted for the LAX Master Plan is publicly available (http://www.ourlax.org/pub_finalEIR.cfm) and its addition to the CFTP would not provide additional insight regarding project-specific CFTP operations or health risks.

CFTP-AL00001 Chow, Denise City of Los Angeles 10/21/2008

CFTP-AL00001 - 1

Comment: My name is Denise Chow and am currently working on the Los Angeles International Airport Crossfield Taxiway Project. The CEQA regarding the crossfield taxiway is unrelated to sewers. We therefore have no further comments.

Response: The comment is noted. The CFTP Draft EIR addresses impacts on wastewater collection facilities in Section 5.14.

CFTP-AL00002 Lichman, Barbara E. Chevalier, Allen & Lichman, LLP 11/10/2008

CFTP-AL00002 - 1

Comment: The following are the comments of the Cities of Inglewood and Culver City ("Cities") concerning the Draft environmental Impact Report (DEIR) for the Los Angeles International Airport ("LAX") Crossfield Taxiway Project (the "Project").1

1. As a threshold issue, please be advised that Cities note that none of the issues they raised in their May 12, 2008 comment letter regarding the Notice of Preparation were specifically addressed in the DEIR.

Response: The comment is noted. The footnote to this comment states that the CFTP Draft EIR did not specifically address any of the issues raised in the commentors' May 12, 2008 letter regarding the Notice of Preparation ("NOP comment letter"). LAWA respectfully disagrees. The Cities NOP comment letter identified three main areas of concern, all of which were specifically addressed in the CFTP Draft EIR, as described below.

The Cities' first NOP comment pertained to tiering of the CFTP EIR from the LAX Master Plan EIR and the relationship of the CFTP Draft EIR to the Specific Plan Amendment Study (SPAS). These issues were addressed in Sections 1.2.2, 1.2.3, and 3.3.2 of the CFTP Draft EIR. These comments are repeated in the Cities' November 10, 2008 comment letter on the CFTP Draft EIR. Please see Response to Comment CFTP-AL00002-2 below, which addresses these issues.

The Cities' second NOP comment related to airport capacity constraints and made the assertion that the CFTP would result in increased capacity. This was addressed in Section 2.4.4 of the CFTP Draft EIR. This comment is also repeated in the Cities' November 10, 2008 letter and a response is provided in Response to Comment CFTP-AL00002-3 below.

Finally, the Cities made comments on the NOP pertaining to the cumulative impacts of the CFTP and the Specific Plan and approved Master Plan. LAX Master Plan projects considered in the cumulative impacts analysis are identified in Section 3.3.1 of the CFTP Draft EIR and the relationship of the CFTP to the SPAS is addressed in Section 3.3.2 of the CFTP Draft EIR. The Cities' NOP comment on these issues are also repeated in their November 10, 2008 letter and a response is provided in Response to Comment CFTP-AL00002-4 below.

CFTP-AL00002 - 2

Comment: I. THE "TIERING" OF THE DEIR ON THE "APPROVED MASTER PLAN EIR" RESULTS IN IMPROPERLY ATTENUATED ENVIRONMENTAL REVIEW.

The DEIR justifies expedited environmental review on the apparent ground that, as a part of "the approved LAX Master Plan" (DEIR, p. 1-10) adequate environmental review was already completed during the prior Master Plan environmental review process.2 Cities disagree.

It is true that CEQA requires, in pertinent part, that "environmental impact reports shall be tiered whenever feasible . . .", Public Resources Code § 21093(b). However, the utility of tiering is limited to those situations in which individual projects, such as the Crossfield Taxiway are consistent with the larger project such as the approved Master Plan project which has already been environmentally reviewed.3

Despite the fact that the "approved Master Plan" remains in place, most of its most salient features, such as the off-site ticketing facility; closure of the Central Terminal Area ("CTA") to surface traffic; movement of Runway 6L/24R 340 feet to the south, thus necessitating restructuring of Terminals 1 through 3, have been replaced by the Specific Plan projects currently being evaluated as separate projects. Therefore, the Specific Plan projects, and their environmental impacts, will be radically different from the projects and environmental impacts originally evaluated in conjunction with the

approved Master Plan. As a consequence, even if the Crossfield Taxiway Project were envisioned and evaluated in the EIR for the approved Master Plan, it cannot remain consistent with a "first tier decision" that has itself been radically transformed.

The second order consequence of this radical transformation is the potential for different and additional environmental impacts. For example, the DEIR fails to disclose if or how leaving Runway 6L/24R in place or, as is currently being proposed, moving it 340 feet north, will change the Project's impacts resulting from aircraft taxiing distances different from those envisioned in the Master Plan. In short, because of the manifest inconsistency between the "Approved Master Plan" and the current Specific Plan, the Cross Field Taxiway project must be fully and independently evaluated under CEQA.

2. "Concurrent with the approval of the LAX Master Plan was the certification of the LAX Master Plan Final Plan Final EIR, which addresses the environmental impacts associated with the LAX Master Plan improvements. As a programmatic level EIR, the LAX Master Plan Final EIR was prepared and certified by LAWA for the entire LAX Master Plan. In accordance with CEQA, subsequent activities occurring within the program (i.e., the Master Plan) are examined in light of the program EIR to determine whether an additional environmental document must be prepared." DEIR, p.1-1.

3. "Tiering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture' and can then use streamlined CEQA review for individual projects that are consistent with such . . . [first tier decisions] . . ." Koster v. County of San Joaquin, 47 Cal.App.4th 29, 36 (1996).

Response: The CFTP Draft EIR is "tiered" from, and incorporates by reference, the LAX Master Plan EIR. The CFTP Draft EIR builds on the analysis contained in the LAX Master Plan EIR and provides additional project-level information and analysis as necessary. This is consistent with CEQA Guidelines § 15168, subd. (d), which encourages agencies to simplify the task of preparing EIRs on later parts of a program. Specifically, the CEQA Guidelines encourage agencies to use the first-tier document "to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole" and to focus the second-tier EIR "to permit discussion solely of new effects which had not been considered before." (CEQA Guidelines § 15168, subd. (d)(2),(3).)

The CFTP Draft EIR's reliance on the LAX Master Plan EIR is appropriate, as the CFTP is consistent with the LAX Master Plan, as demonstrated in Section 2.2 of the CFTP Draft EIR. The current status of the LAX Master Plan, including the outcome of the Stipulated Settlement as well as the SPAS process, is addressed in Section 3.3.2 of the CFTP Draft EIR. As noted in that section, several components of the LAX Master Plan were identified as "Yellow Light Projects" in the Stipulated Settlement. As also noted in that section, the purpose of the SPAS is to identify potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers. Section 7.G. of the LAX Specific Plan also recognizes the very same improvements identified in the Stipulated Settlement as Yellow Light Projects as requiring further evaluation through the SPAS process. However, while the SPAS is being processed, "LAWA may continue to process and develop projects that are not Yellow Light Projects, consistent with the LAX Specific Plan Compliance Review procedures." (Stipulated Settlement, Sec. V.F.) Therefore, LAWA may proceed with those components of the approved LAX Master Plan that were not identified in Section 7.G. of the Specific Plan (i.e., the Yellow Light Projects), and implementation of those components were not, and are not, dependent or contingent upon the SPAS process.

LAWA is in the process of preparing a Draft EIR for the SPAS. As presented in the NOP for the SPAS Draft EIR, which was published on March 17, 2008, four development alternatives as well as the No Project/No Development (Existing Conditions) alternative and the No Project/No Specific Plan Amendment (Implement Approved Master Plan) alternative are currently being considered in the SPAS Draft EIR. It would be speculative to make any assumptions as to which of these development alternatives, if any, will be approved by the Board of Airport Commissioners and the

Los Angeles City Council. Unless and until an amendment to the Specific Plan is approved that would modify the LAX Master Plan components, the approved LAX Master Plan, as reflected in the LAX Specific Plan adopted by the Los Angeles City Council, is the current plan and remains in effect. It is premature to state that the salient features of the Master Plan have been replaced. In fact, as noted above, implementation of the approved Master Plan is one of the alternatives being considered in the SPAS EIR.

Moreover, because the SPAS EIR has not yet been completed, the environmental impacts of the alternatives under consideration are not yet known. Therefore, it is not appropriate to evaluate the impacts of the CFTP in conjunction with the SPAS alternatives. However, the SPAS EIR will evaluate, on a cumulative basis, the impacts of each of the SPAS alternatives in conjunction with other, non-SPAS projects. This analysis will consider the non-Yellow Light Master Plan projects, including the CFTP.

CFTP-AL00002 - 3

Comment: II. THE DEIR'S AIR QUALITY ANALYSIS IS LIMITED ONLY TO "TEMPORARY EMISSIONS FROM CONSTRUCTION" AND IS INADEQUATE TO SATISFY CEQA.

CEQA requires that an EIR be "a detailed statement prepared under CEQA describing and analyzing the significant effects of a project and discussing ways to mitigate or avoid the effects." CEQA Guidelines, § 15362. However, the DEIR does not address any of the air quality impacts of the Project except for emissions created by the actual construction of the Project.4 Thus, the DEIR fails to analyze any of the significant effects that the operational components of the Project will have on air quality. The DEIR provides no justification for the minimal air quality analysis of the Crossfield Taxiway Project, other than what was previously stated in the Notice of Project (NOP)that "[w]hile it would reduce delays associated with taxiing aircraft, the proposed project would not increase the capacity of the airfield, as that capacity is currently constrained by number and availability of gates." DEIR App. A, p.4 (emphasis added). This premise is flawed.

First, and most obviously, while it is true that landside facility constraints will play a role in limiting airport capacity, the current constraint on numbers of gates to 153, established in the "Judgment Pursuant to Stipulated Settlement," ("Settlement")5 expires at the end of 2020. Therefore, the "current" gate constraints (which do not in any event become applicable unless and until LAX reaches 75 million air passengers per year6) will exist for a maximum of 12 more years. All envisioned improvements may only barely be completed by that date. As air quality should be evaluated for future as well as current scenarios, the "current" gate constraints relied upon in the DEIR as an effective capacity constraint will not be the same constraint on future capacity increases.

Second, the decrease in delay which is the stated purpose of the Crossfield Taxiway Project (NOP, p. 4) may itself give rise to increased capacity. "Airport capacity" is defined by the FAA as "throughput rate, i.e., the maximum number of operations that can take place in an hour," FAA Advisory Circular AC150/5060-5, p. 1. Both the DEIR and the NOP concede that the Crossfield Taxiway Project's purpose is to "reduce delays associated with taxiing aircraft" (NOP, p. 4) see also, DEIR pp. 2-21, 2-22.7 The corollary of reduced delay is increased "throughput rate." As "nature abhors a vacuum," the slots created by increased throughput rate will, as has occurred at the vast majority of airports including LAX in the past, ultimately result in a higher "maximum number of operations that can take place in an hour."

This is not a concept that is unfamiliar to those who work with airports and proprietors of airports. This principle is explicitly recognized in the FAA's regulatory guidance governing benefit-cost analysis of airport projects. See FAA Airport Benefit Cost Analysis Guidance, (Office of Aviation Policy and Plans December 15, 1999) ("BCA Guidance"). The BCA Guidance, which is intended to help FAA weigh the relative merits of airport projects in making discretionary funding decisions, relies on this principle to help FAA and airport proprietors justify, and quantify the benefits of, investments in aviation projects that reduce airport delays. Id. § 1.1 at p. 1, § 10.4.1.3 at p. 41. The BCA Guidance acknowledges that transportation projects "often" induce higher levels of operations.

Id., § 10.4.1.3 at p. 41. It notes that this common-sense relationship between transportation projects and higher levels of operations applies with special force to aviation projects that reduce flight delays. In the FAA's own words:

Allowance for Induced Demand. It is often the case with transportation projects that an improvement in service attributable to an investment at a facility will induce greater use of the facility than would have occurred without the investment. For instance, an investment that lowers average delay at an airport will induce some potential customers who formerly avoided the airport to use it.

Id. (emphasis in last sentence added).

Moreover, BCA Guidance also offers a formula to calculate the amount of induced demand created by reductions in delay: if "delay savings are more than one minute per operation, it is advisable to resimulate the project alternative case assuming 2 percent increments in operations/passengers." Id. Such 2 percent increments in induced operations should be calculated for each 3 minute saving attributable to the project. Id. "Thus, in the case of a project saving 6 minutes per operation relative to the base case, demand levels equivalent to the base case demand, the base case demand plus 2 percent, and the base case demand plus 4 percent should be simulated for the project case." Id.

Finally a consequence of increased capacity is increased emissions from the greater number of aircraft. Therefore, even though taxi/idle time and distance traveled may be reduced for individual aircraft, this air quality benefit is likely to be offset by additional emissions from additional aircraft.

In short, the Crossfield Taxiway project may not have the limited air quality impact portrayed in the DEIR. Cities therefore strongly recommend that, given the potential synergistic air quality impacts of the Crossfield Taxiway Project with other projects currently being evaluated in the separate NOP for the Specific Plan and the remaining projects in the proposed Master Plan, as well as the Crossfield Taxiway Project's potential for increasing capacity, a complete air quality analysis be performed as part of the EIR. The analysis should include, at minimum, an air quality conformity applicability analysis which takes into account the potential air quality impacts of all projects planned or ongoing, in conjunction with construction of the Crossfield Taxiway Project.

4. "This EIR for the CFTP tiers from the analysis and findings documented in the LAX Master Plan Final EIR. This analysis has been further refined to incorporate detailed project-related assumptions regarding construction equipment that would be utilized and airport activity levels during the construction of the CFTP." DEIR, p.4-57.

5. The settlement ended the challenge to the approved Master Plan brought by Cities, among other Petitioners. City of El Segundo, et al v. City of Los Angeles, et al., Riverside County Superior Court Case No. 426822.

6. Settlement, IV.C., p.8.

7. " . . . the new crossfield taxiway and associated improvements will help relieve existing aircraft congestion and reduce delays that periodically occur on the existing crossfield taxiway system and on adjacent taxiways . . . " DEIR pp. 2-21, 2-22.

Response: The commentor is incorrect in claiming that "the DEIR does not address any of the air quality impacts of the Project except for emissions created by the actual construction of the Project." Section 4.2.2.2 of the CFTP Draft EIR, entitled "Operations," addresses air quality impacts associated with operation of the proposed taxiway improvements. The analysis compares aircraft taxi/idle times with and without the CFTP using airfield simulation modeling, concluding that implementation of the project would reduce emissions associated with aircraft ground movements compared to existing conditions. Implementation of the proposed CFTP would not affect the number and availability of gates at LAX. While it is true that the gate limit provision of the Stipulated Settlement expires at the end of 2020, it would be speculative to hypothesize about the airport's operational characteristics 12 years hence. The CFTP has no bearing on the number of gates that might exist at LAX in the future. It is, however, reasonable to conclude that aircraft ground movement characteristics in the midfield area would improve with the addition of a new Airplane

Design Group (ADG) VI taxiway, compared to existing conditions, regardless of the future airport operations scenario. As such, the conclusion of the CFTP Draft EIR that implementation of the proposed project would result in operations-related air quality benefits still stands.

Similarly, while throughput rate can be an indicator of capacity, the built-in capacity constraints at LAX ensure that capacity will not expand beyond that permitted in the Stipulated Settlement. As stated in FAA Advisory Circular AC150/5060-5, "Airport Capacity and Delay," airport capacity is dependent upon several airport components, including but not limited to, the runways, taxiways, and gate group. Capacity as defined by the FAA is a measure of the maximum number of aircraft operations which can be accommodated on the airport or airport component in an hour. For information related to the specific components that affect the airport's overall capacity, refer to Section 2.2.2 of the LAX Master Plan Final EIR. The proposed CFTP would not change the runway or gate group components relative to airport capacity. As defined by the FAA Advisory Circular AC150/5060-5, page 1, "The term taxiway includes the parallel taxiways, entrance-exit taxiways, and crossing taxiways, recognizing that a capacity limiting condition may exist when an arriving or departing stream of aircraft must cross an active runway." The proposed taxiway is neither a parallel taxiway, an entrance-exit taxiway, nor a crossing taxiway. A crossing taxiway, as defined by the FAA, is a taxiway that crosses an active runway; the project crossfield taxiway would not cross any active runways and therefore is not a component of measuring throughput. Therefore, the addition of Taxiway C-13 would not directly correlate to an increase in throughput, because it is not a taxiway that would have a direct effect on runway occupancy or crossing. As evidenced by the detailed SIMMOD airspace/airfield simulation results, the throughput rates for arriving and departing aircraft would remain unchanged with project implementation. Additionally, the air delay remained unchanged for the simulations, further indicating that throughput would remain unchanged. As stated in Section 2.1.3 of the CFTP Draft EIR, the new crossfield taxiway would provide FAA Air Traffic Control Tower (ATCT) personnel with an additional option to alleviate certain congested ground movement areas during peak periods. This would result in a slight reduction in delay per operation for a peak month average day of less than one minute, as noted in Section 4.2.6.2 of the CFTP Draft EIR, based on the same level of operations and fleet mix distribution. This does not equate to a delay savings of more than one minute per operation as referenced by the commentor; therefore, application of the FAA's BCA formula to calculate the amount of induced demand created by reduction in delay is not applicable.

Regarding the comment that an air quality conformity analysis be conducted for the CFTP, the CFTP is not a project requiring federal approval. As a result, a federal air quality conformity determination is not required. However, a federal General Conformity Determination was conducted for the LAX Master Plan (see Appendix A-2a of the LAX Master Plan EIS). The CFTP is an implementing project under the LAX Master Plan; therefore, it falls within the General Conformity Determination conducted for the LAX Master Plan.

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Comment: III. THE DEIR DOES NOT TAKE INTO ACCOUNT CUMULATIVE IMPACTS OF THE CROSSFIELD TAXIWAY PROJECT WHEN TAKEN TOGETHER WITH THE SPECIFIC PLAN AND APPROVED MASTER PLAN PROJECTS

The DEIR does not mention, let alone evaluate, the impacts of the Specific Plan and approved Master Plan projects. Those projects are, however, closely related to the Crossfield Taxiway Project.

The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time.

CEQA Guidelines, § 15355. The DEIR does mention the cumulative impacts that several construction projects will have, but because the DEIR limits its discussion solely to construction impacts, there is no discussion of cumulative operational impacts.

First, there is no doubt that the Specific Plan projects are reasonably foreseeable, given that the NOP for their environmental review was circulated contemporaneously with the NOP for this Project. Nor can it be argued that those projects are not closely related to the Crossfield Taxiway Project. For example, the purpose of the Specific Plan project separating the runways in the North Runway Complex is accommodation of New Large Aircraft ("NLA") like the A-380, the same purpose as asserted for the Crossfield Taxiway Project (NOP, p. 4). Moreover, the Crossfield Taxiway Project will facilitate traffic between the two runway complexes for the express purpose of allowing NLA and other long haul aircraft which are currently able to use only the South Runway Complex efficiently, to access the North Runway Complex.

Second, the Project's individual impacts may be portrayed as "minor," in comparison to those of the other projects, both individually and collectively, this comparison does not exempt the Crossfield Taxiway Project from a collective evaluation with the other contemporaneous Specific Plan and approved Master Plan projects. See, e.g., Kings County Farm Bureau v. City of Hanford, 221 Cal.App.3d 692, 720 (1990) citing Cal.Admin.Code, title 14 § 15355(b) "Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." In short, the Crossfield Taxiway Project is part of a larger complex of projects aimed at readying LAX for more numerous and larger aircraft. The DEIR should, therefore, at minimum, disclose the potential cumulative impacts of the Crossfield Taxiway Project when taken together with the Specific Plan and approved Master Plan projects which have manifestly the same purpose.

One of those potential cumulative impacts is noise. While the DEIR contemplates evaluation only of construction noise (DEIR, p. 3-2), the Crossfield Taxiway Project's potential cumulative impacts on communities to the north and east of LAX extends far beyond construction noise. To the extent that NLA and other traffic is shifted form the South to the North Runway Complex; and to the extent that the further separation of runways on the North Complex contemplated in the Specific Plan Amendment Study allows not merely larger aircraft, but more aircraft, by virtue of the planned, center taxiway, the Crossfield Taxiway will be an integral part of a large complex of projects. These projects when taken together may lead to changed configurations of the noise contours over adjacent communities.

Cities therefore urge that evaluation of the Project's noise impact be: (1) extended beyond construction to operational impacts; and (2) at minimum, performed, and mitigation measures developed, in the context of the cumulative impacts of all projects that are or will be implemented, and not individually and in isolation as currently contemplated in the DEIR.

Response: The CFTP Draft EIR discusses the cumulative impacts of the CFTP in conjunction with the Specific Plan and the approved Master Plan projects in Section 3.3.1. Specifically, the EIR explains that the overall operational effects of the impacts associated with all of the Master Plan improvements are addressed in the LAX Master Plan Final EIR, which "essentially provid[es] a cumulative impacts analysis of all the improvements that comprise the LAX Master Plan." Please note that an EIR need only address cumulative impacts that result in part from the project evaluated in the EIR. (CEQA Guidelines § 15130, subd. (a)(1).) As indicated in Section 4.1.1 of the CFTP Draft EIR, and in Response to Comment CFTP-PC00002-82, the CFTP would not result in operational changes to traffic. As indicated in Sections 4.2.6.2 and 4.4.6.2 of the CFTP Draft EIR, respectively, project-related operational impacts of the CFTP on air quality and global climate change would be beneficial. Finally, as indicated in Section 4.3.2.2 (page 4-84) of the CFTP Draft EIR, in the absence of operational air quality impacts, there would be no adverse operational impacts to human health risk. Therefore, operation of the project would not contribute to cumulative impacts to these resources and no analysis of such impacts is required in the CFTP EIR. The CFTP Draft EIR identifies three LAX Master Plan projects that are currently in the planning and/or design stages, and indicates that only one of these projects, the TBIT Reconfiguration Project, is anticipated to be under construction at the same time as the CFTP. The cumulative impacts of the CFTP, including both construction and operational impacts, and this Master Plan project, as well as other airport and non-airport projects, are evaluated throughout Chapter 4 of the CFTP Draft EIR. This is consistent with CEQA Guidelines § 15168, subd. (d)(2),(3), which encourages agencies to use first-tier documents such as the LAX Master Plan EIR "to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole" and

to focus second-tier EIRs, such as the CFTP EIR, "to permit discussion solely of new effects which had not been considered before."

Please see Response to Comment CFTP-AL00002-2 regarding the consideration of the SPAS project in the cumulative analysis. As indicated in that response, it would be speculative to make any assumptions as to which SPAS development alternative, if any, will be approved by the Board of Airport Commissioners and the Los Angeles City Council. Therefore, it is not appropriate to evaluate the impacts of the CFTP in conjunction with the SPAS alternatives in more detail than what is already analyzed in the LAX Master Plan EIR. Unless and until an amendment to the Specific Plan is approved that would modify the LAX Master Plan components, the approved LAX Master Plan, as reflected in the LAX Specific Plan adopted by the Los Angeles City Council, is the current plan and remains in effect. As stated in Response to Comment CFTP-AL00002-2, the appropriate place for a cumulative analysis of the SPAS alternatives and the non-Yellow Light Master Plan projects, including the CFTP, is the SPAS EIR. Further, the Stipulated Settlement allows LAWA "continue to process and develop projects that are not Yellow Light Projects, consistent with the LAX Specific Plan Compliance Review procedures" while the SPAS is being processed. (Stipulated Settlement, Sec. V.F.) To hold up the CFTP EIR process until the SPAS process is complete would be inconsistent with this provision of the Stipulated Settlement.

Whereas both the SPAS project and the CFTP share a goal of accomodating New Large Aircraft (NLA), neither project is dependent on the other and each could go forward absent the other. Moreover, as stated above, it is not appropriate to evaluate the impacts of the CFTP in conjunction with the SPAS in more detail than what is already analyzed in the LAX Master Plan EIR given the speculation that would be involved in such an excercise. Such impacts will be evaluated in the SPAS EIR. As a point of clarification, although the CFTP would accommodate the movement of ADG VI aircraft, these aircraft are currently able to travel between the two runway complexes on crossfield Taxiways AA and S. Further, NLA and other long haul aircraft are currently able to use both the north and south runway complexes. NLA, namely the Airbus A380, are currently approved to land on Runway 24R in the north runway complex, as well as on Runway 25L in the south runway complex. The aircraft is currently approved to depart on Runway 25L.

Regarding the comments pertaining to the cumulative noise analysis, as noted in Section 2.1.3 of the CFTP Draft EIR, implementation of the CFTP would not change the number and overall temporal distribution of aircraft arriving at, and departing from, LAX. In addition, the CFTP would not substantially change the existing overall daily split in operations between the north and south runway complexes, nor would it materially change the existing imbalance in the number of heavy aircraft operating on these complexes. (The assignment of departing heavy aircraft to a particular runway is based primarily on runway length; Runway 7L/25R in the south complex is currently the longest runway at LAX and is the primary runway used for the departure of heavy aircraft.) As a result, as indicated in Section 5.1 of the CFTP Draft EIR, the proposed project would not result in any changes to operational noise impacts associated with aircraft takeoffs and landings at the airport and, therefore, would not affect the overall airport noise contours for the airport. An analysis that considers the combined effects of all airfield-related improvements, including further separation of the runways in the north airfield and the addition of new north-south taxiways, is provided in Section 4.1.6.1.5 (pages 4-87 through 4-94) of the LAX Master Plan Final EIR. It should be noted that the CFTP Draft EIR does address localized operational noise impacts that would result from the increased efficiency of the airfield. As indicated in Section 5.1 of the CFTP Draft EIR, the proposed project is anticipated to result in reduced noise levels associated with improved aircraft taxiing operations, though the distance of the noise sources to surrounding sensitive uses near LAX makes it likely that these reductions may not be readily perceptible at off-airport locations.

CFTP-AL00002 - 5

Comment: IV. THE DEIR'S GREENHOUSE GAS EMISSION ANALYSIS SHOULD TAKE INTO ACCOUNT THE CALIFORNIA AIR RESOURCES BOARD'S RECENT PROPOSAL FOR INTERIM THRESHOLDS OF SIGNIFICANCE.

On September 27, 2006, Governor Schwarzenegger signed Assembly Bill 32, the Global Warming Solutions Act of 2006. The law requires a reduction of greenhouses (GHG) emissions to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on global warming emissions that will be phased in starting in 2012. In order to effectively implement the cap, AB 32 directs the California Air Resources Board (CARB) to develop appropriate regulations and establish a mandatory reporting system to track and monitor global warming emissions levels. Additionally, AB 32 requires that CARB use the following principles to implement the cap: distribute benefits and costs equitably; ensure that there are no direct, indirect, or cumulative increases in air pollution in local communities; protect entities that have reduced their emission through actions prior to this regulatory mandate; and allow for coordination with other states and countries to reduce emissions.

The DEIR should also heed the recent settlement of Brown v. San Bernardino County in which California Attorney General Jerry Brown challenged San Bernardino County's General Plan on CEQA grounds because it did not take GHG into account. As a result of the settlement, the County began a 30-month public process aimed at cutting greenhouse gas emissions attributable to land use decisions and county government operations. Under the newly approved Greenhouse Gas Emissions Reduction Plan, the county must: (1) inventory all known, or reasonably discoverable, sources of greenhouse gases in the county; (2) inventory the greenhouse gas emissions level in 1990, the current level, and that projected for the year 2020; and (3) set a target for the reduction of emissions attributable to the country's discretionary land use decisions and its own internal government operations.

Although the DEIR does contain some analysis of GHG, it does not go far enough. Specifically, the DEIR states that "[t]here are no currently established CEQA thresholds of significance or regulatory thresholds for GHG emissions on a local, state, or national basis." DEIR, p. 4-108. However, as part of CARB's mandate under AB 32 and under its duties under CEQA, on October 24, 2008, it released its Preliminary Draft Staff Proposal (PDSP) of Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act.8 In the PDSP, CARB recommended that if industrial projects emit more that 7,000 metric tons of CO2 a year, an EIR should be prepared and all feasible greenhouse gas (GHG) mitigation measures be implemented. CARB believes that this threshold "will result in a substantial portion of the GHG emissions from new projects being subject to CEQA's mitigation requirement, consistent with a lead agency's obligation to 'avoid or minimize environmental damage where feasible.'" PDSP, p.5, citing California Code of Regulations, title 14, § 15021.

Although CARB is still developing a "proposal for an interim approach for thresholds for transportation projects," the DEIR should take the PDSP into account by both evaluating the Project's potential GHG impacts and developing further mitigation measures to offset the potential increase in GHG. This is particularly true in light of the fact that CO2 emissions from the construction sources alone go well above the 7,000 metric ton threshold. See, DEIR, p. 4-116. Although the DEIR claims that there will be reduction in fuel consumption and thus CO2 emissions, operational emissions, however, should be calculated so that the induced demand created by the project is taken into account. Once the PDSP's proposed threshold is taken into account and operational emissions are based on induced demand, the mitigation measures stated in 4.4.8 should be amended to account for the increase in GHG emissions.

8. Almost contemporaneously with the PDSP, CARB issued its Climate Change Proposed Scoping Plan: a Framework for Change, as part of its milestones for the implementation of AB 32. Since the Proposed Scoping Plan does not take currently suggest any measures for aircraft and airports, we do not discuss it here.

Response: The CFTP Draft EIR addresses global climate change and greenhouse gases (GHG) in Section 4.4 with supporting technical data provided in Appendix E. A discussion of AB 32 and other related state regulations and directives is provided in Section 4.4.3.1. Section 4.4.4 of the CFTP Draft EIR acknowledges that the state Office of Planning and Research (OPR) has asked the California Air Resources Board (ARB) technical staff to recommend a method for setting thresholds of significance related to GHG emissions. The fact that ARB released its Preliminary Draft Staff Proposal (PDSP) of Recommended Approaches for Setting Interim Significance Thresholds for

Greenhouse Gases under the California Environmental Quality Act does not lessen the accuracy or validity of the Draft EIR's statement that "[t]here are no currently established CEQA thresholds of significance or regulatory thresholds for GHG emissions on a local, state, or national basis." Notwithstanding that ARB released the subject recommendations on October 24, 2008 for the sole purpose of soliciting public input and, by name alone - "Preliminary Draft Staff Proposal" - it is clear that ARB's recommendations are very preliminary in nature and are not intended or designed at this time to be applied to a specific project, the comment's application of the preliminary draft thresholds to the CFTP does not comport with the basic methodology described in the PDSP. The 7,000 metric ton threshold cited repeatedly in the comment pertains only to ARB's proposed operational emissions of industrial projects. Aside from the fact that the CFTP is more likely to be considered a transportation project than an industrial project, at which the PDSP states that ARB staff is working on a proposal for an interim approach for thresholds for transportation projects (see page 5 of PDSP), the PDSP clearly states that construction emissions would be evaluated in light of ARB interim performance standards, which are yet to be drafted; not quantitative standards as implied in the comment.

With regard to the comment's suggestion that implementation of the CFTP would somehow induce demand and increase activity at LAX, please see Response to Comment CFTP-AL00002-3.

CFTP-AL00002 - 6

Comment: Cities appreciate this opportunity to comment and request that future documents be transmitted to the office of their counsel, Chevalier, Allen & Lichman, LLP at the above address.

Response: This comment is noted. A copy of the Final EIR will be sent to Chevalier, Allen & Lichman, LLP as well as to the Cities of Inglewood and Culver City. The Final EIR will also be available at www.ourlax.org.

CFTP-AL00003 Wolff, Osa L. Shute, Mihaly & Weinberger LLP 11/7/2008

CFTP-AL00003 - 1

Comment: We submit this letter on behalf of our client, the City of El Segundo, to comment on the Los Angeles World Airports ("LAWA") Draft Environmental Impact Report ("DEIR") for its Crossfield Taxiway Project proposed for Los Angeles International Airport ("LAX"). El Segundo has been an active participant in the LAX Master Plan process since its inception. In February of 2006, El Segundo, together with other petitioners, entered into a Stipulated Settlement Agreement with LAWA. El Segundo continues to monitor LAWA's efforts to implement the LAX Master Plan in order to ensure those efforts comply with the terms of the Master Plan and Stipulated Settlement Agreement. In keeping with that approach, and in the spirit of cooperation, we submit this comment letter on behalf of the City of El Segundo.

We previously submitted a May 12,2008 comment letter on behalf of El Segundo commenting on LAWA's Notice of Preparation ("NOP") for the Crossfield Taxiway Project DEIR. LAWA thereafter released a revised NOP, and has now circulated the DEIR for public review and comment. We are pleased to see that both the revised NOP and the DEIR respond to some of the issues raised in El Segundo's comment letter on the initial NOP.

For example, El Segundo's NOP comment letter asked for additional information regarding existing uses and facilities that would be displaced by the proposed Crossfield Taxiway Project. As requested by El Segundo the DEIR provides detailed information regarding the uses and facilities that would be displaced, information regarding where those uses will be relocated and an analysis of associated environmental impacts.

Similarly, El Segundo's NOP comment letter questioned whether and to what extent the Project was one of the Master Plan projects previously evaluated at a programmatic level in the LAX Master

Plan Environmental Impact Statement/Environmental Impact Report. We asked for guidance regarding how the Master Plan EIS/EIR evaluated the proposed Crossfield Taxiway Project. In response, the DEIR acknowledges that the Crossfield Taxiway Project is rarely referenced specifically in the LAX Master Plan and its EIS/EIR, but points out how it was part of that plan and its environmental analysis (including noise, airfield efficiency, safety and capacity). See DEIR at 2-12 through 2-21.

Thank you for your efforts to provide detailed and substantive responses to our prior comments. Although the DEIR represents a marked improvement over LAWA's initial NOP for the Crossfield Taxiway Project, some issues remain. El Segundo therefore respectfully submits the following comments:

Relationship to Airfield Balance. In our comments on LAWA's NOP for the Crossfield Taxiway Project DEIR, we noted that the City of El Segundo is interested in ensuring that aircraft operations at LAX are balanced between the north and south airfields. The need for balance is particularly important for noisy large aircraft ("heavies"), which have historically used the south airfield (close to El Segundo) more than the north airfield. The DEIR prepared by LAWA responds to this comment by noting that one of the benefits of the Crossfield Taxiway Project is that it will help air traffic controllers better balance aircraft arrivals between the north and south airfields. See DEIR at 2-11. The DEIR acknowledges, however, that "implementation of the CFTP will not substantially change the existing overall daily split in operations between the north and south runway complexes, nor will it materially change the existing imbalance in the number of heavy aircraft operating on the north and south runway complexes. The assignment of departing heavy aircraft to a particular runway is based primarily on runway length; Runway 7L/25R in the south complex is currently the longest runway at LAX and is the primary runway used for the departure of heavy aircraft. LAWA is currently evaluating options for improvements to the north runway complex, within the SPAS process, including the lengthening of runways to address that imbalance issue." DEIR at 2-11.

El Segundo appreciates this clarification regarding the relationship between the Crossfield Taxiway Project and airfield balance. The analysis provided further underscores the importance of completing the Specific Plan Advisory Study ("SPAS") process expeditiously. As El Segundo has previously pointed out, the delay experienced in that process is inconsistent with the clear timeline and language in the Stipulated Settlement Agreement. Additionally, the SPAS process must produce solutions for the north airfield that address the need for safety improvements and better airfield balance. From the perspective of fairness, efficiency and safety, LAX simply cannot continue to operate in its current lopsided manner. The proposed Crossfield Taxiway Project should be seen as a first, small step towards addressing that serious problem.

Response: The comment is noted. LAWA appreciates the commentor's acknowledgement of the Draft EIR's responsiveness to comments submitted on the Notice of Preparation (NOP) and Revised NOP. The comment accurately reflects the Draft EIR's discussion of the relationship of the CFTP to airfield balance at LAX. As described in the Draft EIR, implementation of the CFTP would not materially change the existing overall split in operations between the north and south runway complexes. Additionally, the CFTP would not materially affect or be affected by the outcome of the LAX Specific Plan Amendment Study (SPAS), which, as also noted in the Draft EIR, is evaluating options for improvements to the north runway complex including the lengthening of runways to address that imbalance issue. Issues pertaining to airfield balance and the SPAS process are completely separate from the CFTP, and therefore need not be addressed in the CFTP EIR. Notwithstanding, it is worth noting that LAWA shares the City of El Segundo's interest in advancing the SPAS process and implementing solutions for the north airfield that address the need for safety improvements and better airfield balance. LAWA has, in fact, spent substantial time, effort, and money in identifying, evaluating, and advancing a comprehensive program of improvements at LAX, in the form of the LAX Master Plan. Each and every build alternative considered for the Master Plan included improvements to improve airfield safety and airfield balance. Following approval of the Master Plan in December 2004, improvements to the south airfield were advanced to implementation, which reflects well the City of El Segundo's willingness and ability to work closely with LAWA in addressing public safety issues. The Master Plan improvements to the north airfield were not advanced due to litigation filed against the Master Plan EIR in 2005 and a resultant Stipulated Settlement in 2006 that required LAWA to evaluate other options for certain components

of the Master Plan including the north airfield complex. LAWA then went to great lengths to obtain input from the community, the petitioners that are party to the Stipulated Settlement and other members of the SPAS Advisory Committee, and other stakeholders regarding options for improvements to the north airfield. Based on such input, LAWA identified a preliminary range of potential alternatives for improvements to the north airfield, which were presented in spring 2008 in the SPAS Draft EIR NOP. In summer 2008, the LAX North Airfield Safety Study (LAX-NASS) was commenced, in response to Los Angeles City Councilman Bill Rosendahl's call for completion of such a study by an independent firm selected with community input. The study is being conducted by a highly qualified team of NASA researchers and academic panel members in consultation with the North Runway Safety Advisory Committee and LAWA staff. LAWA looks forward to integrating the conclusions and recommendations of the LAX-NASS into the SPAS process and moving quickly towards implementation of acceptable solutions to the north airfield safety and balance issues.

CFTP-AL00003 - 2

Comment: New Large Aircraft ("NLA") Operations. The DEIR indicates that one objective of the proposed Crossfield Taxiway Project is to "provide a new crossfield taxiway designed to accommodate ADG VI aircraft (i.e., NLA such as the Airbus A380 and Boeing 747-8), recognizing that limited commercial operation of the A380 at LAX is scheduled to begin in October 2008 and is anticipated to increase substantially by early 2012."1 DEIR at 2-21. The DEIR also provides detailed new information regarding how NLA are expected to utilize the airfield on arrival and departure, with and without the proposed Crossfield Taxiway Project. See DEIR Figs. 2-5, 2-6, 2-7 & 2-8.

Most notably, the DEIR makes clear that LAWA anticipates that NLA will routinely violate the longstanding preferential runway policy2 in place at LAX, by departing from the runway closest to El Segundo (Runway 25L). See DEIR at 2-12 fn 7 ["As assumed in the Master Plan, NLA will depart only from Runway 25L, as Runway 25R does not meet separation standards between runway and Taxiway B/C for NLA."]3 & Figs. 2-6, 2-8. Prior to departure, NLA will also apparently use Taxiway A, which is located even closer to El Segundo than Runway 25L. NLA departures from Runway 25L, and the associated use of Taxiway A, will impose substantial adverse impacts on El Segundo residents, including increased noise and air pollution. LAWA must make every effort to avoid and reduce those impacts.

El Segundo recognizes that the problem of potential NLA departures from Runway 25L exists regardless of the proposed Crossfield Taxiway Project. As such, the problem must be addressed through other means. Specifically, LAWA must concentrate on operational changes and airfield modifications to address the problem. First, LAWA should undertake an exhaustive effort to identify operational modes that would allow NLA to arrive, taxi and depart without violating LAX' s longstanding preferential runway policy. This may mean restricting other aircraft operations during NLA arrivals, taxiing and departures. LAWA may also need to seek variances from FAA for certain separation standards, as it has done elsewhere at LAX.

It is also important to note that although the Master Plan may have assumed that NLA would depart from Runway 25L (in violation of the preferential runway policy) for a short period of time prior to the construction of the north airfield improvements, the Master Plan should also have assumed that compliance with the preferential runway policy would be restored following the completion of those improvements. As such, it is disingenuous to imply, as the Crossfield Taxiway Project DEIR does, that the Master Plan assumed NLA would permanently depart from Runway 25L. Other Master Plan improvements can and must come on line to address the problem of potential NLA departures from Runway 25L. This further underscores the need for the SPAS process to proceed expeditiously to identify and implement north airfield improvements to replace those that received a "Yellow Light" in the Master Plan process.

1 In preparing the Final EIR, it should be noted that A380 operations have in fact begun at LAX.

2 The purpose of the preferential runway policy is to place arrivals on LAX's outboard runways (Runways 25L and 24R) and place noisier departures on LAX's inboard runways (Runways 25R and 24L), farther from the communities north and south of the airport.

3 The DEIR does not provide any specific citations to the Master Plan or its EIR/EIS to illustrate whether and to what extent those documents assumed NLA would depart from Runway 25L. El Segundo respectfully requests that LAWA provide that information in the Final EIR for the Crossfield Taxiway Project.

Response: The operational characteristics of New Large Aircraft (NLA) at LAX as related to which runways are used for departures are based on FAA standards and decisions by the FAA Air Traffic Control Tower (ATCT). The use of Runway 25L for NLA departures is a decision completely independent of the CFTP. LAWA fully agrees with the City of El Segundo's comment that other Master Plan improvements must come on line to provide other options to the reliance on Runway 25L for departures of NLA. See also Response to Comment CFTP-AL00003-1.

CFTP-AL00003 - 3

Comment: Relationship to Midfield Satellite Terminal & TBIT Backsiding. El Segundo's comments on the NOP for the Crossfield Taxiway Project noted that from a planning and CEQA perspective, the Crossfield Taxiway Project should be evaluated together with and as part of the Midfield Satellite Terminal Project and the proposed construction of gates on the west side of Tom Bradley International Terminal ("TBIT Backsiding Project"). To do otherwise would appear to segment the overall project. In the DEIR, however, LAWA has elected to treat the Crossfield Taxiway Project as separate from the Midfield Satellite Terminal Project and TBIT Backsiding Project. See DEIR at 1-10, 1-19. For the reasons stated in El Segundo's NOP comment letter, we continue to believe that the proposed Crossfield Taxiway Project should be evaluated together with the Midfield Satellite Terminal Project and TBIT Backsiding Project in order to give decisionmakers and the public a more complete understanding of the improvements proposed for the midfield area.

Response: The new crossfield taxiway could provide airfield access to future gates that would be located at the planned Midfield Satellite Concourse (MSC). However, the MSC need not be evaluated at a project-level in the CFTP EIR because the proposed new taxiway has independent utility from the MSC. In other words, it can and will proceed, if approved, regardless of whether the MSC is ever constructed. As indicated in Section 2.1.4 of the CFTP Draft EIR, LAX currently experiences periodic aircraft ground movement congestion at and near Taxiways S and Q. In addition, NLA are not able to use Taxiway Q, and are only able to use Taxiway S under a modification of typical airport operations. Implementation of the CFTP would resolve these current inefficiencies whether or not the MSC is ever constructed. Similarly, the proposed TBIT Reconfiguration Project (also known as the "Bradley West Project") need not be evaluated at a project-level in the CFTP EIR because construction of the new crossfield taxiway is independent from the proposed TBIT Reconfiguration Project. Further, implementation of the CFTP does not commit LAWA to proceeding with either the TBIT Reconfiguration Project or the MSC.

Moreover, the environmental impacts associated with all of the improvements contemplated for the midfield area, including the CFTP, the TBIT Reconfiguration Project (i.e., addition of aircraft gates to the west side of TBIT), and the MSC combined, are addressed in the LAX Master Plan EIS/EIR. As stated on page 3-3 of the CFTP Draft EIR, "…the LAX Master Plan provides a comprehensive plan for a number of improvement projects planned to be implemented over many years throughout the airport. The LAX Master Plan Final EIR addresses the overall effects of all of the improvements, essentially providing a cumulative impacts analysis of all the improvements that comprise the LAX Master Plan, while also identifying the more notable impacts that are attributable to specific components, where appropriate." The information and analysis developed for the CFTP Draft EIR further evaluates the combined impacts of the proposed midfield improvements by addressing cumulative construction impacts in light of more detailed information that was not available at the time the Master Plan EIR was completed. As indicated on page 3-3 of the CFTP Draft EIR, construction of the TBIT Reconfiguration Project is anticipated to overlap with construction of the CFTP, and the impacts of the combined construction activities are addressed in Section 4.1 of the CFTP Draft EIR. Construction of the MSC is not expected to overlap with construction of the CFTP; hence, no combined construction impacts are anticipated to occur relative to those two projects.

CFTP-AL00003 - 4

Comment: Ground Run-Up Enclosures. As the DEIR notes, the Master Plan includes two ground run-up enclosures ("GREs"), which will make key contributions to the effort of reducing the airport's noise impact on its neighbors, especially El Segundo. DEIR at 2-29, 5-5; Master Plan FEIR at 3-82. While El Segundo is pleased to see that the Crossfield Taxiway Project includes a proposed position for one of these GREs, the project could be improved substantially by including actual construction of the facility, rather than merely siting.

Maintenance run-ups of aircraft engines contribute significantly to noise levels in El Segundo, particularly to single-event noise. Siting this GRE is an important step toward reducing such noise. El Segundo is, however, disappointed that LAWA proposes to delay constructing the facility indefinitely until the time of the construction of the Midfield Satellite Concourse. El Segundo believes that LAWA would better advance the goal of reducing the airport's noise impacts by providing a concrete schedule for building the GRE.

This timeframe should not link GRE construction to the Midfield Satellite Concourse project. Because that project has been delayed indefinitely, such a link would provide El Segundo and other neighboring jurisdictions with no assurance that LAWA will ever build the GRE. Meanwhile, the ancillary facilities presently located at the Midfield Concourse do not provide the sound attenuation of GREs, and El Segundo consequently continues to suffer the noise effects of run-ups. The construction of the Crossfield Taxiway and its accompanying remain overnight parking spots for aircraft presents an excellent opportunity to begin planning for the construction of the proposed GRE.

As the DEIR notes, the GRE will be 1000 feet closer to El Segundo than the Master Plan proposal, thus somewhat reducing its effectiveness in protecting the City from run-up noise. LAWA could mitigate this reduction with a commitment to a timeframe for building the GRE. That commitment, along with policy or regulations requiring all run-ups to occur in the new GRE, would promise El Segundo substantial relief.

If LAWA insists on delaying GRE construction indefinitely, we would ask that the airport not designate the future site of the facility as a fifth remain overnight spot. El Segundo is concerned that if the site were used for aircraft parking during the interim before GRE construction, the users of the site might resist future proposals to fulfill the Master Plan's commitment to building the GRE. The Crossfield Taxiway Project would displace only four such parking spots, so there would be no burden to users if the project provided four in replacement and reserved the fifth exclusively as a GRE site. Moreover, once the GRE is built, it potentially could be used for a remain overnight parking during times when no carrier has scheduled the GRE for run-up purposes.

It is important to note that the Master Plan's provision for GREs has also been addressed in recent discussions between LAWA and El Segundo regarding the airport's variance from state noise standards. As you know, LAX cannot meet these standards and therefore may not operate without a variance granted by Caltrans. A plan for constructing the GRE now, rather than at an uncertain future phase of Master Plan development, could facilitate the variance process by demonstrating LAWA's commitment to reducing its noise impact on surrounding communities.

Response: The comment is noted. LAWA is committed to building two aircraft ground run-up enclosures (GREs) in accordance with the planning and provisions of the LAX Master Plan. As described in Section 5.1.5.1 of the CFTP Draft EIR, construction of the future GRE proposed in the LAX Master Plan to occur in the midfield area would be implemented in conjunction with the relocation of existing aircraft maintenance facilities displaced by the MSC. The CFTP does not displace any aircraft maintenance facilities. While the CFTP provides and preserves a location for the future GRE, the more detailed design, engineering, and construction of the subject facility are considered well suited for inclusion in the more comprehensive planning and programming of aircraft maintenance facilities relocation/development.

CFTP-PC00001 Solutions, Landlord Sprint Nextel Property Services 10/24/2008

CFTP-PC00001 - 1

Comment: Please see the attached notice rcvd by LLS; this notice does not include the Sprint Nextel site identification number, please provide so that I may submit for processing.

Response: The comment is noted. The comment does not raise an issue regarding the contents or adequacy of the CFTP Draft EIR, and thus does not require a further response. (Public Resources Code §21091(d); CEQA Guidelines, §15204(a).)

CFTP-PC00002 Schneider, Denny Alliance for a Regional Solution to Airport Congestion 11/10/2008

CFTP-PC00002 - 1

Comment: The general comments in this letter are supplemented by pages of detailed attachment comments for specific areas in the subject draft EIR. As stated in the draft EIR, all comments made to the LAX Master Plan Alt. D Final EIR are incorporated by reference. ARSAC maintains our general support for this project as noted in our reference 1 comments, but we have concerns about this EIR and some of the precedents that it is attempting to create about the approval process. The most critical issues not adequately addressed are noise and air pollution.

We acknowledge the importance of LAX to all of the region continue to seek full cooperation with LAWA to develop an airport for which we can all be proud that is not another expansion with greater community impacts. We also seek a regional network of traveler convenient airports.

Response: The comment is noted. Please see Responses to Comments CFTP-PC00002-6 through CFTP-PC00002-140 below which address the commentor's detailed comments, including comments related to noise and air quality, on the CFTP Draft EIR.

The comment that all comments submitted by ARSAC regarding the LAX Master Plan Final EIR are incorporated by reference is acknowledged. The majority of these comments are not related to the CFTP Draft EIR. Comments made regarding the LAX Master Plan do not raise issues regarding the content or adequacy of the CFTP Draft EIR and no detailed response will be provided here. (CEQA §21091 (d); CEQA Guidelines, §15204 (a).) However, the entire LAX Master Plan Final EIR, including responses to all comments received on the LAX Master Plan Draft EIR and Supplement to the Draft EIR, is incorporated by reference as if fully set forth herein. Responses to ARSAC's previous comments on the LAX Master Plan EIS/EIR are provided in responses to comment letters PC00309, SPC00164, SPC00309, SPHSP00017, SPHF00028, SPHE00004, SPC00093, and PHF00022 included in Part II of the LAX Master Plan Final EIR, and FPC00004 included in FAA's Record of Decision on the LAX Master Plan.

As described in Chapter 2 of the CFTP Draft EIR, the primary purpose of the CFTP is to improve the safety and efficiency of aircraft ground movement in the midfield of LAX by providing taxiway improvements, including a new crossfield taxiway. The CFTP is not designed to foster overall regional solutions to problems related to transportation. Rather, the CFTP is focused on improving the safety and efficiency of aircraft ground movement in the midfield of LAX. It does not affect capacity or other items that might translate to regional issues. Efforts by LAWA to enhance the region's air transportation system were addressed in the LAX Master Plan. Please see Response to Comment CFTP-AL00002-2 regarding the relationship of the CFTP tiered EIR to the LAX Master Plan EIR.

CFTP-PC00002 - 2

Comment: This subject EIR for the Crossfield Taxiway Project (CFTP) addresses several elements in addition to taxiway C13 and differs from the NOP which gave far less detail. The NOP included two taxiways. This EIR includes additional roadway changes, a new fire station with police facility, a new overnight parking for aircraft, and a new, larger vehicle parking lot plus changes to World Way West. We were originally told that the taxiways S and Q would be removed as part of the midfield terminals facility upgrade, but this EIR doesn't identify any schedules or include associated information.

Response: The Notice of Preparation (NOP) for the Crossfield Taxiway Project Draft EIR, circulated by LAWA on April 10, 2008, identified a number of improvements proposed as part of the Crossfield Taxiway Project: a new crossfield taxiway (Taxiway C13); extension of existing Taxiway D; a new parallel service road; removal and potential relocation of certain ancillary and support facilities; realignment and suppression below grade of a portion of World Way West requiring the construction of two bridge facilities (i.e., one bridge structure for the new taxiway and one bridge structure for the new adjacent service road); a utility corridor (Utilidor) adjacent to the World Way West alignment; and resituation of existing "remain overnight" (RON) aircraft parking. Subsequent to publication of the April 10, 2008 NOP, certain modifications were made to the project as a result of development and refinement of more detailed project plans. These modifications included the addition of a proposed fire station/aircraft rescue and firefighting (ARFF) facility and a relocated employee parking lot. These modifications were identified in a Revised NOP published on August 7, 2008. Both the April 10, 2008 NOP and the August 7, 2008 Revised NOP identified the construction of one taxiway (crossfield Taxiway C13), not two taxiways, proposed as part of the Crossfield Taxiway Project. Further, in accordance with Section 15082(a)(1) of the State CEQA Guidelines, both the April 10, 2008 NOP and the August 7, 2008 Revised NOP provide "…sufficient information describing the project and the potential environmental effects to enable the responsible agencies to make a meaningful response."

The relocation of existing Taxiways Q and S are proposed under the TBIT Reconfiguration Project, which is an LAX Master Plan improvement project separate from the Crossfield Taxiway Project. Page 3-3 of the CFTP Draft EIR provides a description of, and estimated start and completion dates for, the TBIT Reconfiguration Project. Planning for the TBIT Reconfiguration Project, including development of a proposed construction schedule, is currently underway.

CFTP-PC00002 - 3

Comment: We have a general dispute with the way in which EIR tiering is being utilized as noted in our objections in reference 2, Section A. The proposed changes are clearly substantial and go well beyond "minor additions" to the Master Plan. All public comments made addressing the reference 3 document with specifics about the impacts in this EIR are incorporated by reference.

Response: The comment is noted. Please see Response to Comment CFTP-AL00002-2 regarding the relationship of the CFTP tiered EIR to the LAX Master Plan EIR.

The comment refers to "reference 2" which is a copy of ARSAC's June 17, 2008 comment letter on the NOP for the LAX Specific Plan Amendment Study (SPAS) Draft EIR. As described in Sections 1.2.2 and 3.3.2 of the CFTP Draft EIR, the Crossfield Taxiway Project is separate from the LAX SPAS. Comments from ARSAC on the NOP for the SPAS Draft EIR will be considered and addressed, as appropriate, during preparation of the SPAS Draft EIR.

The "reference 3 document" is the LAX Master Plan Program and EIR. Please see Response to Comment CFTP-PC00002-1 regarding the incorporation by reference of all comments submitted by ARSAC addressing this document.

CFTP-PC00002 - 4

Comment: We thank you for providing a copy of the draft EIR for review. We repeat our request that future document discs, like the one you provided, not be password protected to preclude searches and annotations.

Response: The comment is noted. The commentor is correct that the PDF of the CFTP Draft EIR provided via CD and available on ourlax.org is encrypted in order to protect this published document from being compromised or corrupted, including unauthorized annotations. However, the PDF of the CFTP Draft EIR provided via CD and available on ourlax.org was created specifically to allow for searches. This ability to conduct specific word and phrase searches of the CFTP Draft EIR has been tested and confirmed.

CFTP-PC00002 - 5

Comment: For future projects similar to this one, we would hope that LAWA will release the information about project details to the public in a less piece-meal fashion and will hold more frequent Specific Plan Amendment Committee meetings to vet future ideas.

Response: The comment is noted. LAWA circulated a NOP for the Crossfield Taxiway Project Draft EIR on April 10, 2008. Subsequently, certain modifications were made to the project as a result of development and refinement of more detailed project plans. These modifications included the addition of a proposed ARFF facility and a relocated employee parking lot. These modifications were identified in a Revised NOP published on August 7, 2008.

Regarding the comment that LAWA hold more Specific Plan Amendment Committee meetings, the Specific Plan Amendment Process Advisory Committee was created pursuant to a Stipulated Settlement entered into in response to litigation challenging the City's approval of the LAX Master Plan Program. The Stipulated Settlement requires that LAWA consult with the Committee during each significant step of the LAX Specific Plan Amendment Process (Stipulated Settlement, Section V, Subsection J). Section V, Subsection D of the Stipulated Settlement specifically states that LAWA will focus the LAX SPAS process on the Yellow Light Projects. The Crossfield Taxiway Project is not a Yellow Light Project. That fact is reflected in Sections 1.2.2 and 3.3.2 of the CFTP Draft EIR, reiterating that the Crossfield Taxiway Project is separate from the LAX SPAS process and, as such, is not subject to this requirement.

CFTP-PC00002 - 6

Comment: change names to LA/Ontario and LA/Palmdale

Response: The edits are noted. In response, page 1-1 of the CFTP Draft EIR has been revised. Please see Chapter 3, Corrections and Additions to the CFTP Draft EIR.

CFTP-PC00002 - 7

Comment: 1.0 We don't believe that this project can be disassociated from the SPAS because it involves connections to the north runway complex and these changes affect all of the other projects.

Response: The comment is noted. The comment that the CFTP cannot be disassociated from the SPAS is not accurate. The proposed Crossfield Taxiway Project is independent from and has utility independent of any potential future changes to the north runway complex. The proposed taxiway improvements are needed at this time, will operate efficiently with the north airfield as currently configured, and would operate efficiently were the north airfield to be modified in the future. Further, the proposed CFTP does not commit LAWA to a definite course of action on any other potential future project. As indicated in Section 3.3.2 of the CFTP Draft EIR, the CFTP will provide a new north-south taxiway

connection between the north runway complex and the south runway complex. The point of connection with the north runway complex is with the current Runway 6R/24L; however, that point of connection could be moved to coincide with any potential relocation of that runway, based on the outcome of the SPAS, without any material change to the basic purpose and function of the subject taxiway. Therefore, it is appropriate to evaluate the CFTP independently.

CFTP-PC00002 - 8

Comment: Where (what specific paragraphs) in Alt D Mast Plan does it specify this project? I agree that this is desirable, but where in the settlement agreement did we agree to this element?

Prior discussion, including the NOP talked about C13/C14. On what basis is this separated out without identifying when C14 is to be constructed, if at all?

Response: The LAX Master Plan identifies and includes this project in several places. As noted in Section 2.2 of the CFTP Draft EIR, the main elements of the CFTP, including Taxiway C13 and the portion of Taxiway D being extended, are evident on the airfield plan associated with the approved LAX Master Plan. Specifically, Taxiway C13 and the extension of Taxiway D are depicted by dashed lines in Figure 3-14 of the LAX Master Plan Final EIR. Airfield improvements related to the CFTP are also described in Section 3.2.9 of the LAX Master Plan Final EIR and Section 2.1 of the Final LAX Master Plan text, as presented below:

- Construct, light and mark new cross-field taxiways west of the new satellite building/West Satellite Concourse (LAX Master Plan Final EIR page 3-82 and Final LAX Master Plan page 2-123);

- Taxiway D would be extended approximately 7,105 feet from the intersection of Taxiway S west to Taxiway E-17, and would be 100 feet wide (Final LAX Master Plan page 2-10).

Please see Section 2.2 of the CFTP Draft EIR (page 2-21) for additional references to the new crossfield taxiway in the LAX Master Plan. Section 2.2 also identifies LAX Master Plan and EIR references to the proposed ARFF.

The commentor's statement that the proposed project is desirable is noted. The Stipulated Settlement does not specifically name the CFTP, rather, the CFTP is allowed because it is a component of the approved Master Plan and is not a "Yellow Light Project." The Stipulated Settlement identifies five "Yellow Light Projects," which have different approval procedures under that agreement. As indicated in Section 3.3.2 of the CFTP Draft EIR, the crossfield taxiway, extension of Taxiway D, and other improvements associated with the CFTP, are not identified as "Yellow Light Projects." The CFTP may therefore proceed in accordance with Stipulated Settlement, Section V, Subsection F, which states: "[w]hile the LAX Specific Plan Amendment Study is being processed, LAWA may continue to process and develop projects that are not Yellow Light Projects."

As noted in this comment, prior documents, such as the LAX Master Plan and its associated EIR, identify two new crossfield taxiways: Taxiways C13 and C14. Taxiway C14 is not a part of the project that is proposed at this time, nor was it identified in the NOP or the Revised NOP for the CFTP Draft EIR. As indicated in Section 1.2.2 of the CFTP Draft EIR, implementation of the LAX Master Plan will occur in increments over many years, with the nature and timing of each improvement or set of improvements to be determined based on a number of considerations including, but not limited to, funding considerations, relationship to existing facilities, and relationship to future facilities identified in the plan. In the current case, LAWA is ready to implement Taxiway C13 but is not yet ready to implement Taxiway C14. Taxiway C13 will address an existing need on the airfield, as documented in Chapter 2 of the CFTP Draft EIR. Implementation of this taxiway is independent from implementation of Taxiway C14, which may be implemented as part of future improvements in the midfield area that have long been contemplated as part of the approved LAX Master Plan.

CFTP-PC00002 - 9

Comment: If history of the Master Plan is to be written, then the Settlement must also be identified in this section, not a one liner several pages later that it happened.

Response: The comment is noted. The Stipulated Settlement is identified in Section 1.2.1, on page 1-9 of the CFTP Draft EIR. The description of the LAX Master Plan and EIR in this section is presented chronologically, hence the Stipulated Settlement appears at the end of the section. A more detailed discussion of the Stipulated Settlement is provided in Section 3.3.2 of the CFTP Draft EIR.

CFTP-PC00002 - 10

Comment: The unconstrained 1995 growth requirement at LAX did not assume significant air commerce regionalization. What would the value have been if regionalization had been instituted? In fact, what regionalization effort is planned? This was due as part of the Settlement almost two years ago.

Response: LAWA is studying conditions that encourage airlines to go to other airports in the region as part of the LAX SPAS. The Stipulated Settlement and the SPAS process is addressed in Section 3.3.2 of the CFTP Draft EIR.

Section 1.2 of the CFTP Draft EIR provides an explanation of the relationship between the CFTP and the LAX Master Plan and describes the three main phases of the Master Plan itself. The comment pertains to the overall LAX Master Plan and/or the LAX Master Plan EIS/EIR, and does not pertain to, or raise, environmental issues specific to the CFTP or the CFTP Draft EIR. It is not necessary or appropriate to respond to comments on the LAX Master Plan and related EIS/EIR because the CEQA review process for the LAX Master Plan was completed in December 2004. Therefore, no further response is required.

CFTP-PC00002 - 11

Comment: The communities surrounding LAX were substantially ignored in the Concept phase and answers to their EIR questions were never answered. Numerous deficiencies of the "authorized" EIR were never remedied. If LAWA is tiering off this document do they plan to address them? LAWA in that period of time briefed several different programs all described as Alt D and allowed it to change as the "wind blew" to get approvals. Several meetings with different information were held--and even recorded--but subsequent documents seldom acknowledged or were changed based on public comment. These meeting were more to "fill the square" than to get real input.

Response: The comment is noted. The majority of this comment pertains to the LAX Master Plan and the LAX Master Plan EIS/EIR. It is not necessary or appropriate to respond to comments on the LAX Master Plan and related EIS/EIR because the CEQA review process for the LAX Master Plan was completed in December 2004. It should be noted that all comments on the LAX Master Plan Draft EIR and LAX Master Plan Supplement to the Draft EIR were addressed in Part 2, Volumes 1 through 11 of the LAX Master Plan Final EIR.

Regarding the comment pertaining to tiering the CFTP EIR off the LAX Master Plan EIR, please see Response to Comment CFTP-AL00002-2.

CFTP-PC00002 - 12

Comment: How could this annotated satellite image not be to scale? Note that this "existing" airport drawing does not include a completed center line taxiway that was announced "complete" about six months ago. Can't LAWA afford a current satellite image?

Response: The comment is noted. The purpose of Figure 1-2 is to orient the reader to the local setting of the airport. The figure identifies key airport components and surrounding thoroughfares. Neither the absence of a scale on the figure nor the fact that the photograph does not include the completed centerline taxiway affect the information shown on this figure or the ability of the reader to understand that information. It should be noted that the centerline taxiway was not completed until June 2008.

CFTP-PC00002 - 13

Comment: Since this proposed employee parking is off of World Way West and the new midfield taxiway bridges this road, will there be any impacts? What noise will be conferred on the communities to the north and south as the aircraft taxi in this new location?

Regarding this employee parking: will this be a single story, ground level lot? How many spaces and how much traffic will this create?

Response: The commentor's notation on Figure 1-3 identifies the West Employee Parking Structure, which is proposed to be located southwest of the intersection of World Way West and Taxiway AA as part of the LAX Master Plan. The CFTP does not propose construction of this parking structure. Rather, the CFTP includes relocation of an existing American Airlines employee parking lot to a location southeast of the intersection of World Way West and Taxiway AA.

The new taxiway and service road bridges over World Way West would be constructed approximately 1,500 feet east of the proposed relocated American Airlines parking lot. The bridges would present no conflicts with, or impacts to, the proposed relocated parking lot.

As described in Section 2.4.2 of the CFTP Draft EIR, the proposed relocated American Airlines employee parking lot would be a surface lot containing 1,600 replacement parking spaces. The parking lot would not create any new traffic as the lot would accommodate employees who currently park in an existing lot west of the American Airlines High-Bay Hangar. Because both the existing parking lot and the proposed parking lot are accessed via World Way West, travel patterns to and from the proposed relocated parking lot would be the same as existing patterns.

CFTP-PC00002 - 14

Comment: There was never a "thorough evaluation" of the four build alternatives--only a severely flawed one. Is LAWA planning to address this? Which paragraphs of the defective EIR is it relying on? Please note the paragraphs that identify those impacts (and mitigations) of the crossfield taxiway. In one of the last addendums there was a discussion of Alternative E (Community Plan) but it notes that LAWA couldn't answer most questions because they couldn't contact anyone who helped to generate it even though all of our contact information is on every comment we have made for years. If you go back to Alt E which was later modified to Alt E-1 when RAND debunked the idea of Manchester Square, you will note that it coinsides with much of the ideas that everyone now agrees with.

Response: The comment pertains to the LAX Master Plan EIS/EIR, and does not pertain to, or raise, environmental issues specific to the CFTP or, therefore, to the CFTP Draft EIR. It is not necessary or appropriate to respond to comments on the LAX Master Plan EIS/EIR because the CEQA review process for the LAX Master Plan was completed in December 2004.

Regarding the request to delineate the portions of the LAX Master Plan EIS/EIR that identify impacts and mitigation measures of the crossfield taxiway, specific cross-references to the sections of the LAX Master Plan EIS/EIR that are relevant and applicable to the proposed project are provided throughout the CFTP Draft EIR.

CFTP-PC00002 - 15

Comment: Why has the SPAS Committee never met to address this crossfield taxiway or redesign of TBIT?

Has LAWA addressed modifications of impacts for this project if the "Green Lighted" projects are not completed as approved?

Response: Please see Response to Comment CFTP-PC00002-5 regarding the role of the Specific Plan Amendment Process Advisory Committee relative to the proposed Crossfield Taxiway Project and, by extension, the TBIT Reconfiguration Project.

The City of Los Angeles adopted the current LAX Master Plan in December 2004. This plan remains in effect, and will remain so unless and until a new plan is adopted in its place. The environmental effects of the LAX Master Plan, including the currently proposed crossfield taxiway, were evaluated in the LAX Master Plan EIS/EIR. Although it is envisioned as part of a series of Master Plan improvements in the midfield area, the CFTP is a project with independent utility from other Master Plan projects. Even if no other Master Plan projects were implemented in the future, the impacts associated with the CFTP would remain as evaluated in the CFTP Draft EIR.

Please note that, although we understand the commentor to be using the term "Green Lighted projects" to refer to projects other than those designated "Yellow Light" projects in the Stipulated Settlement, the term "Green Light Projects" has not been defined or recognized in any document.

CFTP-PC00002 - 16

Comment: Section 1.2.2 states "EIR address the environmental impacts associated with those improvements, both in terms of impacts specific to particular improvements..." How is this possible if LAWA is still changing these items? What paragraphs in the EIR specifically address these items?

Response: The LAX Master Plan EIS/EIR addressed the environmental impacts associated with four build alternatives, including the alternative that was subsequently adopted by the City of Los Angeles, at a program level of detail. As outlined in Section 1.2.3 of the CFTP Draft EIR, the LAX Master Plan was particularly well suited to the CEQA construct for use of a program EIR, per Section 15168(a) of the CEQA Guidelines, as the Master Plan provided for a variety of related actions within LAX that are under the authority of LAWA and are governed by a common set of criteria. As a program-level document, the LAX Master Plan EIS/EIR addressed each Master Plan alternative in its entirety; in general, the EIS/EIR did not disect impacts associated with individual components of the Master Plan. As is the case for most large-scale, long-term improvement plans, certain features of the original LAX Master Plan project may be refined during detailed planning and design of individual project components. To the extent that these refinements have the potential to alter the environmental impacts of the Master Plan as evaluated in the LAX Master Plan EIS/EIR, such impacts must be addressed in new environmental documents.

CFTP-PC00002 - 17

Comment: SAIP Competed in June? Wasn't there a ceremony in March declaring completion?

Response: The first phase of the South Airfield Improvement Project (SAIP), the new relocated Runway 25L/7R, was completed in early April 2007. The second phase of the SAIP, construction of the new center taxiway, was completed in June 2008. A ceremony to announce the completion and official opening of the new center taxiway in the south airfield, overseen by Mayor Villaraigosa and attended by other various City and FAA officials, was held on June 24, 2008.

CFTP-PC00002 - 18

Comment: Section 1.2.2 states that the CFTP addresses improvements within the Master Plan, but the settlement does not "Green Light" runway movement on the north, nor identify the associated taxiways as "Green Light." On what basis has LAWA placed this in that category?

Response: Section V, Subsection F of the Stipulated Settlement provides that "[w]hile the LAX Specific Plan Amendment Study is being processed, LAWA may continue to process and develop projects that are not Yellow Light Projects." There are five "Yellow Light" projects identified in the Stipulated Settlement: "(a) Development of the Ground Transportation Center ("GTC"), including the baggage tunnel, associated structures and equipment; (b) Construction of the Automated People Mover ("APM") from the GTC to the Central Terminal Area ("CTA"), including its stations and related facilities and equipment; (c) Demolition of CTA Terminals 1, 2 and 3; (e) Reconfiguration of the north airfield as contemplated in the LAX Master Plan, including center taxiways; and (f) Improvements to on-site roadways associated with (a) and (b) above." The proposed Crossfield Taxiway Project is not a Yellow Light Project; hence, LAWA may proceed with this project as part of the approved Master Plan. The proposed Crossfield Taxiway Project should not be confused with the "center taxiways" referred to in the Yellow Light Project definition, as the latter pertains specifically to taxiways within the north runway complex and the former pertains to taxiways perpendicular to, and extending between, the north and south runway complexes. Additionally, the proposed Crossfield Taxiway Project can proceed independently of the Yellow Light north airfield improvements.

CFTP-PC00002 - 19

Comment: Section 1.2.2 Since LAWA has stated that the SAlP and CFTP are but two of many airfield improvements, where has the totality of these changes been delineated along with proposed timing? LAWA states in the paragraph that they contemplate "adjacent dual crossfield taxiways... "Where has LAWA addressed the potential impacts on the overall impacts if one, or some, of these changes is not implemented as delineated? What does "next few years" mean?
Portions of the CFTP could be construed as Yellow Light since they are associated with the north runway which IS a Yellow Light project. Since airside ground operational impacts of the yellow light projects are of concern, the statement that this CFTP will not materially affect the airport is NOT accurate.

Response: The LAX Master Plan evaluated the impacts of four build alternatives in their entirety, including all airfield improvements proposed as part of each alternative. Please refer to Response to Comment CFTP-AL00003-3 regarding the fact that the LAX Master Plan EIR addresses the totality of all the Master Plan improvements. As indicated in the CFTP Draft EIR, LAWA is proceeding with planning and design of other Master Plan-related airfield improvements; however, the specific timing for implementation of each of these improvements is not known at this time.

As indicated in Response to Comment CFTP-PC00002-15, the City of Los Angeles adopted the current LAX Master Plan in December 2004. This plan remains in effect, and will remain so unless and until a new plan is adopted in its place. Until such time, LAWA may process and develop all projects approved under the Master Plan that are not "Yellow Light Projects." It would be speculative and unreasonable to analyze the potential impacts of a scenario in which one or more of these improvements is not implemented as delineated in the approved Master Plan. Therefore, the analysis in the CFTP EIR assumes implementation of the approved Master Plan.

The comment that "portions of the CFTP could be construed as Yellow Light [Projects] since they are associated with the north runway which IS a Yellow Light project" is not accurate. As indicated in Response to Comment CFTP-PC00002-7, the extension of Taxiway D and the construction of a new crossfield taxiway (Taxiway C13) are independent of any potential future changes to the north airfield. These taxiways are needed at this time, will operate efficiently with the north airfield as currently configured, and would operate efficiently were the north airfield to be modified in the future. See Section 3.3.2 of the CFTP Draft EIR for further discussion of this issue.

Contrary to this comment, the portion of the CFTP Draft EIR referenced by the commentor (i.e., Section 1.2.2) does not state that the "CFTP will not materially affect the airport." Rather, the referenced text refers to the relationship of the CFTP to the SPAS and states that "it is not anticipated that the SPAS will materially affect, or be affected by, the CFTP." Regarding the comment that "airside ground operational impacts of the yellow light projects are of concern," these operational impacts were addressed in the LAX Master Plan EIR, and the impacts of alternatives to the Yellow Light Projects will be addressed in the SPAS EIR.

CFTP-PC00002 - 20

Comment: See section 15168(b) for actual requirements

Response: The comment is noted. The comment does not raise a specific issue regarding the contents or adequacy of the CFTP Draft EIR, and thus does not require a further response. However, a typographical error was identified subsequent to publication of the CFTP Draft EIR. The first sentence of the last paragraph on page 1-10 of the CFTP Draft EIR should reference "Section 15168(c)" of the CEQA Guidelines rather than "Section 15168(b)." Page 1-10 of the Draft EIR has been revised. Please see Chapter 3, Corrections and Additions to the CFTP Draft EIR. (Public Resources Code §21091(d); CEQA Guidelines, §15204(a).)

CFTP-PC00002 - 21

Comment: Reasons for a full EIR review instead of a tiering…

Response: The comment is noted. Please see Response to Comment CFTP-AL00002-2 regarding tiering and the relationship between the LAX Master Plan Final EIR and the CFTP Draft EIR.

CFTP-PC00002 - 22

Comment: Many of the issues were touched on, but not addressed in the previous EIR. By reference, as in this document, we refer you to the thousands of pages of public comments that found faults with methods, data collected, and conclusions of impacting assessments.

In view of the settlement and the previous EIR deficiencies can they apply section 15168(d)(3) to ignore all impacts previously reviewed?

Response: It is unclear to what issues this comment refers. The LAX Master Plan EIS/EIR thoroughly evaluated a full range of environmental disciplines. The comment referring to public comments on the LAX Master Plan EIS/EIR is noted. FAA and LAWA prepared individual responses to each and every oral and written comment received on the LAX Master Plan Draft EIR and LAX Master Plan Supplement to the Draft EIS/EIR, and FAA prepared additional individual responses to all comments received on the LAX Master Plan Final EIS. Please refer to Part II, Volumes I through 11 of the LAX Master Plan Final EIR and the LAX Master Plan Final EIS, and Appendix B of FAA's Record of Decision on the Master Plan. Following publication of the LAX Master Plan Final EIR and four addenda to the LAX Master Plan Final EIR, the Los Angeles City Council certified the LAX Master Plan EIR in accordance with the provisions of CEQA in December 2004.

Please see Response to Comment CFTP-AL00002-2 regarding tiering and the relationship between the LAX Master Plan Final EIR and the CFTP Draft EIR.

CFTP-PC00002 - 23

Comment: Footnote 5 talks about development of a new ARFF. What's an ARFF?

Response: As indicated in the first paragraph on page 1-2 in Chapter 1 of the CFTP Draft EIR, ARFF stands for "aircraft rescue and firefighting," and in the case of the CFTP, the acronym ARFF is used to identify an aircraft rescue and firefighting facility. As further described on pages 2-29 and 2-30 in Chapter 2 of the CFTP Draft EIR, in conjunction with the modifications and improvements proposed within the CFTP project site, a new fire station/ARFF is proposed to be constructed as a replacement for the existing undersized Fire Station No. 80/ARFF located on the airfield adjacent to Taxiway S. The proposed ARFF would provide approximately 27,895 square feet of administrative office area and station living quarters within a 2-story structure, six bays for emergency vehicles along with a service bay, storage area for various emergency response equipment, and briefing and training rooms. The proposed location and floor plan of the new ARFF are illustrated in Figures 2-9 and 2-12, and Figure 2-13 in Chapter 2 of the Draft EIR, respectively. Please see Response to Comment CFTP-PC00002-42 for further discussion of the proposed ARFF under the Crossfield Taxiway Project.

CFTP-PC00002 - 24

Comment: 1.2 Not all operational impacts of the original EIR were addressed. One example is the movement of noise into new portions of the community due to traffic in both directions as aircraft move from one runway complex to the other. The amount of noise and pollution is aircraft mix and frequency dependent which could not have been completed since the flight mix was only recently prepared and not yet released for assessment.

Response: Any operational impacts from the CFTP that were not addressed in the LAX Master Plan EIR have been addressed in the CFTP Draft EIR. There are few such impacts, because, as described in Section 2.1 of the CFTP Draft EIR, implementation of the proposed taxiway improvements would help alleviate periodic congestion of aircraft ground movement in the midfield area and provide for certain efficiencies in the taxiing of future New Large Aircraft (NLA), but would not increase the number of daily operations at LAX. Development of Taxiway C13 would provide an additional north-south taxiway at LAX, between existing north-south Taxiway AA to the west and existing north-south Taxiways S and Q to the east. The end points of Taxiway C13 would tie into the same east-west taxiways as the other aforementioned taxiways; hence, the proximity of Taxiway C13 to communities located north and south of the airport would be consistent with that of the other existing taxiways. Based on the location and orientation of Taxiway C13 being generally consistent with those of the three existing crossfield taxiways and the fact that implementation of the proposed CFTP would not affect the number of daily aircraft operations at LAX, it is not expected that there would be an increase in operations-related noise or air quality impacts to the nearby communities. As described in Sections 4.2, Air Quality, and Section 5.1, Noise, the improved efficiencies in aircraft ground movement anticipated to result from the project would result in reduced taxiing times and reduced "stop and go" movements of taxiing aircraft, which, in turn, would result in reduced air pollutant emissions and noise "run-ups" from aircraft engines.

CFTP-PC00002 - 25

Comment: Action: Discuss how ground movement analysis from previous EIR (ie SAIP); how does it compare to the results of the original NASA study?

Response: It is unclear to what, specifically, this comment refers. To the extent the comment relates to the SAIP EIR, it does not raise an issue regarding the contents or adequacy of the CFTP Draft EIR because the CFTP is separate from and independent of the SAIP. Therefore, no further response to this aspect of the comment is required. To the extent the comment requests a discussion pertaining to aircraft ground movement and the CFTP, such information is included in Section 2.1 of the CFTP Draft EIR.

CFTP-PC00002 - 26

Comment: In Chapter 3 Overview of Setting, make sure that the details of the equipment, underground sewers, pipes, and geology are discussed. Also what above ground uses are in place and the lengths of leases for uses.

Response: Section 1.3 is intended to provide the reader with a roadmap of the CFTP Draft EIR's organization. The heading "Chapter 3 - Overview of Project Setting" states what that chapter generally provides. The reader will find more detailed information and analysis of the environmental setting in Chapter 3 of the Draft EIR. In addition, detailed information regarding buildings and uses within and near the project site is provided in Chapters 2, 4, and 5 of the CFTP Draft EIR, as appropriate.

CFTP-PC00002 - 27

Comment: In Chapter 4 assess how the air quality apportionment studies fit into the overall impacts. Again fleet mix and frequency assumptions are critical.

Response: The LAX Source Apportionment Study is separate from the LAX Master Plan and component projects therein, such as the CFTP. The LAX Source Apportionment Study was initiated independently of the LAX Master Plan to gather air quality data through a 12-month air monitoring program and source apportionment analysis, as acknowledged in Section 4.24.1.3 of the LAX Master Plan Final EIR (see page 4-1321). The LAX Source Apportionment Study is a first of its kind comprehensive study to evaluate the relationship between existing sources of air pollutant emissions at LAX and the extent to which these sources contribute to air pollution levels in surrounding areas. The study will also take into consideration other existing non-airport sources of air pollutants in the LAX area to help determine what portion and/or aspect of air pollution in the local community is attributable to activities at LAX versus being from other existing major sources in the surrounding area. The study was initiated in 2000 but was temporarily discontinued following the events of September 11, 2001. It was resumed in 2007 and just recently completed the demonstration project phase, with the intent to move into the long-term phase of the evaluation. The LAX Source Apportionment Study is being undertaken by LAWA in coordination and consultation with the U.S. Environmental Protection Agency, the California Air Resources Board, the South Coast Air Quality Management District, and community representatives; all with the understanding that it is separate from the LAX Master Plan and individual projects therein. The CFTP Draft EIR does not rely on or use any of the information developed thus far through the LAX Source Apportionment Study.

CFTP-PC00002 - 28

Comment: Since Chapter 5 is where the construction controls are identified make sure that the controls are clearly identified and have at least the same as SAIP with hours of operation, clearly delineated routes for trucks, procedures for limiting traffic by workers during peak hours, etc.

Response: Section 4.1.7, Section 4.2.4, and Section 5.1.4.2 of the CFTP Draft EIR identify LAX Master Plan commitments and mitigation measures that serve to reduce construction-related traffic, fugitive dust, and noise impacts to surrounding areas, respectively.

Measures specific to addressing traffic impacts would be included in the Construction Traffic Management Plan (CTMP) required under LAX Master Plan Commitment ST-18, which must be submitted by the CFTP contractor to LAWA at the beginning of the project. The CFTP CTMP will detail the designated haul routes for construction traffic, deliveries, and construction employee trips. The CFTP CTMP will also designate construction employee shift hours that do not coincide with the heaviest commuter traffic periods (7:00 am to 9:00 am, and 4:30 pm to 6:30 pm) in accordance with LAX Master Plan Commitment ST-14.

Measures specific to addressing fugitive dust emissions would be included in the Fugitive Dust Control Plan (FDCP), which must be submitted by the CFTP contractor to LAWA at the beginning of the project. The CFTP FDCP will provide specific requirements to control fugitive dust emissions in compliance with Rule 403 of the South Coast Air Quality Management District (SCAQMD).

Measures specific to addressing construction noise would be included in the Construction Noise Control Plan (CNCP) required under LAX Master Plan Mitigation Measure MM-N-7, which must be submitted by the CFTP contractor to LAWA at the beginning of the project. The CNCP will specify feasible measures to reduce potential noise impacts throughout the construction of the CFTP. The CFTP CNCP will incorporate the requirements for construction scheduling as specified in LAX Master Plan Mitigation Measure MM-N-10, which recognizes noise sensitive hours as being nighttime and early morning, and anytime on Sundays and holidays.

These control measures are the same as those required during construction of the SAIP.

CFTP-PC00002 - 29

Comment: Action: Review this table with a fine tooth comb for impacts and adequacy of topics covered

Response: The comment is noted. The CFTP Draft EIR was prepared in accordance with, and meets the requirements of, the California Environmental Quality Act. The comment does not raise a specific issue regarding the contents or adequacy of the CFTP Draft EIR, and thus does not require a further response.

CFTP-PC00002 - 30

Comment: Action: Compare Table 1-3 to the NOP impact comments.

Response: The comment is noted. The CFTP Draft EIR adequately addressed all environmental disciplines, including those disciplines identified in the NOP and Revised NOP for the CFTP Draft EIR that have the potential to be significantly impacted by the Crossfield Taxiway Project.

CFTP-PC00002 - 31

Comment: We didn't have the Ricondo fleet mix assessments for evaluation which is the whole basis for justifying this project. If we just got the report, what parts of this are used in this evaluation?

Response: The CFTP is not dependent upon aircraft fleet mix. As described in Section 2.1 of the CFTP Draft EIR, implementation of the proposed taxiway improvements would help alleviate periodic congestion of aircraft ground movement in the midfield area and provide for certain efficiencies in the taxiing of future NLA. The subject taxiway improvements would provide air traffic control tower personnel with additional options and opportunities for assigning aircraft ground movements, which would benefit all aircraft.

The commentor's reference to "the Ricondo fleet mix assessments" pertains to the recent availability of an estimate of the aircraft fleet mix (i.e., breakdown of aircraft size/type operating at LAX) for 2008, which represents a more current estimate than the 2005 fleet mix considered in the CFTP evaluation of aircraft taxiing times. As further described below, the difference in the 2008 fleet mix compared to the 2005 fleet mix is immaterial relative to the basic conclusions of the CFTP Draft EIR.

The fleet mix for the CFTP was developed using Official Airline Guide (OAG) data from the year 2005. The schedule consisted of 1,864 operations (including cargo and general aviation) and resulted in the fleet mix listed in **Table 1** below based upon the Airplane Design Group (ADG). Table 1 depicts the 2005 schedule used in the simulation analysis of the CFTP which includes scheduled passenger service, cargo and general aviation flights. A 2008 schedule was reviewed

using OAG data from 2008, which consists of only scheduled passenger service. **Table 2** depicts the 2005 schedule without general aviation and cargo flights and **Table 3** illustrates the fleet mix for 2008. As compared between values in Table 2 and 3, the number of scheduled passenger operations in 2008 was reduced by approximately 5 percent between 2005 and 2008 (from 1,706 to 1,621). The fleet mix remains relatively unchanged, with a slight reduction in ADG IV aircraft in 2008, and minimal increases in ADG III and ADG V.

Table 1
2005 Schedule With Cargo and GA

ADG	Fleet Mix
I	0.80%
II	26.50%
III	44.69%
IV	20.23%
V	7.78%
Grand Total	100.00%
Total Operations	1,864

Table 2
2005 Schedule Scheduled Passenger Service

ADG	Fleet Mix
I	0.00%
II	25.21%
III	48.18%
IV	19.11%
V	7.50%
Grand Total	100.00%
Total Operations	1,706

Table 3
2008 Schedule Scheduled Passenger Service

ADG	Fleet Mix
I	0.00%
II	25.29%
III	50.15%
IV	16.47%
V	8.08%
Grand Total	100.00%
Total Operations	1,621

A comparison of the peak periods of operations indicates that 2008 is similar to 2005. The slight decrease in operations for 2008 indicates the potential for overall reduction in ground delay for both the No Project and Proposed Project condition. The consistent peak periods of demand between 2005 and 2008 indicate that periods of congestion will most likely continue to occur. Therefore, a slight reduction in ground delay would occur with implementation of CFTP compared to the "No Project" condition, because CFTP provides an additional option to FAA Air Traffic Control Tower (ATCT) to better manage ground movements.

CFTP-PC00002 - 32

Comment: Will the Runway Status lights "pilot" program support these taxiways in an area that is blind from the tower or do we have to wait some indeterminate amount of time for it to be implemented?

Response: The proposed addition of Taxiway C13 is not expected to impact the Runway Status Lights Program. The proposed taxiway is not a runway exit and does not intersect the runway complex on either the north or south airfield.

Please see Response to Comment CFTP-PC00003-5 regarding the visibility of aircraft on proposed Taxiway C13 from the ATCT.

CFTP-PC00002 - 33

Comment: 2.1.3 While taxiway C13 is supposed to be providing substantial improvements for aircraft landing on 24L. It should be noted that this is the NON-PREFERRED landing runway. What percentage of aircraft are assumed to be using this?

Response: There is a typographical error on page 2-2 of the CFTP Draft EIR. The first sentence of the second paragraph under Section 2.1.3 on page 2-2 of the CFTP Draft EIR should reference "Runway 24R" rather than "Runway 24L" as the primary arrival runway in the north runway complex. Page 2-2 of the CFTP Draft EIR has been revised to correct this typographical error. Please see Chapter 3, Corrections and Additions to the CFTP Draft EIR.

CFTP-PC00002 - 34

Comment: 2.1.3 The future paths don't appear to be taking advantage of the new taxiway nor does it take the new midfield taxiway and TBIT changes into account.

Response: The primary taxipaths for aircraft utilizing Taxiway C13 would be north complex arrivals that taxi southbound as depicted in Figure 2-3 of the CFTP Draft EIR. Additionally, NLA would utilize Taxiway C13 as depicted in Figures 2-7 and 2-8 of the CFTP Draft EIR. These figures depict the arrival and departure taxipaths respectively. NLAs arriving on the south runway complex and taxiing to the north terminal complex could utilize Taxiway C13, departures from the north terminal complex could use Taxiway C13 to taxi to Runway 25L for departure.

Please see Response to Comment CFTP-AL00003-3 regarding the relationship of the CFTP to the TBIT Reconfiguration Project.

CFTP-PC00002 - 35

Comment: 2.1.3 Since the assumed number of aircraft operations is 1864, how does this assumption change conditions when the number of ops is substantially reduced to as little as 1350 or as much as 2250? How does this change when the gate locations are modified and the types of aircraft substantially change?

Response: The addition of the proposed CFTP taxiway improvements would not impact the unimpeded taxi times of either arriving or departing aircraft, but would reduce the delay times experienced by aircraft due to additional airfield traffic management options. It is logical to assume that, as the number of operations is reduced, the delay would diminish, although the unimpeded time would stay the same as compared to existing conditions. Conversely, as operational levels are increased, the delay per operation could be expected to increase, making the CFTP taxiway improvements more utilized by LAX ATCT traffic management personnel. This would provide even greater opportunity to reduce aircraft taxiing delay times compared to the conditions that would otherwise occur with only the existing taxiways available for use. It should be noted that the number of operations at LAX is not influenced by the CFTP.

Modification to gates is not a component of the CFTP; therefore, effects related to gate modification were not analyzed in the CFTP Draft EIR. Please see Response to Comment CFTP-AL00003-3 regarding the relationship of the CFTP to the TBIT Reconfiguration Project.

CFTP-PC00002 - 36

Comment: 2.1.3 That statement that this will not change overall assignment of runways and that there is no change in "heavies" due to the desire for the longest runway 25R, shouldn't these "potential changes" of runways dramatically impact the traffic pattern flows? Why are these not addressed?

Response: The commentor provides no evidence or explanation for the statement that the CFTP will result in "…'potential changes' of runways." In fact, no such change would occur. As described on page 2-11 of the Draft EIR, the proposed CFTP taxiway improvements would not substantially change the existing overall daily split in operations between the north and south runway complexes, nor would they materially change the existing imbalance in the number of heavy aircraft operating on the north or south runway complexes. Heavy aircraft needing additional runway length would continue to use Runway 25R for departures. As stated on page 2-11 of the CFTP Draft EIR, LAWA is currently evaluating options for improvements to the north runway complex, within the SPAS process, including the lengthening of runways to address the imbalance issue. As described in Sections 1.2.2 and 3.3.2 of the CFTP Draft EIR, the Crossfield Taxiway Project is separate from the LAX SPAS process.

CFTP-PC00002 - 37

Comment: 2.1.3 The assumed NLA exit paths on the south never assumes that the aircraft will go to the end of the runway and instead always uses the center line taxiway. This doesn't make sense given the way in which current aircraft are to get to the NLA gates -especially in the midfield gates.

Response: As depicted in Figures 2-5 and 2-7 of the CFTP Draft EIR, NLA aircraft arriving on Runway 25L can exit at the end of Runway 25L and taxi northbound on Taxiway U to Taxiway C. Additionally, per LAX ATCT personnel, the primary exit for NLA arriving on Runway 25L is Taxiway T, and as such is depicted in the aforementioned figures.

CFTP-PC00002 - 38

Comment: 2.2 The statement that this change is justified in the Master Plan EIR in general without specifying exactly where these paragraphs are located in this document is in conflict with the general comments that these paragraphs are relied upon as the basis for approval. Please identify the specific paragraphs in the Master Plan and EIR that is being relied upon. Similarly, the Alt D plan calls for a pair of parallel taxiways, not just the one C13 noted. If two are required at some point, what conditions make this desirable and necessary for efficient operations?

Response: References to the CFTP project in the approved Master Plan and the LAX Master Plan Final EIR are identified in the second through sixth paragraphs of Section 2.2 on pages 2-12 and 2-13 of the CFTP Draft EIR. As noted in Response to Comment CFTP-PC00002-8, the taxiway improvements are also depicted in Figure 3-14 of the LAX Master Plan Final EIR. Please also see Response to Comment CFTP-PC00002-8 concerning the relationship of Taxiway C13 to Taxiway C14.

CFTP-PC00002 - 39

Comment: 2.2 footnote 7 assumes NLA departures only on 25L. It is our understanding that this was not the case that was called for when the SAIP was approved even if this is currently the path of choice for the initial number of NLA flights.

Response: The purpose of Footnote 7 in the CFTP Draft EIR was not related to NLA primary runway use, but to note, for the purpose of delineating in Figures 2-5 and 2-6, the anticipated aircraft taxi routes based on the current airfield configuration. Based on existing airfield conditions at LAX and the A380 operations plan approved by the Federal Aviation Administration, NLA departures using the south runway complex would not depart from Runway 25R.

The assumption stated in Footnote 7 on page 2-12 of the CFTP Draft EIR, regarding use of Runway 25L for NLA departures, is consistent with the planning, analysis, and approval of the LAX SAIP. As stated in the second paragraph on page II-6 in Volume 3 of the Final EIR for the SAIP, "Existing Runway 7R-25L is 200 feet wide and is thus able to accommodate Group VI (A380) aircraft operations. Partly due to its width (50 feet wider than any other LAX runway), Runway 7R-25L has already been designated, in the interim basis, as the primary runway for all Group VI aircraft arrival and departure operations. The ability of existing Runway 7R-25L to accommodate arrivals and departures of NLA was analyzed in the LAX Master Plan EIR (see Response to Comment AR00003-60 in Part II of the LAX Master Plan Final EIR)." The subject statement in the Final EIR for the SAIP includes a notation indicating "[t]he LAX Master Plan anticipates permanent, long-term facilities for NLA, including the reconfiguration of the north complex at LAX to meet FAA ADG-VI airfield dimensional standards."

CFTP-PC00002 - 40

Comment: 2.2 footnote 8. The West Satellite Concourse in the LAX Master Plan is not the same as that shown in Alternative D that was approved before the legal challenge and Settlement. It is further east. It

was agreed upon on the basis that it would not facilitate a new airport that originates entrances from the west.

Response: The comment that the West Satellite Concourse in the LAX Master Plan is not the same as that shown in Alternative D is unclear, as the Final LAX Master Plan (April 2004) and Alternative D are one and the same. The Final Master Plan depicts the West Satellite Concourse in Figure 2.0-3 (which is the same as Figure F3-14 of the LAX Master Plan Final EIR) and Figure 2.2-4. The location of the West Satellite Concourse has not changed from its initial proposal in the Draft Master Plan Addendum (dated July 2003). LAWA subsequently renamed the West Satellite Concourse the "Midfield Satellite Concourse" to more accurately reflect its location in the midfield portion of the airport. It is possible that the commentor is referring to the West Terminal Area that was proposed as part of rejected Master Plan Alternatives A, B, and C. In these alternatives, a new West Terminal would have been constructed on the western portion of the airport, between Pershing Drive on the west and Taxiway AA on the east. The Midfield Satellite Concourse (MSC) approved as part of the Master Plan is located approximately 4,000 feet east of the formerly-proposed West Terminal Area. Whereas access to the West Terminal Area proposed under Alternatives A, B and C would have been from the west (via Pershing Drive), access to the proposed MSC, an element of the approved Alternative D, will be provided by a connection originating at TBIT. Therefore, entrance to LAX will not originate from the west, but will remain from the east.

CFTP-PC00002 - 41

Comment: 2.2 The reference to Alt D Figure F3-20 phasing refers to taxiways but could as easily be interpreted to be related to fixing of the access to the runways, not the concourses.

Response: Figure F3-20 of the LAX Master Plan Final EIR refers to implementation of "Midfield Aprons and Taxiways." The only midfield taxiways that are part of the LAX Master Plan are two new north-south taxiways located to the west of the proposed MSC, one of which is Taxiway C13, and the relocation of the two existing north-south taxiways located immediately west of Tom Bradley International Terminal. This entry in the Conceptual Summary Schedule, which is identified on the schedule as falling within Phase II of the project, corresponds to the text describing Phase II on page 3-82 of the LAX Master Plan Final EIR, specifically the fifth bullet under the "Phase II" heading. It is unclear why the commentor believes that this reference could instead refer to improving access to runways.

CFTP-PC00002 - 42

Comment: Is the new ARFF north or south of the Coast Guard facility? This facility was shown to the north in Alt D, but Figure 2-9 of this doc shows it south of World Way West. How does this affect response times to disasters?

Response: As described in Sections 2.4.1 and 5.14.5.1 of the CFTP Draft EIR, the LAX Master Plan originally anticipated the new ARFF to be approximately 18,000 square feet in size and to be located at the northeast edge of the fuel farm (north of the U.S. Coast Guard Facility). More recent planning, engineering, and design efforts associated with the CFTP, which included consultation with the City of Los Angeles Fire Department, identified the need for a larger facility in order to accommodate the size, volume, and nature of emergency response equipment at the ARFF, particularly with regard to equipment storage area, and to provide appropriate living, administrative, and training areas for station personnel. Also, the location proposed for the new ARFF was moved south of the originally envisioned site, becoming better situated relative to the mid-points of the outermost runways (Runway 6L/24R on the north and Runway 7R/25L on the south), consequently being more centralized relative to responding to emergencies on the airfield, and allowing construction of the ARFF to be better integrated with surrounding land uses and the infrastructure improvements and design plans of the overall CFTP. As proposed under the CFTP, the new ARFF would be constructed at the western edge of the proposed (relocated) RON area. Figures 2-9 and 2-10 in the CFTP Draft EIR show the new proposed location of the site for the new ARFF, south of World Way West. As indicated above, the proposed location for the new ARFF would be more centralized

relative to responding to emergencies and, therefore, emergency response times would not be adversely affected, and would likely be improved in comparison to existing conditions and in comparison to the location proposed in the LAX Master Plan.

CFTP-PC00002 - 43

Comment: 2.2 Since the specific locations of the N-S taxiways are not a firm location according to this paragraph's interpretation of the LAX Master Plan, how were the specific impacts of the noise and pollution determined to change for specific residences on both sides of the airport?

Response: It is unclear how the commentor interpreted the noted text (i.e., the fifth paragraph on page 2-21 of the CFTP Draft EIR) as implying that the specific locations of the north-south taxiways are not a firm location. That paragraph does not mention the locations of those taxiways. Nevertheless, specific impacts of noise and air pollution on surrounding residents associated with the LAX Master Plan improvements, including the addition of two new north-south taxiways, were determined through modeling the operation of the airfield with implementation of the LAX Master Plan and comparing those impacts to existing conditions. Please see Response to Comment CFTP-PC00002-24 regarding the potential for the CFTP to result in noise or air quality impacts to residential communities. As indicated in that response, the end points of Taxiway C13 would tie into the same east-west taxiways as the other aforementioned taxiways; hence, the proximity of Taxiway C13 to communities located north and south of the airport would be consistent with that of the other existing taxiways. As a result, it is not expected that there would be an increase in operations-related noise or air quality impacts to the nearby communities.

CFTP-PC00002 - 44

Comment: 2.3 In view of the trend toward midsized aircraft for most operations what number of NLA are anticipated for 2020? How many NLA by 2040?

Response: International operations represent 17 percent of aircraft activity and 27 percent of passenger activity at LAX. Moreover, international growth rates overall are predicted by the FAA to exceed domestic growth in the near future (2008-2025 FAA Aerospace Forecast, March 10, 2008). International operations utilize larger aircraft, and are the only type of service ordering larger aircraft. At this time, ten airlines currently serving LAX have ADG VI aircraft on order for delivery in the next ten years. A380 service has already begun on one of these carriers, with two or three others expected in the very near future. It is anticipated that many of the remaining carriers with ADG VI aircraft will include A380 LAX service as their orders for new aircraft are filled. This is likely to result in increases in ADG VI international service at LAX for the foreseeable future independent of growth in midsized aircraft centered in the shorter range North and Central American markets. No 2020 or 2040 forecasts of NLA activity were developed for the CFTP Draft EIR. Such distant forecast estimates are not necessary to evaluate the basic characteristics of the CFTP. The proposed addition of a new taxiway in the midfield area that is designed to accommodate ADG VI aircraft (i.e., NLA) would provide for improved ground movement of NLA, as compared to existing conditions, which require the use of the more distant Taxiway AA or limitations on the use of Taxiway S or Taxiway Q while NLA are in the area. That basic conclusion holds true regardless of the number of NLA in the future.

CFTP-PC00002 - 45

Comment: 2.4 There is a reference to "periodic" congestions and delays. What is their anticipated frequency? Have they been quantified? If so, what are they?

Response: The "periodic" congestion referenced by the commentor relates to moments in time when multiple aircraft converge at one point, primarily near centerfield Taxiways S and Q where they intersect Taxiway B and C. Section 2.1.2 of the CFTP Draft EIR describes the nature of the congestion and the dynamic nature of the occurrences. Traffic management reacts to actual conditions as they

occur. Congestion at key areas does not always occur at the same time each day. According to discussions with LAX ATCT, the area south of Taxiways S and Q was identified as a point where congestion is most likely to occur compared to other taxiway intersections. Due to the dynamic nature of traffic movement (how fast an aircraft is moving, how many aircraft are pushed back and cleared to taxi, delays, etc.), quantifying an anticipated frequency of congestion occurrences with some accuracy would not be possible. Instead, one may qualify that the potential for such occurrences may occur during peak operations periods as stated in Section 2.1.2 of the CFTP Draft EIR.

CFTP-PC00002 - 46

Comment: 2.4.1 If in the future it is determined that towing will be used as a mode of moving aircraft, are there any special accommodations necessary? If so, what are they?

Response: Towing is an existing mode of moving aircraft, which occurs at essentially every airport, including LAX. Since towing already occurs at LAX, no special accomodations are necessary. No change in the use of or need for towing is anticipated as a result of the CFTP.

CFTP-PC00002 - 47

Comment: 2.4.1 What about the bridge across World Way West? What special requirements apply to making it sufficiently strong? Any special security requirements for the new below grade road?

Response: Both the Taxiway C13 bridge and the adjacent vehicle service road bridge across the segment of World Way West that would be suppressed and realigned were designed with sufficient strength to carry the heaviest design aircraft across the taxiway bridge and the heaviest design vehicle across the service road bridge. The design of the taxiway bridge was based on FAA standards and the design of the service road bridge was based on Caltrans standards. With respect to the question of security measures for the suppressed and realigned segment of World Way West, it is anticipated that security measures currently used for the existing segment of World Way West that passes beneath Taxiway AA and its adjacent vehicle service road would also be applied to the new segment.

CFTP-PC00002 - 48

Comment: 2.4.1 Are all of the connector taxiways capable of handling the 1.5 Million pound gross weight aircraft as is the taxiway D extension?

Response: Yes, all new connector taxiways under the CFTP projects were designed to handle aircraft with a maximum gross weight of 1.5 million pounds, in accordance with FAA guidelines and standards.

CFTP-PC00002 - 49

Comment: 2.4.1 Is the New Parallel Service Road 169' west of the taxiway apron, centerline, or west edge?

Response: The east edge of the new parallel service road is 169 feet from the centerline of the new taxiway.

CFTP-PC00002 - 50

Comment: Figure 2-10 What distance separates the existing Hanger from the taxiway apron?

Response: The distance from the existing American Airlines Hangar to the taxiway apron (west edge of pavement) is 117.5 feet.

CFTP-PC00002 - 51

Comment: 2.4.1 On the new RON parking, what evaluation has been made for the impact of lighting?

Response: Light emission impacts associated with the CFTP, including impacts associated with lighting for the new RON aircraft parking area, are addressed in Section 5.10.5 of the CFTP Draft EIR. As described in Section 5.10.5, the new RON lighting would consist of 70-foot high, round tapered steel poles equipped with two, 1,000-watt metal halide floodlights. The lighting system would be designed to maintain a minimum of 1-foot candle horizontally on the limits of the apron. Given the distance of these lights to the nearest sensitive receptors, an increase in lighting intensity of more than 2 footcandles as measured at the property line of a residential property (the significance threshold identified in the CFTP Draft EIR for light emissions) would not occur and, therefore, this impact would be less than significant.

CFTP-PC00002 - 52

Comment: 2.4.1 The description states that the RON will increase from four group V to 3 group VI and 2 group V with a ground run up enclosure. Is there a plan to require run ups be conducted in this area? Will there be any time of day constrains imposed? If existing run up areas are to be maintained as well, what will the use of the GRE be? If the Master Plan called for two GRE, will both be built? When?

Response: As described on pages 2-29 and 5-5 of the CFTP Draft EIR, the LAX Master Plan includes the future development of two ground run-up enclosures (GREs) to replace ancillary facilities (unenclosed blast-fence/wall areas) displaced in conjunction with the future MSC. Based on refinements made in conjunction with the more detailed planning and design of Taxiway C13, the currently proposed alignment of Taxiway C13 extends through the location designated in the Master Plan for the future west GRE. None of the improvements proposed to be constructed as part of the CFTP would eliminate any of the existing ground run-up facilities or affect their current need and operation. The designation of one of the five new parking spots within the relocated RON area as being available for construction of a future GRE preserves the functional intent of the Master Plan relative to replacement of ancillary facilities displaced by the future MSC. It is anticipated that the specifics of when the GRE would be constructed and how it would be operated will be determined in conjunction with the planning and provisions for the MSC. Similarly, if and as implementation of the MSC project affects multiple existing aircraft ground run-up areas, further evaluation would occur relative to development of the second GRE anticipated in the Master Plan.

CFTP-PC00002 - 53

Comment: 2.4.1 How will the drainage system interface with the proposed water reclamation on the north west area of the LAX facility? Will these drains be connected to Hyperion? How will this runoff be treated prior to release into the ocean? Can any of it be stored for reclamation? Has there been an geologic issues uncovered?

Response: The proposed CFTP drainage system is unrelated to the Los Angeles Department of Public Works' proposed Westchester Rainwater Improvement Project, which would be located within the northwest portion of the airport property.

As stated in Section 5.4 of the CFTP Draft EIR, runoff from the project site would be treated in accordance with the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements that are administered by the Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division. The SUSMP will identify specific best management practices for the proposed project, which could include measures such as trash/debris filters installed in all the system's catch basins and oil/water separators. Once it exits the project site, drainage from the new system would be conveyed through an existing system under World Way West to Pershing Boulevard. Dry weather flows and the first flush of runoff in a rainfall event from this sub-basin flow into an existing detention basin and oil/water separator. Water collected in the detention basin is treated at the

Hyperion Treatment Plant prior to discharge. Runoff that cannot be accommodated by the detention basin is discharged to the ocean via an existing County outfall. Due to the lack of land area for storage, it is not feasible to collect runoff from project area for reclamation purposes.

As indicated in Section 5.11 of the CFTP Draft EIR, the CFTP would not result in any significant impacts associated with geologic hazards.

CFTP-PC00002 - 54

Comment: 2.4.1 When the fuel line relocation as in Fig 2-14 is conducted, does this include high pressure refueling capacity for the RON area?

Response: The relocated fuel line shown in Figure 2-14 of the CFTP Draft EIR does not include high pressure refueling capacity, as it does not feed the RON area where there would be no hydrant fueling.

CFTP-PC00002 - 55

Comment: 2.4.2 When the GSE are relocated to cargo areas will the design ensure that aircraft engines will not face residential areas? Will they be fully powered to provide auxiliary power?

Response: The description of ground service equipment (GSE) facilities that would be displaced by the proposed CFTP improvements refers to the removal and relocation of the storage and maintenance activities applicable to GSE, not to aircraft (i.e., the maintenance shops/areas where GSE are serviced, repaired, and stored). The removal and relocation of these GSE facilities would not change the location of, and manner in which, aircraft are currently serviced by GSE.

Implementation of the proposed project would only result in the displacement and relocation of existing GSE storage and maintenance facilities, and would not affect the level of GSE activities currently occurring at the airport (i.e., would not result in an increase or decrease in the number of aircraft operations occurring at the airport). As indicated on page 2-36 of the CFTP Draft EIR, three existing GSE maintenance operations were identified as requiring relocation due to project implementation. The GSE operations identified in the Draft EIR include operations by Mercury Air; Evergreen Aviation, and American Airlines; however, since the time of publication of the Draft EIR, Mercury Air has ceased GSE operations at LAX. Page 2-36 of the Draft EIR has been revised accordingly. Please see Chapter 3, Corrections and Additions to the Draft EIR.

As indicated on page 2-36 of the CFTP Draft EIR, the existing American Airlines GSE maintenance operations located at the end of the High-Bay Hangar would be relocated to an existing building at the United Airlines Cargo Complex. To accommodate the relocation of GSE maintenance operations to this building, various tenant improvements would occur to integrate this use with the existing cargo function of the building. Such improvements involve minor alterations to the existing facility such as placement of an interior block wall to separate the GSE maintenance activity areas from the cargo storage and processing activity areas, modification of the existing office portion of the building to provide separate administrative office areas for the GSE personnel and the cargo personnel, various plumbing, electrical, heating, ventilation, and air conditioning (HVAC) system modifications, modifications to the building truck docks to accommodate GSE entering and existing the service bays, and other such improvements. The anticipated improvements would accommodate the relocated GSE operations while maintaining the ability of the building to also be used for aircraft cargo operations. None of these alterations would involve expansion of use beyond that previously existing or modification of the facilities or its operations beyond that previously existing. As such, the environmental impacts associated with the subject GSE facility relocation would basically include construction noise impacts (i.e., primarily construction noise within the building); construction-related dust and air pollutant emissions, including greenhouse gas emissions, associated with demolition/removal of certain existing interior walls, flooring, fixtures, and other building materials; several truck trips associated with the transfer of building materials from and to the job site, and construction worker vehicle trips. These types of construction-related

impacts associated with the GSE relocation improvements along with the impacts of all the other construction activities of the project are addressed in the CFTP EIR. While construction-related impacts specific to the American Airlines GSE relocation would, in themselves, be less than significant, as described in Chapter 4 of the CFTP Draft EIR, construction of the overall project would result in significant air quality and greenhouse gas impacts and less-than-significant impacts relative to traffic and noise.

Improvements associated with relocation of Evergreen Aviation GSE operations would generally be limited to placement of a chain link demising (separation) wall, installation of an electrical sub-meter, and other such minor improvements at the relocation area. Similar to above, the environmental impacts of those activities would, in themselves, be less than significant, but would, in combination with all other construction activities associated with the CFTP be significant for air quality and less than significant for noise and traffic.

CFTP-PC00002 - 56

Comment: Fig 2-17 Does the AA Employee Parking relocation require a runway protection area waiver due to the location at the end and slightly north of 25R?

Response: The proposed relocated American Airlines employee parking lot does not extend into the runway protection zone for Runway 7L/25R; therefore, a waiver would not be required.

CFTP-PC00002 - 57

Comment: fig 2-17 Is there a table showing where the 1600 stalls exist prior to relocation to this site? If the entrance to this area is World Way West, has this vehicle traffic been assessed to determine the flow to the WWW entrance? ie How much is expected from Imperial to Pershing, How much from Manchester/Pershing, How much from Westchester parkway, and what traffic will occur along Vista del Mar? Is this increased traffic or already existing traffic?

Response: Figure 2-16 in the CFTP Draft EIR shows the location of the existing American Airlines Employee Parking (i.e., Item 2 in the Figure legend). Also, the existing employee parking lot is visible in the right-hand portion of Figure 2-17 in the CFTP Draft EIR. The 1,600 parking spaces planned for the relocated American Airlines Employee Parking lot are a direct replacement for the approximately 1,600 parking spaces located in the existing American Airlines Employee Parking lot. Both the existing parking lot and the proposed parking lot take access directly onto World Way West, at points well east of the World Way West/Pershing Drive interchange. Landside access to World Way West can only occur via Pershing Drive. The change in the location of the parking lot access point on World Way West would not affect how drivers currently travel to Pershing Drive in order to access World Way West.

CFTP-PC00002 - 58

Comment: 2.4.3 If substantial amounts of work are to be done during the nighttime, what accommodation to noise impacts on the surrounding residents is to be made? What runway closures be required and when?

Response: Section 5.1.4.2 of the CFTP Draft EIR identifies several LAX Master Plan commitments and mitigation measures that serve to reduce construction-related noise impacts to surrounding areas. Measures specific to addressing nighttime noise would be included in the Construction Noise Control Plan (MM-N-7), which must be submitted by the contractor to LAWA at the beginning of the project, and through the requirements for construction scheduling (MM-N-10), which recognize noise sensitive hours as being nighttime and early morning, and anytime on Sundays and holidays.

As indicated on page 2-48 of the CFTP Draft EIR, no runway closures are anticipated to be required for construction of the CFTP improvements.

CFTP-PC00002 - 59

Comment: 2.4.3 The project phasing implies that no other work, such as the midfield terminal is planned before 2012. As such, how will construction of this facility at a different time interfere with the use of the CFTP?

Response: The commentor is incorrect in stating no other work is planned before 2012. In fact, the paragraph referenced by the commentor states that the addition of gates to the west side of TBIT would overlap with construction of the CFTP. Construction of other planned midfield projects, such as the MSC, would not overlap with construction of the CFTP. The extent to which construction of midfield projects in the future may interfere with the use of the CFTP will be determined during detailed engineering and construction planning for those projects and will be addressed in their respective environmental documents.

CFTP-PC00002 - 60

Comment: 2.4.4 Since the airport is considered to be constrained by the curbside capacity to 78.7 MAP and there are plans to improve utilization of this curbside via people movers and other CTA mods in the future, what is the next level of constraint and what is its cause? If curbside and gate embark/disembark constraints are removed what is the capacity of the airfield in terms of number of operations/15 min period and ops/ peak hour?

Response: The question provided by the commentor does not pertain to the proposed Crossfield Taxiway Project. The commentor proposes a hypothetical condition related to removal of existing curbside and expected gate constraints. These components have no direct relationship to the proposed project, which is not an airfield capacity enhancement and does not address or affect curbside and gating constraints. As stated in Section 2.2 of the CFTP Draft EIR, operational characteristics and airside simulation modeling that supported airside efficiency and capacity related to the comprehensive improvement program is provided in Appendix E of the Final LAX Master Plan.

CFTP-PC00002 - 61

Comment: 2.6 Question for Jan: If certified, how did our Settlement change the EIR usage?

Response: Although the comment appears to be an internal note by the commentor and does not address significant environmental issues, it should be noted that LAWA may proceed with those components of the approved LAX Master Plan that were not identified in Section 7.G. of the Specific Plan (i.e., the Yellow Light Projects), and implementation of those components that were not, and are not, dependent or contingent upon the SPAS process. One of these is the proposed Crossfield Taxiway Project, as explained more fully in Responses to Comments CFTP-AL00002-2 and CFTP-PC00002-18.

CFTP-PC00002 - 62

Comment: Action Denny 2.6.1 look up the 14 CFR 107 and 139. also the Airport and Airway Improvement Act of 1982

Response: The comment is noted. The comment does not raise an issue regarding the adequacy of the CFTP Draft EIR, and thus does not require a further response.

CFTP-PC00002 - 63

Comment: Ask Jan--even if the ROD is approved, how does this verify State Implementation Plan approval or ALUC conformance?

Response: The Record of Decision (ROD) referenced on page 2-51 of the CFTP Draft EIR is the ROD for the LAX Master Plan. As indicated on page 2-51, the FAA found that the LAX Master Plan conforms to the State Implementation Plan during its National Environmental Policy Act (NEPA) review of the LAX Master Plan. The CFTP does not require additional analysis or approval pursuant to the NEPA and, therefore, no ROD will be issued by the FAA for the CFTP. Because the project is not subject to federal action, a demonstration of consistency with the State Implementation Plan is not required for the CFTP.

As required by provisions of the State Aeronautics Act, the Los Angeles County Airport Land Use Commission (ALUC) has the responsibility to review certain airport development projects for consistency with the County Land Use Plan (CLUP). In accordance with Section 1.4 of the Los Angeles County Airport Land Use Commission Review Procedures (ALUC Review Procedures)1, the primary focus of the ALUC's review is on airport development proposals that can have off-airport land use compatibility implications, including exposure to aircraft noise, land use safety, protection of airport airspace from hazards to flight, and general concerns, especially annoyance, related to aircraft overflights. Section 1.5.1 of the ALUC Review Procedures identifies actions that require ALUC review. As indicated in this section, adoption or modification of a master plan for an existing public use airport is subject to ALUC review. The LAX Master Plan underwent ALUC review prior to project approval. The CFTP, as a component of the LAX Master Plan, was considered in this review. However, the CFTP, as a stand-alone project, does not meet the definition of a project requiring ALUC review.

1. Los Angeles Regional Planning Commission/Airport Land Use Commission and Los Angeles County Department of Regional Planning, Los Angeles County Airport Land Use Commission Review Procedures, December 2004.

CFTP-PC00002 - 64

Comment: 2.6.1 With the modifications to World Way West, don't there also have to be security review approvals?

Response: The only security review necessary for the modifications to World Way West is associated with the relocation of the Airfield Operations Area (AOA) perimeter security fencing. The perimeter security fence separates the AOA from non-AOA areas; World Way West is not within the AOA. The fencing would need to be modified to account for the new intersections of both Taxiway C13 and the proposed vehicle service road with World Way West. These modifications were incorporated into the larger Phase III AOA Perimeter Fence Enhancement Project, which is described in Section 3.3.3 of the CFTP Draft EIR. LAWA met with Airport Police to review the proposed fence modifications to ensure that they met current security requirements relative to fence height and materials, proximity to adjacent structures, number and location of access gates, and other considerations.

CFTP-PC00002 - 65

Comment: 2.6.1 In what ways does the ROD approve other agencies" approvals of impacts such as the Federal Department of Transportation air quality allocations related to the SCAG Regional Transportation Plan?

Response: Please see Response to Comment CFTP-PC00002-63 regarding the applicability of the LAX Master Plan ROD to individual components of the LAX Master Plan, such as the CFTP. As noted on page 2-52 of the CFTP EIR, aside from the described FAA approvals, which were already contemplated as part of the ROD's approval of the LAX Master Plan and individual components therein, no other federal agency approvals are anticipated to be required for the CFTP.

CFTP-PC00002 - 66

Comment: 2.6.1 Although Congress assigns the FAA has overall responsibility for air emissions of aircraft on the ground and in the air, what requirements, if any, are imposed and tracked?

Response: The comment seems to be inquiring into the requirements associated with the FAA's jurisdiction over air pollutant emissions from aircraft on the ground and in the air. Implementation of the FAA's rules regarding aircraft engine emissions is beyond the scope of the CFTP and CFTP Draft EIR, hence, no response is required.

CFTP-PC00002 - 67

Comment: 2.6.4 Since old facilities are being torn down and new ones are being built for the fire and police, for example, what agency ensures that there are no toxins in the soil? EPA? DTSC? Is a site review required?

Response: Contaminated soils are addressed in Section 5.12.5.1 of the CFTP Draft EIR. As indicated in that section, Master Plan Commitment HM-2 was designed to ensure that any potential effects from contaminated materials encountered during construction would be less than significant. In accordance with LAX Master Plan Commitment HM-2, LAWA developed a protocol for the handling of hazardous materials encountered during construction, including contaminated soil. The protocol, titled "Procedure for the Management of Contaminated Materials Encountered During Construction," was prepared in December 2005. The intent of the protocol is to ensure that all contaminated soils and/or groundwater encountered during construction of LAX Master Plan projects are handled in accordance with all applicable regulations. In accordance with standard LAWA practices, LAWA conducts pre-construction site surveys to determine if contaminated soils are present and, if so, develops and implements an appropriate remediation plan. The protocol identifies the roles of various agencies involved in hazardous materials remediation. As indicated in the protocol, the agency normally responsible for overseeing the remediation of sites with contaminated soils is the Los Angeles County Fire Department. No special inspection or site review procedures are required for the ARFF relative to soil contamination. The CFTP does not include new facilities for police.

CFTP-PC00002 - 68

Comment: 3.1 The measure of non-airport use land states .75 miles from the center of the CFTP, what is the distance from the nearest location? Similarly, what is the nearest location to the other locations from the nearest location?

Response: Section 3.1 of the CFTP Draft EIR reported the distances to surrounding land uses from the center of the CFTP site. In response to this comment, the distances from the nearest edge of the CFTP site to surrounding land uses are as follows:

- The distance from the northern edge of the CFTP site to the nearest point in Westchester is approximately 0.5 mile.
- The distances from the eastern edge of the CFTP site to the nearest hotel on Century Boulevard and to the western edge of Inglewood are 1 mile and 2 miles, respectively.
- The distance from the southern edge of the CFTP site to the northern edge of El Segundo is approximately 0.47 mile.
- The distance from the western edge of the CFTP site staging area to Dockweiler State Beach is approximately 0.5 mile.

CFTP-PC00002 - 69

Comment: 3.2 Noise. The EIR notes that will be engine maintenance such as "run ups." What actions are being taken to ensure that these do not occur during night time hours of 8 PM and 7 AM? What about engine revving during aircraft movement?

Response: Please see Response to Comment CFTP-PC00002-52 regarding ground run-up enclosures anticipated in the LAX Master Plan.

CFTP-PC00002 - 70

Comment: 3.2 Traffic. Non-airfield traffic is being modified due to the 1600 space parking lot for employees and airport workers. How much of this is increased spaces and increased traffic? Will detailed reports ever be provided to the public showing the percentage by time of day that arrive to World Way West from the north or south?

Response: Please see Response to Comment CFTP-PC00002-57 regarding traffic activity associated with employee parking provided along World Way West.

Detailed automatic traffic recorder (ATR) counts showing the volume of traffic entering World Way West from the north and south were collected by LAWA on September 5, 2008. The count reports are provided on the following pages. A total of 7,228 vehicles entered World Way West, with 5,612 vehicles (78% of the total) entering from the south and 1,616 (22% of the total) entering from the north.

CFTP-PC00002 - 71

Comment: 3.2 Hydrology. Although the vast majority of this area is "paved over" new materials and processes have been identified for parking and roadways that mix in permeable materials that allows for percolation of water into the land. What materials other than standard cement and asphalt have been considered in the design?

Response: The proposed project would use conventional paving materials. Paving associated with the taxiways, RON and adjacent areas is required to comply with FAA guidelines for airfield paving. These surfaces must be able to withstand the weight of aircraft that will travel across them.

The relocated American Airlines employee parking lot would be paved with conventional asphalt. Permeable materials were considered for the parking lot, but were not selected for use due to the existing groundwater contamination beneath the site and the free product recovery system that is co-located on the site. The free product recovery system consists of subsurface groundwater extraction wells connected to an above-ground treatment system. Infiltration of runoff could interfere with the ongoing remediation system. As a result of the proposed project, currently unpaved portions of the site would be paved, which would improve current conditions relative to the remediation system.

CFTP-PC00002 - 72

Comment: 3.2 Biotics. Due to the location of the RON on this area are there any traps or other monitors to capture insects that may inadvertently be introduced to LA from other areas?

Response: LAWA does not trap or monitor insects that could be inadvertently introduced to the area by visiting aircraft or ground vehicles. The CFTP would not introduce new aircraft to the airport and would not increase the risk of introducing invasive insects. Aircraft RON parking is currently part of baseline conditions. The existing RON aircraft parking provides four spaces; the future RON area would provide five spaces. Although an additional parking space would be provided, the proposed project would not bring additional aircraft to LAX. Rather, the additional RON space would allow for aircraft parking on the project site that would otherwise occur elsewhere on the airport. Moreover, for the most part, the developed areas of LAX do not contain sensitive species or habitat. As illustrated in Figure 2-11 of the CFTP Draft EIR, existing RON parking spaces are currently located in the midfield area, north of World Way West and south of the proposed extension of Taxiway D. The project would involve moving parking spaces for aircraft that currently park at LAX several hundred

feet to the south/southwest. Relocation of the RON would not introduce new aircraft and would not introduce new insects to the airport. Please also see Response to Comment CFTP-PC00002-123.

CFTP-PC00002 - 73

Comment: 3.3.1 This EIR notes that taxiways Q & S are to be moved west? At the workshop I was told that they will remain in place while the new taxiway C13 will improve flow. Is there a plan to remove these or change their uses to local movement of aircraft to the new gates?

Response: Relocation of Taxiways Q and S are not proposed as part of the CFTP and implementation of the CFTP would not affect these taxiways. However, as part of the approved LAX Master Plan, Taxiways Q and S are planned to be moved in conjunction with future improvements to the midfield area, specifically the TBIT Reconfiguration Project. These taxiways would be required to be moved to the west in order to provide room for the gates on the west side of TBIT that were also approved as part of the LAX Master Plan.

CFTP-PC00002 - 74

Comment: 3.2 RAC. This was approved in the 2006 Settlement Agreement for construction in the present Lot C Parking area. We have heard that several other locations are being reconsidered. Although we agree that this is prudent considering that community recommendations were NOT Lot C, we wonder when this "green lighted" project will be initiated since it would greatly reduce the traffic in the CTA that the rental buses create. Why can't this be accelerated to be done during the same construction time?

Response: The comment is noted. Neither the proposed Consolidated Rental Car (RAC) Facility nor the rental bus traffic within the CTA are related to the CFTP. LAWA is proceeding with planning of the RAC independently from the CFTP. As this comment does not raise an issue regarding the contents or adequacy of the CFTP Draft EIR, no further response is required.

CFTP-PC00002 - 75

Comment: 3.3.1 Notes that TBIT will start in Fall 2009 and finish in mid-2010. Given recent developments and changes in the TBIT project, what are the new schedules?

Response: The CFTP Draft EIR does not indicate that the TBIT Reconfiguration Project will start in fall 2009 and finish in mid-2010. Rather, the CFTP Draft EIR indicates that construction of the TBIT Reconfiguration Project, which is projected to begin in fall 2009, would overlap with construction of the CFTP, which is projected to be under construction from spring 2009 to mid-2010 (see pages 3-3 and 3-4 of the CFTP Draft EIR). The overlap would occur between fall 2009 and mid-2010. Planning for the TBIT Reconfiguration Project, including development of a proposed construction schedule, is currently underway.

CFTP-PC00002 - 76

Comment: The LAX Specific Plan 7.H (1d) includes the "West Satellite Concourse and associated APM segments." The 2006 Settlement states, For purposes ofclarification, the Released Claims include, but are not limited to, any and all claims challenging the South Airfield Improvement Project and the West Satellite Concourse. "Respondents" mean the City of Los Angeles, the Los Angeles City Council, the Mayor of the
City of Los Angeles, LAWA and BOAC.
"Yellow Light Projects" for the purposes ofthis Settlement mean:
(a) Development of the Ground Transportation Center ("GTC"), including the baggage tunnel, associated structures and equipment;

(b) Construction of the Automated People Mover ("APM") from the GTC to the Central Terminal Area ("CTA"), including its stations and related facilities and equipment;
(c) DemoJitionofCTA Terminals 1, 2 and 3;
(e) Reconfiguration of the north airfield as contemplated in the LAX Master Plan, including center taxiways; and
(f) Improvements to on-site roadways associated with (a) and (b) above."

Although the Settlement removed, for practical purposes, the Midfield Concourse that we all want to see built, the roadways associated with the CFTP are not as in item (f) above.

Response: The commentor is correct that the roadways associated with the CFTP (i.e., the realignment of World Way West) are not the same as the roadways identified in the LAX Specific Plan, Section 7.H and defined as "Yellow Light Projects" in the Stipulated Settlement. The roadways defined as Yellow Light Projects are the roadways associated with the Ground Transportation Center and the Automated People Mover. The Stipulated Settlement (Section V, Subsection F) includes a provision allowing LAWA to move forward with the processing and development of those components of the approved LAX Master Plan that are not Yellow Light Projects. As the realignment of World Way West is not a "Yellow Light Project" as defined by the Stipulated Settlement, LAWA can advance this project to implementation.

CFTP-PC00002 - 77

Comment: 3.3.3 Where are the "Airfield intersection improvements -- Phase 2" and other Airfield Operating Area (AOA) that are supposed to be completed by Aug 2009 defined? We would like to know the timing of where these are being constructed so that we can feel confident that no other projects that we don't know about are in work.

Response: Construction projects at LAX that are anticipated to be underway concurrently with construction of the CFTP are identified in Section 3.3.3 of the CFTP Draft EIR. Information regarding active construction projects at LAX is provided at LAWA's website, www.lawa.org. A memorandum highlighting various airport projects is available at the following link: http://lawa.org/airops_ construction.cfm.

CFTP-PC00002 - 78

Comment: 3.3.3 The Westchester Golf Course "Three-Hole Expansion" should really be called "Three-Hole Replacement" since these holes were in existence before LAWA tore them out about 25 years ago with the promise that they would be restored.

Response: The comment is noted. The comment does not raise an issue regarding the contents or adequacy of the CFTP Draft EIR, and thus does not require a further response.

CFTP-PC00002 - 79

Comment: 3.3.3 Has LAWA approved the Westchester Rainwater Improvement Project?

Response: The lead agency for the Westchester Rainwater Improvement Project is the City of Los Angeles Department of Public Works, Bureau of Engineering. LAWA does not have approval authority over this project. The Bureau of Engineering is currently conducting environmental studies for this project. The project is anticipated to go to the City Council for approval in 2009.

CFTP-PC00002 - 80

Comment: 3.3.4 Table 3-1 lists residential and commercial construction, but fails to identify what road projects are planned and when. The LA City projects around Manchester/Lincoln are not listed. Also, not

yet identified is the DOT project to upgrade the area of Lincoln Blvd between Manchester and Sepulveda. What are all of the road construction projects planned to be started before, during, or with a year after the CFTP?

Response: Table 3-1 is intended only to represent the list of residential and commercial planned development projects to be implemented in the vicinity of LAX. The anticipated roadway improvement projects anticipated to be implemented within the timeframe of the CFTP construction activity are summarized in Section 4.1.5.2 of the CFTP Draft EIR. The list of roadway improvement projects includes (a) construction of High Occupancy Vehicle (HOV) lanes northbound and southbound on the I-405 freeway to be completed by winter 2008, (b) westbound I-105 off-ramp to northbound Sepulveda Boulevard scheduled for completion by January 2010, (c) Lincoln Boulevard improvements, and (d) Sepulveda Boulevard improvements from Howard Hughes Parkway to south of 92nd Street with anticipated completion in 2009.

CFTP-PC00002 - 81

Comment: Note to Denny: Have Jan review this section.

Response: The comment is noted. The comment does not raise an issue regarding the contents or adequacy of the CFTP Draft EIR, and thus does not require a further response.

CFTP-PC00002 - 82

Comment: 4.1.1 Construction surface traffic is but one level of impact that needs to be addressed. Additional truck traffic from deliveries to LAX on the west and employee/other parking also needs to be addressed for the longer term. Further, although the Settlement Agreement limits the number of gates to a "practical capacity of 78.9 MAP" the LAWA assessments states that another constraint, traffic into the CTA, is a limiting factor. When some of those traffic concerns are addressed there is a possible increase of impact after the 2020 prohibition of gate increases. When will LAWA address this future impact on traffic?

Response: The comment pertains to the need to address the longer term effects of truck traffic and employee parking accessing LAX on the west. The implementation of the CFTP and the future operation of the related facilities would not result in long term changes in airport-related traffic activity across the local area and regional access system. Furthermore, modifications to any employee parking facilities located along World Way West as a result of implementation of the CFTP would not significantly change the number of parking spaces provided. Therefore, longer term traffic patterns after the completion of the CFTP would not be materially different than existing traffic operations. Given that the CFTP would not produce longer term operational changes to traffic activity, the traffic analysis conducted for the CFTP has been limited to assessing potential construction-related impacts associated with the CFTP. However, potential traffic impacts associated with the implementation and operation of other LAX Master Plan projects will be evaluated through individual project-level EIRs prepared on a case-by-case basis.

The majority of the comment pertains to the LAX Master Plan and the LAX Master Plan EIS/EIR. It is not necessary or appropriate to respond to comments on the LAX Master Plan and related EIS/EIR because the CEQA review process for the LAX Master Plan was completed in December 2004. It should be noted that all comments on the LAX Master Plan Draft EIR and LAX Master Plan Supplement to the Draft EIR were addressed in Part 2, Volumes 1 through 11 of the LAX Master Plan Final EIR.

CFTP-PC00002 - 83

Comment: 4.3.3 Since the study area was set based on proposed construction patterns driven by the CFTP, where is the potential impact of all other projects to be done at similar dates that may use other

routes causing disruption of vehicle traffic in those areas and pushing it into the CFTP proposed routes?

Response: The potential cumulative impacts associated with other known projects to be under construction concurrently with the CFTP are addressed in Section 4.1.5 of the CFTP Draft EIR. Specifically, the largest anticipated LAX development projects that would be constructed concurrently with the CFTP include: the (a) Tom Bradley International Terminal Interior Improvements Program, (b) In-Line Baggage Screening Systems, (c) Airfield Intersection Improvements, Phase II, (d) Airfield Operating Area Perimeter Fence Enhancements, Phases III and IV (d) Korean Air Cargo Terminal Improvement Project, and (e) TBIT Reconfiguration Project. A typographical error was identified subsequent to publication of the CFTP Draft EIR. The heading of the second bullet on page 4-32 of the CFTP Draft EIR should reference "Phases III & IV" rather than "Phases III & VI." Page 4-32 of the CFTP Draft EIR has been revised accordingly. Please see Chapter 3, Corrections and Additions to the CFTP Draft EIR.

The construction of the first two projects listed above was underway during data collection performed for the CFTP; therefore, construction volumes associated with these projects are accounted for within the background volumes. Estimated construction-related trips associated with the Korean Air Cargo Terminal Improvement Project and the TBIT Reconfiguration Project were directly calculated and addressed within the study analysis. The other two projects (Airfield Intersection Improvements, Phase II and Airfield Operating Area Perimeter Fence Enhancements, Phases III and IV) are relatively small projects that are indirectly accounted for within the conservative 2 percent per year growth rate applied to background traffic volumes. (CFTP Draft EIR pages 4-21 through 4-23.) This growth rate assumption is anticipated to be conservative because, as described in Section 4.1.3.3 (pages 4-21 through 4-23 of the CFTP Draft EIR), traffic activity within the study area has shown an average decline (Refer to Table 4.1-3 on page 4-22 of the CFTP Draft EIR for study area historical traffic volumes) during a period when airport activity has increased on an average daily basis (refer to Table 4.1-1 for airport activity).

In addition to the airport construction projects listed above, a review of local area construction and development projects was conducted and documented in Section 4.1.5.3. The anticipated list of development projects, provided in Table 4.1-11, was developed in consultation with representatives of the various jurisdictions surrounding the airport. Given the locations of these projects it is anticipated that construction-related traffic would access these project sites using freeways and surface roadways outside of the study area. Therefore, it is anticipated that any construction-related traffic associated with these development projects that would impact the study area would be represented by the 2 percent growth per year applied to background traffic volumes.

CFTP-PC00002 - 84

Comment: 4.3.3 LAWA conducted some intersection studies in August 2008 when all schools in the area (including Otis College and Loyola University) were not in session. This would necessarily understate the impacts when they are in session.

Response: Existing traffic conditions used for the CFTP roadway analysis are described in Section 4.1.3.3 of the CFTP Draft EIR. As shown in Table 4.1-1, traffic volumes generated by the CTA reach peak activity during the summer months, with August being the peak month of activity followed by July. The study area intersections are located in close proximity to the airport; therefore, we believe that obtaining traffic count information when the airport is operating at peak conditions is important in obtaining a conservative estimate of traffic activity in the study area.

Otis College (located near Lincoln Boulevard and La Tijera) and Loyola Marymount University (LMU) are both north of the airport. Otis College is over 2.5 miles north of the closest study intersection located at Imperial Highway and Sepulveda Boulevard, and LMU is even further north. Furthermore, the CFTP analysis is based on peak hour periods for CFTP construction activity which is anticipated to occur in the early morning (5:00 a.m. to 6:00 a.m.) and in the late afternoon (3:30 p.m. to 4:30 p.m.) in order to avoid coinciding with the commuter peak hours. Given that the CFTP peak periods occur in non-commuter peak periods and these educational facilities are far

removed from the study area, it is not anticipated that traffic generated by these facilities would have a significant influence on traffic conditions.

CFTP-PC00002 - 85

Comment: 4.1.2.2 None of the models take into account the cost of gasoline and its impact on the number of cars traveling through this area. It doesn't take a traffic engineer to see that as the recent cost of gas declined, the number of cars increased substantially. How will LAWA look at their model and take this type of influence on traffic into account?

Response: In accordance with CEQA requirements, the baseline condition is required to describe and document the existing conditions within the study area at the time the NOP was filed for the CFTP Draft EIR. Intersection turning movement volumes collected in July and August 2008 represented the most current comprehensive set of data available and, therefore, these volumes were used as a basis for establishing baseline conditions. Although the average cost of fuel during the summer of 2008 was at an all time high, adequate evidence of the direct effect on fuel prices specifically on peak hour traffic activity within the study area is not available. However, the traffic analysis conducted for the project is conservative in nature which should account for potentially reduced volumes in summer 2008 resulting from increased fuel prices. This conservative analysis is derived from the use of an aggressive growth factor for background traffic coupled with the addition of traffic from other construction projects in direct proximity with the study area. More specifically, as described in Section 4.1.3.3 of the CFTP Draft EIR, although traffic volumes in the study area have generally declined between 2006 and 2008 (refer to Table 4.1-3) a conservative positive growth assumption of 2 percent per year has been applied to background traffic volumes. In addition, traffic generated by other known construction projects has been added to the conservative background growth assumption. It is anticipated that the combination of these two assumptions will produce a conservative estimate of traffic activity in the event that high gas prices had temporarily produced lower traffic volume activity during the summer of 2008.

CFTP-PC00002 - 86

Comment: section 4, footnote 21. LAWA should be commended for not blindly using the 2004 traffic studies. During this period 25% of all housing growth in the City of LA was constructed in Council District 11 (LAX is in CD 11) along with substantial growth in the Marina (LA County). Will LAWA be making available the actual study reports or just excepts in the appendices to this EIR?

Response: The comment is noted. Section 4.1 of the CFTP Draft EIR provides a comprehensive description of the methodology used for the surface transportation (traffic) analysis for the Crossfield Taxiway Project, along with the impacts (results) of the Crossfield Taxiway Project traffic analysis. Supporting data is provided in Appendix B of the CFTP Draft EIR. There are no separate stand-alone traffic "study reports" for the CFTP surface transportation analysis.

CFTP-PC00002 - 87

Comment: 4.1.2.4 Cumulative Traffic. We all know that air commerce is down at LAX and auto, taxi and vans being the primary way people get to LAX this count would be down. As the economics improve and traffic is restored to pre-2001 levels and beyond, how will the traffic be accommodated? Right now there are some plans for APM that have not been finalized. How is the traffic flow in the area around LAX assumed? The Settlement agreed to let the Consolidated Rental Car Facility move forward with limited restraint with the objective of removing hundreds of buses from the CTA. When will this be accomplished and how are the traffic conditions assessed to accommodate this project?

Response: The comment is noted. The comment pertains to the LAX Master Plan and the LAX Master Plan EIS/EIR. It is not necessary or appropriate to respond to comments on the LAX Master Plan and related EIS/EIR because the CEQA review process for the LAX Master Plan was completed in December 2004. It should be noted that all comments on the LAX Master Plan Draft EIR and LAX

Master Plan Supplement to the Draft EIR were addressed in Part 2, Volumes 1 through 11 of the LAX Master Plan Final EIR.

CFTP-PC00002 - 88

Comment: 4.1.3.1 Study Area doesn't include Vista del Mar on the west even though it is used as a pathway from the South Bay to the Pershing entrances to World Way West. Why isn't this included?

Response: The study area intersections were defined by determining the expected travel paths that would be used by construction delivery vehicles and construction workers and identifying those intersections that would experience significant levels of construction related traffic activity.

Construction delivery vehicles would be accessing the construction staging areas on the west side of the airport. As described in Section 4.1.7 of the CFTP Draft EIR, LAX Master Plan Commitment ST-22, Designated Truck Routes, stipulates that truck deliveries would be on designated freeways and non-residential streets. Accordingly, delivery vehicle trips accessing the CFTP construction site on the west side of the airport would be limited to Pershing Drive (Imperial Highway to the project site at World Way West), Imperial Highway (Pershing Drive to I-105), I-105, and I-405. The designated delivery route for the CFTP was designed to minimize truck traffic using other surface streets in the vicinity of the airport. In accordance with Master Plan Commitment ST-22, it is not anticipated that Vista del Mar would experience delivery truck activity.

The construction employee parking lot would be accessed via La Cienega Boulevard on the east side of the airport. As described on page 4-35 of the CFTP Draft EIR, it is assumed that construction employee trips would originate from geographic locations in proportion to the regional population distribution. Because the employees would be drawn from the general population, it is reasonable to assume that employee trips would be distributed in proportion to the distribution of the population. To assign trips to specific roadways and intersections within the study area, more detailed information describing specific roadway usage was analyzed. The results of the 2001 and 2006 LAX airline passenger surveys were used to estimate the proportion of construction-related traffic using the freeway system (I-405 and I-105) and the local roadways to access the study area. Based on the anticipated regional access routes and the fact that the construction employee parking lot is located on the east side of the study area near the I-405 Freeway, it is reasonable to conclude that construction employees would not use Vista del Mar to go to and from the construction parking lot.

CFTP-PC00002 - 89

Comment: 4.1.3.3 Study intersections includes primarily intersections on the south of LAX. Why were so few north side intersections evaluated? Those routes coming south to LAX via Sepulveda or Lincoln should have been included.

Response: Please see Response to Comment CFTP-PC00002-88 regarding the methodology for determining study area intersections based on expected CFTP vehicle travel paths.

To assign trips to specific roadways and intersections within the study area, detailed information describing specific roadway usage was analyzed. The results of the 2001 and 2006 LAX airline passenger surveys were used to estimate the proportion of construction-related traffic using the freeway system (I-405 and I-105) and the local roadways to access the study area. As shown in Figure 4.1-4 provided on page 4-27 of the CFTP Draft EIR, it was estimated that 24 percent of the construction employee traffic would use the local roadway system and the remaining 76 percent of the traffic would access the study area via the freeway system. Of the 24 percent comprising traffic using the surface roadway system, it was estimated that about 6 percent would use surface roadways via Sepulveda Boulevard from the north. The same methodology showed that the volume of construction employee traffic using Lincoln Boulevard north of LAX was negligible.

Based on the projected peak trip generation of the CFTP as provided in Table 4.1-6, it is anticipated that the project would add approximately 3 southbound vehicles (i.e., 37 vehicles x 6 percent) and approximately 9 northbound vehicles (i.e., 144 vehicles x 6 percent) to Sepulveda Boulevard during the p.m. construction peak hour. Given the relatively low contribution of traffic activity to Sepulveda Boulevard north of the airport, it was determined that intersections along this corridor would not be included in the study area.

CFTP-PC00002 - 90

Comment: Note - no action Table 4.1-1 shows that the CTA traffic volume is not a direct correlation to the MAP.

Response: The level of statistical correlation between the year-to-year change in CTA traffic volumes and annual passenger activity summarized in Table 4.1-1 has not been presented nor is it required for the purposes of evaluating the Crossfield Taxiway Project. The intent of the table is to show the monthly peaking characteristics of the airport and the general year-to-year trend in activity during the peak month of August. Given the very short planning horizon year for this study (approximately 2 years based on the project construction period), future growth rates were established by assuming a conservative 2 percent per year growth, rather than using other information such as CTA traffic volumes or airline passenger activity that has shown increases of less than 2 percent per year in recent history.

CFTP-PC00002 - 91

Comment: Figure 4.1-3 shows traffic recorder hourly volumes. What values were found for Sepulveda North of the tunnel and Century Blvd.?

Response: ATR count activity for Sepulveda Boulevard north of the tunnel and Century Boulevard were not conducted for this study. The ATR counts that were used were those that were available within the study area shown in Figure 4.1-1 of the CFTP Draft EIR.

The purpose of obtaining and publishing this ATR traffic count information was to determine the difference between background traffic activity that occurs during the construction peak hours and commuter peak hours. A.m. and p.m. commuter peak hours represent the periods of the day when roadway traffic is at its peak. Because construction activity is restricted from occurring during these peak hours, the background traffic volumes during the construction peak hours will generally be lower than the volumes during the commuter peak hours. Given this relationship, it is anticipated that the background traffic volumes from the commuter peak hour should be reduced to represent anticipated traffic activity during the construction peak hour.

As shown in Table 4.1-2 in Section 4.1.3.3 of the CFTP Draft EIR, traffic volumes during the a.m. construction peak hour are on average approximately 36 percent lower than during the a.m. commuter peak hour. During the p.m. construction peak hour, traffic volumes are on average about 11 percent lower than during the p.m. commuter peak hour. However, to avoid over adjusting (over reducing) the commuter peak hour volumes to represent background traffic activity during the construction peak hours, it was determined that a conservative adjustment would be used. The commuter peak hour volumes were reduced in accordance with the single ATR location that experienced the least amount of reduction during the construction peak hour as compared with the commuter peak hour. This resulted in a 28 percent reduction to adjust from the a.m. commuter to a.m. construction peak hours. This reduction results in a higher background traffic volume than would have been estimated had the overall average reduction of 36 percent been applied. During the p.m. period, no reduction was assumed (although the average reduction would have been 11 percent). It is anticipated that this methodology produces a conservatively high estimate of traffic activity during the a.m. and p.m. construction peak hours. The information obtained and reviewed from the existing available ATR counts is sufficient for the purposes described above and does not necessitate count activity for Sepulveda Boulevard north of the tunnel and Century Boulevard.

CFTP-PC00002 - 92

Comment: 4.1.3.X all of these analyses were done before the school year started. The assessment also fails to reflect changes due to the relationship between traffic amounts and the cost of fuel. Further, the basic 4x table showed a non-linear relationship between MAP and cars into the CTA. What other factors could have been used to assess the impacts on the amount of traffic?

Response: Please see Response to Comment CFTP-PC00002-84 for discussion of traffic counts collected during August 2008 as compared to summer periods when area schools may not be in full session.

Please see Response to Comment CFTP-PC00002-85 for discussion regarding traffic volume activity and the cost of fuel.

Please see Response to Comment CFTP-PC00002-90 for discussion regarding the relationship between airline passenger activity and CTA traffic volume.

The methodology used for this study is intended to provide a conservative estimate of the traffic volumes using the study area roadway intersections in order to address known factors and other likely unknown factors that may affect future traffic volumes during the anticipated time frame required for the construction of the CFTP. Conservative assumptions include: (a) using base traffic volumes for the a.m. and p.m. construction peak hours that are likely higher than would be expected if traffic counts were conducted during off-peak periods when construction traffic would be accessing the study area; (b) applying a 2 percent growth factor to existing volumes when recent historical traffic activity has shown a decline; and (c) including a conservative estimate of additional traffic volumes associated with other construction projects that may be underway during the construction of the CFTP.

CFTP-PC00002 - 93

Comment: 4.1.4.1 Passenger traffic due to construction was calculated in a straight forward, formula way. What additional traffic will occur as a result of movement of parking spaces in the reconstruction? How will traffic be impacted by any events at the Proud Bird restaurant? Other venues or special events?

Response: While the construction of the CFTP would result in modifications to employee parking facilities located along World Way West, the number of employee parking spaces on World Way West would not change substantially. Therefore, regional traffic patterns would not be materially different after the project is constructed as compared with the traffic patterns that would be expected if these parking facilities were not modified. Therefore, it is not anticipated that changes to parking facilities as a result of the CFTP would result in a traffic impact.

As described in Section 4.1.7 of the CFTP Draft EIR, in accordance with Master Plan Commitment ST-14, construction employee shift hours for the CFTP will be established to avoid coinciding with the busiest commuter peaks from 7:00 to 9:00 a.m. and from 4:30 to 6:30 p.m. Similarly, in accordance with Master Plan Commitment ST-12, construction delivery hours will be established to avoid the commuter peaks. As a result of these restrictions, the traffic conditions analyzed for the CFTP are based on the anticipated traffic conditions during the a.m. construction peak hour (6:00 to 7:00 a.m.) and during the p.m. construction peak hour (3:30 to 4:30 p.m.). While special events conducted at the Proud Bird and other private venues in the LAX area are not within the control of LAWA, it is not anticipated that special events generating significant volumes of traffic within the study area would routinely occur during the early morning periods and mid-afternoon periods that were analyzed for the CFTP. In the unlikely event that a significant special event were to occur at the Proud Bird concurrent with the construction period peak hours, it is anticipated that traffic activity could be greater than currently projected in the immediate vicinity of the venue for that specific day. However, this is not a routine occurrence and the effects would be short-lived. It is not anticipated that other "special events" located outside of the study area would have a material effect on the study area roadways and would likely be included as part of the conservative estimate used to estimate future growth in background traffic. Please see to Response to Comment CFTP-

PC00002-85 for discussion regarding the conservative methods used to estimate background traffic.

CFTP-PC00002 - 94

Comment: Figure 4.1-4 shows a 6% increase on Sepulveda north of LAX and a 21% increase on the I-405 North. What is the basis of these numbers? Were they measured or predicted via some formula?

Response: The information provided in Figure 4.1-4 on page 4-27 of the CFTP Draft EIR illustrates the distribution of construction related traffic using the study area roadway network. The numbers quoted by the commentor refer to the proportion of traffic accessing the study area from a particular roadway, rather than the increase in traffic using that roadway.

Please see Response to Comment CFTP-PC00002-89 regarding the basis for establishing the regional and local area trip distributions. In addition, more discussion is provided in the last four paragraphs of Section 4.1.5.1 and in Table 4.1-10 of the CFTP Draft EIR.

CFTP-PC00002 - 95

Comment: Table 4.1-6 When calculating the construction related trips were any trips allocated for food trucks or other support activities?

Response: No specific trips were added to the estimate of construction vehicle traffic to account for catering trucks or similar support activities. However, it is anticipated that these support vehicles would be entering or exiting the construction area when the construction employees are already at work. Therefore, any trips associated with food catering or similar support would be negligible during the a.m. and p.m. construction peak periods, which was determined based on the time when employees would be entering the parking lot prior to shift start and exiting the parking lot upon shift end.

CFTP-PC00002 - 96

Comment: 4.1.5.1 identifies TBIT Interior Improvements. Is this the old program or the more comprehensive one where a new building is constructed in phases and the size of the facility is increased? No mention of changes in the CTA area are addressed either.

Response: The project referred to on page 4-30 of the CFTP Draft EIR, the Tom Bradley International Terminal Interior Improvements Program (also known as the TBIT Renovation Project), is currently under construction and consists of interior renovations, a boarding gate for new large aircraft, and an in-line checked-baggage security screening facility. This is different from the TBIT Reconfiguration Project, which is currently undergoing detailed planning and design by LAWA. The TBIT Interior Improvements Program does not involve any changes in the CTA.

CFTP-PC00002 - 97

Comment: 4.5.1 Impacts of additional concurrent projects are discussed. There were discussions of how to best utilize construction gates for ease of security access. What assumptions have been made for the various projects? Will all of the access be from the World Way West side or will some be from the CTA? What percentages and amounts of additional trafffic is assumed?

Response: The commentor's statement that "There were discussions of how to best utilize construction gates for ease of security access." is non-specific and it is unclear to what those discussions entailed. As such, a response to that portion of the comment is not possible.

Please see Response to Comment CFTP-PC00002-83 for discussion regarding the trip generation of traffic associated with additional concurrent LAX construction projects.

The additional LAX construction projects anticipated to be underway concurrently with the CFTP and the associated trip generation characteristics of these projects is described in Section 4.1.5.1 of the CFTP Draft EIR. The anticipated construction sites and associated staging areas supporting construction at these locations are depicted in Figure 4.1-5 provided in the same Section.

It is anticipated that during the timeframe analyzed for the CFTP, all construction site access for the CFTP, TBIT Interior Improvements, and TBIT Reconfiguration projects would be provided via driveways located along World Way West. Access to the In-Line Baggage Screening Systems T1 & T3 and Airfield Intersection Improvements projects would be accessed off of Westchester Parkway; however, it is anticipated that all truck delivery traffic would be required to use the freeway system (I-105 and I-405), Imperial Highway, and Pershing Drive to access these staging areas in accordance with LAX Master Plan Mitigation Monitoring and Reporting Program Commitment ST-22. Please see Response to Comment CFTP-PC00002-88 for additional discussion regarding construction vehicle delivery route designations.

The Westchester Rainwater Improvement Project is not an LAX project, but is a local area improvement that will contribute construction-related traffic to the study area. The construction zone would be accessed via Westchester Parkway. Additional information is provided in Subsection 4.1.5.3.

It is anticipated that construction employees would follow the general regional routes assumed for the surface roadway distributions depicted in Figure 4.1-5. During the timeframe analyzed for the CFTP, employee associated with the CFTP and TBIT Reconfiguration projects would park at the construction parking lot on La Cienega Boulevard. The anticipated number of employee trips associated with the CFTP by hour of the day during the project peak condition is depicted in Table 4.1-6 for the peak project condition (fourth quarter (Q4) 2009) and in Table 4.1-7 for the peak cumulative condition (second quarter (Q2) 2010). During the peak project condition in Q4 2009, for example, it is estimated that 37 employee vehicles would enter and 144 employee vehicles would exit the construction parking lot during the p.m. construction peak hour. Traffic volumes associated with the TBIT Reconfiguration Project are provided in Table 4.1-8 for Q4 2009 and Table 4.1-9 for Q2 2010.

It is not anticipated that any other LAX project expected to be under construction concurrent with the CFTP would use the CTA roadway system to deliver construction-related goods to their respective project sites.

CFTP-PC00002 - 98

Comment: Table 4.1-10 is supposed to be allocating the origination of construction traffic based on the 2001 and 2006 air passenger distribution information. How was the correlation between air passengers and construction workers validated?

Response: To analyze traffic associated with the CFTP, it was necessary to estimate the routes that construction employees and delivery trucks would use to access the study area and to travel within the study area. Using this information, the estimated trips generated by the CFTP and other anticipated LAX construction projects were assigned to the individual intersections studied in the CFTP Draft EIR. Because the actual points of origination and travel paths used by these future employees and delivery trucks cannot be definitively determined until the CFTP construction contracts are in place and the construction employees have been hired, the assumptions used for the distribution of construction trips are based on the best available information. As described in the CFTP Draft EIR, it is assumed that construction employee trips would originate from geographic locations in proportion to the regional population distribution. Because CFTP employees would be drawn from the general population, it is reasonable to assume that employee trips would also be distributed in proportion to the distribution of the regional population. This information was used to determine the primary flow patterns originating from the north, south, and east.

Passenger survey data from the 2001 and 2006 Air Passenger Surveys were reviewed to provide general guidance on the specific freeways and roadways that would be used to access the study area. However, because the construction employee destination is different than for airline passengers destined for the CTA, this information was then adjusted using professional judgment to estimate the routes that would be used by employees to access their respective parking areas, as well as the proportion of traffic using these routes. The route selections were determined based on logical paths that would be used by employees in order to minimize travel time and to avoid delays due to congestion. The detailed travel paths are provided in Appendix B of the CFTP Draft EIR.

Although specific survey data regarding employee travel patterns were not available to determine the level of correlation with regional population distribution and local area roadway selections used by airline passengers, it is anticipated that the information derived from the population and passenger survey data provides a reasonable basis for estimating regional and local area trip distributions.

CFTP-PC00002 - 99

Comment: Table 4.1-11 lists very few LA City projects and missed many of them. It fails, for example, to list the 520+ apartment mixed use at Lincoln/Manchester. It failed to list the 270' high complex to be built in Culver City at Sepulveda and Centinela. It failed to list the 300+' proposed building in Howard Hughes Center. Where did the authors of this EIR get their list and how old is it? It certainly is not current.

Response: The list of planned development projects is provided as Table 4.1-11 in Section 4.1.5.3 of the CFTP Draft EIR. The information provided in the table is based on a review of available information from Los Angeles Department of Transportation (LADOT), Culver City, El Segundo, Hawthorne, Inglewood, Los Angeles County, and Manhattan Beach obtained through published sources and direct consultation with planning and transportation staff at these agencies and jurisdictions. On August 8, 2008, the list of projects identified for each agency was distributed to representatives from each of the respective agencies for review and comment. As a result, the table is believed to contain the most current information provided at the time the document was prepared; however, given the fluid nature of the planning and development process within the local area, the listing of projects will continue to fluctuate over time.

The commentor indicated that the table "lists very few LA City projects and missed many of them." It should be noted that the list is intended to cover only those projects within the greater LAX area and will, therefore, not include those projects outside of the LAX general area.

The commentor indicated that the list failed to include "the 520+ apartment mixed use at Lincoln/Manchester." This project is listed as #130, Residential Mixed Use Project, 8601 Lincoln Boulevard, 527 apartments, 12 live/work units, 22,600 sq. ft. of ground retail uses and 8,000 sq. ft. of restaurant.

The commentor indicated that the list failed to include "the 270' high complex to be built in Culver City at Sepulveda and Centinela." This project is listed as #17, Entrada Office Tower, 6161 Centinela Avenue, 342,409 sq. ft. office tower and 9-level parking structure.

The commentor indicated that the list failed to include "the 300+' proposed building in Howard Hughes Center." As a result of receiving this comment, LAWA staff contacted LADOT's Bureau of Planning and Land Use Development to inquire about this project. Hui M Huang, Transportation Engineering Associate II, Los Angeles Department of Transportation West LA/Coastal Development Review, provided contact information for the project. On November 18, 2008, LAWA staff spoke with Mr. John Hartz of Equity Office regarding the project at 5901 Center Drive, which is a proposed 5-story, approximately 250,000 sq. ft. office building at the corner of Howard Hughes Parkway. The development company is in the process of obtaining a building permit from the City of Los Angeles. However, the development will be built to suit, and with the current downturn in the economy, Mr. Hartz does not believe that the project will be constructed in the near future. Even if the project were to begin construction before the completion of the CFTP, the project's construction haul route

is to use Howard Hughes Parkway to access the I-405 Freeway. As a result, construction traffic associated with this development project should not affect the CFTP traffic study area.

The project on Howard Hughes Parkway described above has been added to the list of Planned Development Projects provided as Table 4.1-11 in the CFTP Draft EIR. In addition, other projects that have been identified subsequent to the publication of the CFTP Draft EIR current through November 19, 2008 have also been added to the table. Please see Chapter 3, Corrections and Additions to the CFTP Draft EIR. Based on a review of these additional projects, it is anticipated that any construction-related volumes generated by these projects during the a.m. and p.m. construction peak hours would be represented within the 2 percent growth factor applied to background traffic.

CFTP-PC00002 - 100

Comment: 4.1.7 Mitigation measures listed mention construction coordination, but there was no mention of enforcement. The SAIP (south airfield) had specific construction routes marked and a dedicated call in number to enforce suspension of violations. Where is the plan to provide minimization of noise and pollution times away from those when people are trying to sleep? Where is all of this to be documented?

Response: Please see Response to Comment CFTP-PC00002-28 regarding the LAX Master Plan commitments and mitigation measures that would serve to reduce construction-related traffic, fugitive dust, and noise impacts to surrounding areas associated with the CFTP. Response to Comment CFTP-PC00002-28 also identifies sensitive noise hours for purposes of construction.

As indicated in CFTP-PC00002-28, a Construction Traffic Management Plan (CTMP), a Fugitive Dust Control Plan (FDCP), and a Construction Noise Control Plan (CNCP) specific to the CFTP will be prepared prior to initiation of construction of the project. Compliance with these plans, as well as with all of the commitments and mitigation measures associated with the project, will be included in a CFTP Mitigation Monitoring and Reporting Program (MMRP), which will be monitored by LAWA or a qualified third party. Compliance with the CFTP MMRP will be documented in LAWA's LAX Master Plan Mitigation Monitoring and Reporting Program Progress Report, which is prepared on an annual basis and available to the public at http://www.ourlax.org/publications.cfm.

As part of the CFTP FDCP, a publicly visible sign will be posted within 50 feet of the project site entrance that includes a contact person and phone number for dust-related complaints. As part of the CFTP CTMP, signage and marking of construction traffic routes will be implemented. Prior to initiation of CFTP construction activities, LAWA will establish a 24-hour construction noise hotline program for the general public to file noise complaints and, within one hour of receipt of a call, LAWA will investigate the complaint and communicate the results of the investigation to complainants. Monthly CFTP noise hotline reports will be included in an appendix to LAWA's annual LAX Master Plan Mitigation Monitoring and Reporting Program Progress Reports.

CFTP-PC00002 - 101

Comment: 4.1.8.3 and Table 4.1-12 Impact significance is trivialized for several intersections of poor condition because this project only makes it a little worse. This is like beating your head against a wall so that when you quit it feels good. I guess the position of LAWA on these pathetic traffic intersections is that "if this project is only a small part of the blame" then making people a little worse doesn't really matter since they are already impacted. This comment applies to all of these LOS analyses. It also is of concern that there are few intersections to the north of LAX in this evaluation (ie Sepulveda/Manchester).

Response: The commentor suggests that "impact significance is trivialized for several intersections of poor condition because this project only makes it a little worse." The methodology used for this study complies with LADOT guidelines for analyzing traffic impacts relative to meeting the intent and requirements of CEQA. Specifically, future cumulative traffic conditions were analyzed in

accordance with the requirements set forth in Section 15355 of the CEQA Guidelines which indicates cumulative impacts are to be defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." In addition, the study is intended to provide a conservative estimate of the traffic volumes using the study area roadway intersections in order to address known factors and other likely unknown factors that may affect future traffic volumes during the anticipated time frame required for the construction of the CFTP. Conservative assumptions include (a) using base traffic volumes for the a.m. and p.m. construction peak hours that are likely higher than would be expected if traffic counts were conducted during off-peak periods when construction traffic would be accessing the study area, (b) applying a 2 percent growth factor to existing volumes when recent historical traffic activity has shown a decline, and (c) including conservative estimates of additional traffic volumes associated with other LAX construction projects and other local projects that may be underway during the construction of the CFTP.

The thresholds of significance for determining traffic impacts are defined in Section 4.1.6 of the CFTP Draft EIR. These criteria were applied in accordance with procedures established by LADOT.

Impact analysis procedures and results are provided in Section 4.1.8 of the CFTP Draft EIR and were prepared in compliance with guidance provided in Section 15355 of the CEQA Guidelines. Impact Comparison 1 provides a direct measure of CFTP traffic as measured against the 2008 Baseline condition which is a requirement of CEQA. Impact Comparison 2 provides a direct measure of two future cumulative conditions occurring during (a) the peak CFTP activity period in Q4 2009 and (b) the period during the CFTP construction schedule when overall cumulative traffic is highest in Q2 2010. Analysis for both these future cumulative conditions was conducted to ensure that potential impacts associated with the project did not occur during the peak project conditions or during other points in the construction schedule. In formulating these study conditions, LAWA analyzed all potentially critical demand scenarios to fully assess potential impacts in accordance with CEQA guidelines. Furthermore, LAWA has chosen to conduct a full traffic study for construction conditions when, as described on page 4-6 of Section 4.1.2.1., LADOT had stated that LAWA is not obligated to prepare a study to assess the temporary impacts associated with construction and that the preparation of a traffic study is voluntary.

Please see Response to Comment CFTP-PC00002-89 for discussion regarding the determination of the study area and the rational for not including the analysis of intersections to the north of LAX.

CFTP-PC00002 - 102

Comment: 4.2.1 Air quality claims improved air quality due to reduced taxiing times, but what about a less generalized area of the areas where the engine exhaust is facing? Although LAWA has begun a landmark apportionment study little has been released for evaluation of the methods or expected results. The UCLA/Froines study of about 2006 showed that during takeoffs and landings there were sub-sub particle plumes that went into the surrounding communities that were not revealed by "normal" testing. What study of these impacts has been done to validate that movement of the taxiways doesn't move this pollution into new residential areas? A curt, "no requirement for this testing" as a response is unacceptable if the purpose and objective of CEQA is to highlight environmental issues. What mitigations are proposed for reducing this enveloping pollution?

Response: The aircraft that would utilize the new crossfield taxiway (Taxiway C13) after completion of the CFTP would have used either the existing west crossfield taxiway (AA), or one of the existing two midfield crossfield taxiways (Q and S) if the CFTP were not implemented. The new Taxiway C13 would be located roughly in the middle of the airport between these existing crossfield taxiways, and would have the same north-south orientation as the existing crossfield taxiways. Therefore, the impacts from aircraft emissions associated with the new Taxiway C13 would disperse in the same general manner, in the same direction, and from the same general area as from the existing crossfield taxiways. Since the aircraft emissions on these taxiways would be reduced with implementation of the CFTP, and operations on the runways (takeoffs and landings) would not be

expected to change as a result of the CFTP, the operational air quality impacts of the CFTP at community locations are not expected to increase.

As noted in the comment, LAWA has begun the LAX Air Quality and Source Apportionment Study (AQSAS). The initial demonstration study was conducted over the summer (2008) and, at this time, the AQSAS Technical Working Group (TWG) is reviewing the demonstration study draft reports. Note that the TWG includes representatives from the SCAQMD, California Air Resources Board (CARB), California Office of Environmental Health Hazard Assessment (OEHHA), U.S. Environmental Protection Agency (USEPA), FAA, and community groups. Background information regarding the LAX AQSAS is available at:

http://www.lawa.org/welcomeLAX.cfm?id=1060

Study reports and results will be posted to this web site as they are completed. The LAX AQSAS will include measurement of very small particles (also called ultrafine particles or UFP). Since the CFTP is anticipated to reduce aircraft emissions due to reduced taxi times, no specific analysis of aircraft UFP was deemed necessary or appropriate. Potential health risk impacts from exposure to construction equipment DPM, which would include UFP from the diesel engines, were analyzed in Section 4.3 of the CFTP Draft EIR. Mitigation of construction engine particulate matter emissions was discussed in Section 4.2 of the CFTP Draft EIR.

Please also see Response to Comment CFTP-PC00003-4 regarding ultrafine particles.

CFTP-PC00002 - 103

Comment: 4.2.1.2 Fugitive Dust and other sources of pollution normally addresses construction sources that are supposed to be covered to prevent wind blowing particulate matter or limited exposure in numerous ways. What analysis has been done to establish the impacts of aircraft tire dust and other particulate matter that increases due to changes in runway and taxiway use patterns during construction and afterwards? Is there any plan to sweep these runways and taxiways more often? What other mitigations are proposed and necessary to avoid other harmful gases during construction?

Response: Air quality impact analysis of construction-related dust emissions and emissions of gaseous pollutants, and their related control measures, are included in Section 4.2 and Appendix C of the CFTP Draft EIR.

The CFTP would not change travel patterns on the airfield to a degree that would materially change the amount of aircraft tire dust generated at the airport. Moreover, no data exist that provide a methodology to quantify the amount of aircraft tire dust generated by taxiing aircraft. (It is reasonable to assume that most aircraft tire dust is generated by aircraft during landing and, secondly, during departure.) Nevertheless, if such a methodology existed, such an impact would only occur if the length of the travel route were materially changed as a result of a proposed project. As shown in Figures 2-1 and 2-3 of the CFTP Draft EIR, Taxiway C13 would predominantly be used by aircraft that arrive on the north runway complex and that are destined for gates on the south side of the CTA. As illustrated in these figures, use of Taxiway C13 by these aircraft would not result in any additional distance traveled. Therefore, changes in taxiway use patterns associated with CFTP would not generate any additional aircraft tire dust at LAX.

As indicated in Section 4.2.6.2, increased efficiency of aircraft movement on the airfield with implementation of the proposed project would reduce taxi/idle times, resulting in a reduction of particulate matter of 0.48 tons per year each of inhalable particulates (PM10) and fine particulates (PM2.5).

Runways and taxiways would continue to be maintained clear of foreign object debris as needed to promote safety of aircraft. (FAA Advisory Circular No. 150/5380-5B, Debris Hazards at Civil Airports) Please also see Response to Comment CFTP-AF00001-2 regarding construction specifications for the CFTP pertaining to foreign object debris removal.

CFTP-PC00002 - 104

Comment: Table 4.1-1 Aircraft codes and EDMS Modeling lists aircraft types. Since the Recondo fleet mix estimates were only just released, what differences in the assumptions exist between any simulations done for this EIR and these fleet mix estimates? Will LAWA be releasing the Recondo reports for independent assessment and analysis for consistency with the newly determined estimates of aircraft usage in the present and future?

Response: As indicated in Section 2.1.3 of the CFTP Draft EIR, the implementation of the CFTP would not change the fleet mix at LAX. However, the operational taxi time for aircraft associated with implementation of the CFTP would be reduced relative to the operational taxi time for aircraft without implementation of the project. Since slightly lower taxi times would occur regardless of the fleet mix, operational emissions would also be lower, regardless of the fleet mix. While the magnitude of the reduction may vary as the fleet mix changes, the project operational impact would still be beneficial for air quality. Therefore, no revision to the analysis for varying fleet mix is warranted.

Please also see Response to Comment CFTP-PC00002-31 regarding the fact that the differences between the 2005 fleet mix assumptions used in the CFTP Draft EIR analysis and the 2008 fleet mix estimates are relatively minor and immaterial to the basic conclusions of the EIR.

CFTP-PC00002 - 105

Comment: 4.2.3.1 Climatological Conditions talks about the high pressure area, easterly winds at night, and "marine layer." Where has LAWA prepared a table of which of the air pollutions tend to precipitate out of the air and which tend to be additive exposure? Where to these pollutants amass the highest concentrations? I.e. is it at ground level or at some height above the ground? Where are the studies of air quality at various heights and distances from the airport into the surrounding areas? Again, the objective of CEQA is to highlight environmental risks. How does the aircraft generated pollution (which includes known carcinogins) propagate into the surrounding areas? What impact is imposed on communities subject to landings and takeoffs as well as go arounds?

Response: The purpose of an EIR prepared to comply with CEQA is to disclose the significant environmental impacts associated with developing a specific project or plan and indicate the manner in which those significant impacts can be mitigated or avoided [Public Resource Code, Division 13, Section 21002.1(a)]. The methodology and results of the air quality impact analysis are presented in Section 4.2 and Appendix C of the CFTP Draft EIR. The analysis generally follows the methodology presented in the SCAQMD CEQA Handbook (dated 1993), as supplemented by updates and additions located on the SCAQMD CEQA web page: http://www.aqmd.gov/ceqa/hdbk.html. The analysis was developed to address impacts at community locations from CFTP-related sources. The aircraft airborne operations would not be affected by the CFTP, therefore, analysis of airborne aircraft emissions are not addressed in the CFTP Draft EIR.

Please also see Response to Comment CFTP-AR00001-2 regarding air dispersion modeling of construction-related criteria pollutants. Air dispersion modeling of toxic air contaminants is discussed in Section 4.3 and Appendix D of the CFTP Draft EIR.

CFTP-PC00002 - 106

Comment: Table 4.2-2 National and California Ambient Air Quality Standards identifies USEAP and several other agencies responsible for air quality requirements monitoring, but a major source of pollution, the aircraft operations, is not monitored in the sky and only partially considered during ground operations. Has LAWA requested of the agency responsible for this pollution, the FAA, a list of standards? Please provide documentation of these requests for follow up. What are the impacts at night versus daytime release of toxins into the air? What USA or foreign studies has LAWA considered in assessing these "less defined pollution sources?"

Response: The ambient air quality standards apply to ambient air, which is defined in the Code of Federal Regulations at Title 40, Part 50, as meaning that portion of the atmosphere, external to buildings, to which the general public has access. The National Ambient Air Quality Standards (NAAQS) apply to contaminants referred to as criteria pollutants in the ambient air over the United States, and the California Ambient Air Quality Standards (CAAQS) apply to criteria pollutants in the ambient air over California. Note that these are not emissions standards applied to a source but the level of air quality necessary to maintain human health with an adequate margin of safety. The NAAQS and CAAQS are presented in Section 4.2, Table 4.2-2 of the CFTP Draft EIR.

With regard to aircraft emission standards, USEPA (not FAA) has primary responsibility for establishing such standards. The aircraft emission standards are included in the Code of Federal Regulations at Title 40, Part 87. These standards set emission limits on carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NOx), and smoke (as a smoke number) from newly manufactured engines. The U.S. standards are essentially the same as those developed by the International Civil Aviation Organization (ICAO), the United Nations agency with authority to set international aircraft engine emission standards. The FAA issues regulations to ensure compliance with the USEPA emission standards; the FAA regulations are included in the Code of Federal Regulations, Title 14, Part 34.

The impact of nighttime versus daytime release of air toxics is implicitly incorporated into the health risk assessment contained in Section 4.3 and Appendix D of the CFTP Draft EIR. Equipment emissions presented in Section 4.2 and Appendix C of the CFTP Draft EIR were varied by the hour of day in the AERMOD dispersion model based on expected temporal equipment operational patterns. The dispersion analysis was conducted using hourly meteorological data which included wind speed and wind direction for each hour of the day for an entire year. Using the hourly inputs for both emissions and wind data allows for a better representation of the long-term (annual average) impacts as well as identification of the peak hourly (acute) impacts, which are presented in the health risk assessment. The CFTP health risks were calculated and shown to be less than significant.

The analysis approach described here and in the CFTP Draft EIR is consistent with SCAQMD and California Office of Environmental Health Hazard Assessment (OEHHA) guidance for addressing inhalation pathway health risks from airborne contaminants. Additional assessment of time-of-day variation in emissions or winds, beyond those described above, is not necessary.

CFTP-PC00002 - 107

Comment: 4.2.1 So Cal Association of Governments is responsible for creating a Transportation Plan that is used as a basis for assessing air quality contributions and meeting requirements. What documentation is provided and where, specifically (document, paragraph, page number) to show compliance with standards?

Response: The Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) is a 25-year plan that provides a vision for transportation investments in the SCAG region. Projects that are in the RTP become eligible for federal and state funding, and federal environmental clearance. SCAG indicated that the LAX Master Plan (Alternative D) was consistent with the RTP in a letter to FAA dated February 4, 2004. This letter is presented in the LAX Master Plan Final General Conformity Determination, Appendix C, Attachment C-5B2. The Final General Conformity Determination is included as Appendix A-2a to the LAX Master Plan Final EIS (available at http://www.ourlax.org/publications.cfm). The CFTP is an implementing project under the LAX Master Plan; therefore, it is also consistent with the RTP. Note that vehicular traffic in and around the airport would not be impacted after completion of construction.

The Transportation Conformity Determination made for the RTP was included in the RTP as Appendix E, and can be found on the SCAG web page at:

http://www.scag.ca.gov/rtp2004/2004/techappendix/FinalTechAppend.htm.

Finally, please see Response to Comment CFTP-AR00001-2 regarding air dispersion analysis of CFTP construction-related criteria pollutants and their impacts relative to significance thresholds.

CFTP-PC00002 - 108

Comment: Table 4.2-7 Construction-Related Air Quality Mitigation Measures lists some key sources of pollution. What specific monitoring will be done and, how will it be reported to the public?

Response: Measures to mitigate construction-related air quality impacts as identified in Section 4.2.5 of the CFTP Draft EIR will be included in the Mitigation Monitoring and Reporting Program for the CFTP. Compliance with these mitigation measures, as well as all of the commitments and mitigation measures included in the CFTP Mitigation Monitoring and Reporting Program, will be monitored by LAWA or a qualified third party and the results included in LAWA's LAX Master Plan Mitigation Monitoring and Reporting Program Progress Report, which is prepared on an annual basis and available to the public at http://www.ourlax.org/publications.cfm. The MMRP will be prepared in conjunction with the Final EIR and will be considered by decision-makers in their deliberations regarding certification of the EIR and approval of the project.

CFTP-PC00002 - 109

Comment: Table 4.2-8 lists uncontrolled CFTP emissions and levels. Why are fine particulates, PM 2.5 shown as N/A? What controls or monitoring will be done for particle sizes below PM 2.5 such as PM 0.1 as were studied in the UCLA/Froines study?

Response: The SCAQMD's 1993 CEQA Air Quality Analysis Handbook (Handbook) includes construction emission significance thresholds on both pounds-per-day (lbs/day) and tons-per-quarter bases. SCAQMD has provided updates and additions to the Handbook as air quality standards have changed. The current summary of SCAQMD air quality significance thresholds (dated July 2008) is available at: http://www.aqmd.gov/ceqa/handbook/signthres.pdf. As indicated in the table at this website location, which is titled "SCAQMD Air Quality Significance Thresholds" (Significance Thresholds table), the current significance thresholds summary only lists the construction significance thresholds in lbs/day, including the threshold for PM2.5 (55 lbs/day). It does not list construction significance thresholds in tons per quarter for any pollutant. However, such thresholds still exist for CO, ROG, NOx, SOx and PM10 in the 1993 Handbook. Because the 1993 Handbook was published before the PM2.5 ambient air quality standards were adopted, the Handbook does not include tons-per-quarter thresholds for PM2.5. Therefore, Table 4.2-8 of the CFTP Draft EIR identifies the tons-per-quarter threshold for PM2.5 as "N/A" (not available/not applicable).

It should be noted that the CFTP Draft EIR did include the analysis of construction air quality impacts in Section 4.2.6, and compared those impacts to the lbs/day threshold for PM2.5 included in Table 4.2-8. The uncontrolled PM2.5 emissions from construction were shown to be significant. Control of particulate matter from construction sources is discussed in Section 4.2.5 of the CFTP Draft EIR. The controlled emissions were shown to be less than significant in Table 4.2-9 of the CFTP Draft EIR. Since the definition of PM2.5 includes particles with an aerodynamic diameter less than or equal to 2.5 micrometers [Code of Federal Regulations, Title 40, Part 50, Section 50.7(a)], PM0.1 (ultrafine particles) would be included in the mass of PM2.5 particles that are controlled.

Please also see Response to Comment CFTP-PC00003-4 for a discussion of PM0.1.

CFTP-PC00002 - 110

Comment: Table 4.2-11 lists Cumulative Construction Project Emission Estimates. What about projects passenger convenience projects that were "green lighted" in the Feb 2006 Settlement yet have not yet been started? When will these be accomplished? What about surrounding construction projects such as those from local LADOT, CalTrans, et. al. along with the major development activity in surrounding areas?

Response: Please see Response to Comment CFTP-AL00003-3 regarding analysis of the environmental impacts associated with all of the improvements contemplated as part of the LAX Master Plan, including improvements that are able to move forward in light of the Stipulated Settlement (referred to as "green lighted" projects by the commentor). As indicated in that response, as stated on page 3-3 of the CFTP Draft EIR, ". . . the LAX Master Plan provides a comprehensive plan for a number of improvement projects planned to be implemented over many years throughout the airport. The LAX Master Plan Final EIR addresses the overall effects of all of the improvements, essentially providing a cumulative impacts analysis of all the improvements that comprise the LAX Master Plan . . ."

The CFTP Draft EIR addresses cumulative air quality impacts in Section 4.2.7. This analysis focuses on nine construction projects located in the immediate area of the project site, including several on-airport projects being implemented by LAWA, tenants or other agencies. These nine projects represent the planned development projects most relevant and proximate to the CFTP air quality analysis and have detailed construction plan information available. (CFTP DEIR Section 4.2.7.) The analysis found that CFTP air quality impacts, when combined with all other on-airport projects being constructed at the same time, would be significant for all criteria pollutants, except sulfur oxides (SOx). (See Table 4.2-11 of the CFTP Draft EIR). Note that operational emissions from the CFTP would be lower than those for existing conditions, and thus are considered beneficial.

Regarding the commentor's question as to the timing of Master Plan improvements that may move forward in accordance with the Stipulated Settlement, these projects are discussed in Section 3.3.1 of the CFTP Draft EIR. As indicated in that discussion, construction of the TBIT Reconfiguration Project is anticipated to start in the fall of 2009. Planning and preliminary engineering for the MSC Project and the Consolidated Rental Car Facility are currently underway but construction is not anticipated to begin until after completion of the CFTP.

CFTP-PC00002 - 111

Comment: 4.3 Health Risk Assessment studies. What studies have been conducted on the surrounding areas to identify cancer clusters and other greater than normal incidences of health risk around LAX? Where are these studies documented? Has LAWA identified any potential sources of funding for treatments? What are these funding agencies and how have they been contacted?

Response: LAWA is not aware of any studies of cancer clusters or of other health effects directed at identifying impacts from LAX. However, as noted in Section 4.3.7.1 of the CFTP Draft EIR, "[t]he SCAQMD [South Coast Air Quality Management District] conducted an urban air toxics monitoring and evaluation study for the South Coast Air Basin from April 2004 through March 2006 called MATES-III [Multiple Air Toxics Exposure Study in the South Coast Basin]. Recently released results of MATES-III provide a follow up to MATES-II and provide a general evaluation of cancer risks associated with TACs [toxic air contaminants] from all sources within the South Coast Air Basin. According to the study, cancer risks in the Basin range from 870 in a million to 1,400 in a million, with an average of 1,200 in a million. These cancer risk estimates are high and indicate that current impacts associated with sources of TACs from past and present projects in the region are significant. The MATES-III study is an appropriate estimate of present cumulative impacts of TAC emissions in the South Coast Air Basin. It does not, however, have sufficient resolution to determine the fractional contribution of current LAX operations to TACs in the airshed. Only possible incremental contributions to cumulative impacts can be assessed."

Identification of potential sources of funding for treatments and contacting these funding agencies is beyond the scope of the CFTP Draft EIR. The analysis of human health risk conducted for the CFTP Draft EIR was prepared in accordance with California Environmental Protection Agency (CalEPA) and U.S. EPA guidance. Neither of these agencies require the actions requested by the commentor.

CFTP-PC00002 - 112

Comment: 4.3.2.1 Estimates of Human Health Impacts are referenced for an on-airport grid. What Toxic Air Concentration (TAC) studies are being done beyond the boundaries of LAX property since pollution generated by LAX operations cannot be contained on the property?

Response: The grid used for analysis of TAC concentrations used the airport boundary as a "worst case" for off-site impacts. Previous modeling of dispersion of TAC emissions demonstrates that predicted concentrations decrease with distance from the fence line. Thus, using concentrations of TAC at the fence line provide a conservative (protective) estimate of possible LAX-related TAC concentrations farther from the airport. With this approach, estimates for human health impacts are likely to err on the high side and thus will be protective for people living, working, recreating and going to school off-site near the airport.

In the LAX Master Plan EIS/EIR, the grid used in the human health risk assessment (HHRA) extended beyond the boundaries of the airport. This analysis evaluated the impacts associated with all of the planned Master Plan improvements, including the CFTP. The commentor is referred to the LAX Master Plan Draft EIS/EIR regarding TACs estimated for off-airport locations.

For further discussion of regional studies of air toxics in the South Coast Air Basin, please see Response to Comment CFTP-PC00002-111.

CFTP-PC00002 - 113

Comment: Figure 4.3-1 shows the max annual average concentration of TACs at the eastern end of runway 24L/end of terminal 1. What are the primary sources are blamed for this? We have been verbally told that auto traffic is, and has been for years, a major contributor in this area. What changes have been proposed to spread and move the ground traffic operations from this key location? What proportional amount of the pollution comes from aircraft? What is planned for changing this? How will it be assessed and reported to the public? The only Peak TAC Concentration point (acute) is shown at the end of runway 25L near El Segundo residences. What will be done to reduce this? If future plans are to add a parking structure just to the west of this area, how will this be an improvement?

Response: The CFTP Draft EIR HHRA addresses projected emissions of TACs during construction of the CFTP. Once completed, the CFTP is expected to reduce aircraft emissions somewhat as a result of shorter taxi/idle times for aircraft arriving and leaving the airport. Overall, implementation of the CFTP is expected to have a beneficial impact on operational emissions from aircraft. Thus, no impacts due to operational changes are considered.

Emissions during construction would come from TAC sources including off-road heavy duty construction equipment, on-road equipment and vehicles, generators, and construction material. The primary source for the maximum annual average concentration of TACs at the eastern end of runway 24L/end of Terminal 1 is diesel-powered construction equipment located on the construction site in the middle of the airfield. Because the prevailing wind direction over time is from the west-southwest, diesel engine exhaust would be blown eastward across the airfield to the nearest eastern property line, the maximum annual average TAC concentration point shown in Figure 4.3-1 of the CFTP Draft EIR. This point is adjacent to the northwest corner of Park One, an off-airport private parking facility located west of Sepulveda Boulevard. Note that the maximum cancer and chronic non-cancer risks associated with the maximum annual average concentration at this

location are less than the SCAQMD significance thresholds identified in Table 4.3-6 of the CFTP Draft EIR.

The acute TAC concentration point is the location where the 1-hour average TAC concentrations are the highest. The acute health risk impacts from TACs are typically driven by organic compounds. The organic compounds that generally contribute most to acute risks are acrolein and formaldehyde. Acrolein would be emitted from the on-site gasoline powered construction equipment, while formaldehyde would be emitted from both gasoline and diesel-powered construction equipment. The peak acute impact location on the south property line would occur when winds from the north blow the construction emissions from the staging area on the west end and the construction site in the middle of the airfield toward the south. Because acute impacts by definition occur over a short time period, the wind does not need to be steadily out of the north for very long to produce impacts at this location. Note that the maximum acute non-cancer risk associated with the peak acute 1-hour air concentration of TACs at this location is less than the SCAQMD significance threshold identified in Table 4.3-7 of the CFTP Draft EIR.

Regarding the comment on auto traffic, as noted above, during construction of the CFTP, the source of the maximum annual average concentrations of TACs at the eastern end of Runway 24L is not due to auto traffic, but is instead caused by project-related construction equipment emissions that would be blown eastward on the prevailing winds. Although the project would result in temporary changes in ground traffic during construction, the analysis found that only 6 percent of construction-related traffic would travel along Sepulveda Boulevard east of runway 24L. (Please also see Response to Comment CFTP-PC00002-89 regarding the potential for construction-related traffic along Sepulveda Boulevard.) As noted on page 9 in Section 3.1.2 of Appendix D of the CFTP Draft EIR, changes in airport operations are not expected for the CFTP, therefore, emissions were not estimated for operational sources, such as aircraft, ground support equipment, ground access vehicles on airport roadways and in airport parking lots, and stationary sources. All concentrations used in the risk assessment are incremental concentrations associated with construction activities. Therefore, none of the incremental concentrations of TACs estimated at the eastern end of runway 24L in Figure 4.3-1 are from aircraft. It should be noted that, consistent with this comment, auto traffic has been documented as a major contributor to toxic air contaminants in the South Coast Air Basin by the recently completed urban air toxics monitoring and evaluation study called "Multiple Air Toxics Exposure Study in the South Coast Basin" (MATES-III) conducted by the SCAQMD. This study identified diesel exhaust as the major contributor to air toxics risk, accounting for 84 percent of cancer risks in the basin. The modeling results in MATES-III identified elevated risks near the ports, Central Los Angeles, and higher levels of risks along transportation corridors and freeways.

The commentor raises questions regarding changes proposed to improve off-airport ground traffic operations and the amount of airport-related pollution that is attributable to aircraft. As noted above, the CFTP would not affect operational ground traffic operations on or near the airport and, although the project would have a slight beneficial impact on the taxi/idle times, the project would not materially change the relative contribution of airport sources to pollution. It should be noted that, an air quality source apportionment study for LAX, which is a Master Plan Commitment included in the LAX Master Plan Mitigation Monitoring and Reporting Program, is ongoing and results of this study will help identify LAX contributions to reduced air quality near the airport.

The question regarding future plans for a parking structure on the west side of LAX pertains to the LAX Master Plan (i.e., the West Employee Parking designated in the Master Plan) and the LAX Master Plan EIS/EIR. It is not necessary or appropriate to respond to comments on the LAX Master Plan and related EIS/EIR because the CEQA review process for the LAX Master Plan was completed in December 2004.

CFTP-PC00002 - 114

Comment: Table 4.3-1 What are "ROG" type contaminants and how are they reduced?

Response: CARB defines reactive organic gases (ROG) as any compound of carbon, excluding: carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, ammonium carbonate,

methane, ethane, acetone, perchloroethylene, and specific lists of chlorinated or fluorinated hydrocarbons. The complete definition is available at:

http://www.arb.ca.gov/ei/speciate/voc_rog_dfn_11_04.pdf

Most organic compounds that can be measured in the air fall under the definition of ROG. The USEPA's definition of volatile organic compounds (VOC) is very similar to that for ROG and the terms VOC and ROG are often used interchangeably.

USEPA, CARB, and SCAQMD have developed numerous regulations to control ROG emissions. The engine emission standards for gasoline- and diesel-powered motor vehicles developed by USEPA and CARB have generally provided the greatest reduction in ROG emissions and exposure concentrations for most people. ROG emissions from engines are primarily products of incomplete combustion; therefore, engine manufacturers typically control ROG emissions by improving engine combustion efficiencies to burn the hydrocarbon fuel more completely and/or install oxidation catalysts in the exhaust system to oxidize the ROG to carbon dioxide and water. ROG emissions from paints and coatings are limited by several SCAQMD rules. These rules typically limit the amount of ROG compounds allowed in paints and coatings, which typically means that paints that are oil-based are phased out over time and replaced with water-based paints. Conversion of combustion equipment, such as airport ground support equipment, to alternative fuels or electric power is another means of reducing ROG emissions.

CFTP-PC00002 - 115

Comment: Section 4, page 4-91 states that "Fence-line concentrations of TACs are like to represent the highest concentrations….and school children." Since there are several schools and churches near (within 0.5 miles) what studies of the school children and/or monitoring of the school and church facilities has been done? What about residences where children live and spend even more time that at school or church?

Response: The CFTP Draft EIR addresses possible future impacts of releases of TACs during project construction. Studies of health status and/or monitoring of school and/or church facilities are outside the scope of the EIR and would not provide information on which to base estimates of future impacts. Sensitive receptors were included in the HHRA and were addressed using modeling from predicted construction emissions. Sensitive receptors include children in schools, children in daycare facilities, and patients in hospitals. Church attendees are not included as sensitive receptors; they are assumed to be included among a typical cross-section of people in the community and would not be, as a group, more or less sensitive than the general population. Evaluation of identified sensitive receptors in the HHRA would thus be protective of any receptors attending church.

As noted on page 4-79 in Section 4.3.2.1 of the CFTP Draft EIR, "Since the fence-line is the closest location with unrestricted access to CFTP construction emission sources, concentrations in these locations can be used to evaluate exposure to a MEI [maximally exposed individual] and thus provide a ceiling risk [estimate] for risks and hazards for off-airport residential, commercial, and student receptors." This means that residents, students, and commercial workers were evaluated for risks and hazards assuming that they are all located on the fence-line regardless of their actual location. As noted on page 4-91 in Section 4.3.2.4 of the CFTP Draft EIR, this modeling simplification is, "…likely to represent the highest concentrations and potential impacts for residents, workers and school children. Thus risk and hazards estimated for the LAX fence-line are likely to overestimate risks and hazards that may occur in actual residential or commercial areas."

Some reports, including ones from studies conducted in the Los Angeles area, do suggest some association between some respiratory illnesses, such as asthma and allergies, and levels of some criteria pollutants and/or TACs. Some people may be more sensitive than the majority of the population to the effects of TACs. These people are considered "sensitive" receptors, and may include children, the elderly, people in poor health and/or those suffering from illness, such as chronic bronchitis. Sensitive individuals may form a subpopulation of people living in the Los

Angeles basin that do suffer some health impacts due to poor air quality. Possible associations between illness and air quality, and the existence of sensitive individuals suggest that common sources of air pollutants could cause some health impacts at the concentrations in air found in the Los Angeles basin. However, concentrations of TACs in the vicinity of LAX do not appear to be greater than those in other parts of the basin, according to SCAQMD studies. In fact, some of the higher pollution levels are found in areas such as Pomona and Riverside, at substantial distances from LAX.1 This observation suggests that health impacts may result from general air pollution due mainly to car and truck traffic, not single sources, such as LAX, that would have locally greater impacts within the immediate area.

The ARB has proposed an airborne toxic control measure (ATCM) that would limit school bus idling as well as idling at or near schools to only when necessary for safety or operational concerns. This approach is intended to reduce diesel particulate matter and other TACs from heavy-duty motor vehicle exhaust. The proposed ATCM is a high priority because children riding in and playing near school buses and other heavy-duty vehicles are disproportionately exposed to pollutants from these sources.2 In addition, the Carl Moyer and Low Emission School Bus programs will provide funds to replace some of the dirtiest diesel engines, including those in school buses.3

1. South Coast Air Quality Management District, Multiple Air Toxics Exposure Study (MATES-II) for the South Coast Air Basin, March 2000.
2. California Air Resources Board, Stationary Source Division, Project Assessment Branch, Staff Report: Initial Statement of Reasons for Proposed Rulemaking. Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools October 2002.
3. California Air Resources Board, Reducing Toxic Air Pollutants in California's Communities, 2002.

CFTP-PC00002 - 116

Comment: 4.3.8 MEI is a term used 13 times in volume 1. Please define this term.

Response: MEI is defined in Section 4.3.1 on page 4-78 of the CFTP Draft EIR as "maximally exposed individual." The term has been adopted by CalEPA's OEHHA to define the target for assessment of possible risks in human health risk assessments.

CFTP-PC00002 - 117

Comment: 4.3.9 The Level of Significance after Mitigation is considered to be below for construction related mitigations, where in this document (or in the Program Level EIR) is the total levels of pollution in the future use to determine level of significance? Although this document defines the critical path of capacity to be due to vehicle capacity of the CTA and states that this will improve transit times between gates and runways, what incremental capacity improvement will result if the leading factors are improved and this becomes the critical factor? This could become reality in the future after the 2020 prohibition of gate increase expires. What increases in pollution will then occur from the increased number of operations?

Response: As described in Section 4.3.1 of the CFTP Draft EIR, the human health risk assessment presented in the Draft EIR focuses on construction-related emissions, based on the fact that it was not possible to complete such analysis as part of the LAX Master Plan EIR. The construction-related human health risk assessment presented in the CFTP Draft EIR addresses the emissions associated with the project alone and also addresses cumulative impacts related to emissions from other construction activities occurring at the same time as those of the CFTP. The future levels of human health risk are calculated using future levels of TACs (or "pollution" as referred to by the commentor). These future levels of risk are then compared to the significance thresholds to determine the level of significance associated with the project.

The human health risk assessment presented in Section 4.24.1 of the LAX Master Plan EIR addresses operations-related emissions associated with the overall LAX Master Plan at buildout,

which includes the CFTP improvements. While it is true that the gate limits set forth in the Stipulated Settlement expire at the end of 2020, it would be speculative to hypothesize about the airport's operational characteristics and corresponding potential operations-related human health risk impacts beyond that point. The CFTP would have no effect or relationship to potential future curbside improvements within the CTA or future additions or removals of aircraft gates.

CFTP-PC00002 - 118

Comment: 4.4.2.2 Operational Sources for green house gases. The primary source calculation for CO2 was based on the 2005 CCAR emission report from LADWP with a statement that LAWDP uses a higher than average percentage of coal. Since the City Council is considering several alternative "Green Fuel Initiatives" how will this change the calculations?

Response: To the extent that the Los Angeles Department of Water and Power (LADWP) secures power from alternative energy sources other than coal, which is relatively high in greenhouse gas (GHG) emissions, the GHG emissions associated with the project's electricity consumption would be lower than indicated in the CFTP Draft EIR. It is not possible, however, to quantify how much lower the emissions would be, as that would depend on the specifics of the alternative energy sources secured by LADWP.

CFTP-PC00002 - 119

Comment: Table 4.4-2 Lists the engines used in EDMS Modeling and states that the SIMMOD modeling used is 2005. How is this number used to extrapolate to future volumes when there is at least 78.9 MAP worth of operations or even more when the gate cap limitation of the Settlement Agreement expires?

Since a new fleet mix assumption was created by Ricondo in 2008 why has this not been used and how can this assessment be used to extrapolate ahead to future years? How can the actuals from the 2005 schedule be compared with model estimates to validate assumptions?

Response: The CFTP Draft EIR addressed potential impacts relating to global climate change in Section 4.4, with supporting technical data provided in Appendix E. The analysis was prepared in light of available international, federal and state regulations and directives.

The EDMS modeling completed for the CFTP Draft EIR pertains to the impacts of the CFTP. The CFTP Draft EIR does not, and need not, evaluate the air quality impacts of the operation of LAX at 78.9 MAP, inasmuch as those impacts have already been addressed in the LAX Master Plan EIR.

Please refer to Response to Comment CFTP-PC00002-31 regarding a comparison of the 2008 fleet mix to the 2005 fleet mix. As described therein, the differences are immaterial relative to the basic conclusion of the CFTP Draft EIR.

CFTP-PC00002 - 120

Comment: Table 4.4-3 Construction related Green House Gases. The first mitigation listed is to have employees work during off-peak hours. This assumes that the level of service of the roads used as the routes is below acceptable. This may be true for some routes, but according to tables previously presented there were only a few intersections that had LOS below C. Couldn't they be directed to use routes that avoid these intersections?

Response: The mitigation measure for construction employees to work/commute during off-peak hours is not intersection specific or particular to whether an intersection operates as Level of Service C or better/worse, but rather reflects the fact that traffic is, in general, greater during peak hours. During such times, vehicle movement tends to be slower and more erratic (i.e., more "stop and go" traffic) than during non-peak periods. During such peak traffic conditions, engine operations tend to be

less efficient than during non-peak periods, with gas consumption and associated greenhouse gas emissions being comparatively higher. As such, the provision for CFTP construction employees to work/commute during off-peak hours serves to mitigate GHG emissions in an overall manner, not intersection-by-intersection.

CFTP-PC00002 - 121

Comment: Table 4.4-7 defines the cumulative amounts of CO2 emissions from all projects. Where in this EIR or in the Program level EIR does it define how the CO2 concentration in a smaller area impacts green house gases more than if these same quantity of gases are generated and disbursed over a larger area? When concerned about CO2 total emissions, there were studies in Europe that indicated that time of emission has increased impacts at night. Where in this EIR is this considered?

Response: The evaluation of GHG emissions related to global climate change is, in general as a matter of industry practice, evaluated in terms of volume such as tons/metric tons, and not concentration. LAWA is not aware of any GHG inventory or reporting protocols that are based on carbon dioxide (CO2) concentrations rather than CO2 volumes. The portion of the comment relative to "there were studies in Europe that indicated that time of emission has increased impacts at night" is unclear as to how it specifically relates to the CFTP and/or the CFTP Draft EIR and, as such, it is not possible to provide a written response.

CFTP-PC00002 - 122

Comment: Table 4.4-8 indicates that most Green House Gas mitigations are beyond the scope of this project? If these mitigations are contemplated why can't they be defined or assessed?

Response: As described in the second paragraph of Section 4.4.8, starting on page 4-118, of the CFTP Draft EIR, Table 4.4-8 provides a comprehensive listing of all GHG mitigation measures suggested by the California Office of the Attorney General for new development projects. The subject paragraph goes on to state that the table describes how the proposed project relates to each of the measures. In several instances, measures suggested by the Office of the Attorney General, which are general in nature and are not necessarily particular to projects such as the CFTP, simply do not apply and are indicated as "NA - Beyond the scope/control of the project." A couple of examples of such measures include "Design transportation centers where various public transit modes intersect" and "Assess transportation impact fees on new development in order to facilitate and increase public transit service." This approach reflects the fact that LAWA considered each and every one of the measures suggested by the Office of the Attorney General relative to mitigating GHG emissions. All feasible mitigation measures have been applied in this project.

CFTP-PC00002 - 123

Comment: 4.5.1 Biotic Communities was stated to not have a significant indirect impact. Since the RON is being moved and more autos are being allowed into this area, is there not a potential for undesirable biotics to be distributed by the movement of these vehicles?

Response: The CFTP would not introduce new aircraft to the airport. Although the project would bring construction vehicles to the area, these vehicles would not have any greater likelihood to transport invasive species than vehicles that currently visit LAX. No impacts to biotic communities at LAX resulting from the inadvertent transport of invasive species by vehicles have ever been documented. Moreover, for the most part, the developed areas of LAX do not contain sensitive species or habitat. As illustrated in Figure 2-11 of the CFTP Draft EIR, existing RON parking spaces are currently located in the midfield area, north of World Way West and south of the proposed extension of Taxiway D. The project would involve moving parking spaces for aircraft that currently park at LAX several hundred feet to the south/southwest. Relocation of the RON would not introduce new aircraft that, in turn, could potentially introduce new undesirable species to the

airport. Similarly, the CFTP would result in the relocation of an existing employee parking lot from its current location adjacent to the American Airlines High-Bay Hangar to a location approximately 1,500 feet to the west. The proposed parking lot is situated on a site that is currently disturbed. With implementation of the project, the entire parking lot site would be paved. As the site does not currently contain sensitive habitat, the use of the site by automobiles would not introduce invasive species to a sensitive habitat.

It should be noted that, as indicated in Section 4.5 of the CFTP Draft EIR, 29 southern tarplant individuals, a special status plant species, are located on the proposed parking lot relocation site. Southern tarplant often exist in highly disturbed areas. Construction of the CFTP would directly affect these individuals, which is considered to be a significant impact. Mitigation is provided in the CFTP Draft EIR that would reduce this impact to a less-than-significant level. No indirect impacts to biotic communities would result from the relocation of the employee parking lot. Please also see Response to Comment CFTP-PC00002-72.

CFTP-PC00002 - 124

Comment: 4.5.8 indicates that Southern Tarplant will be moved and transplanted to other airport and/or northside development areas. How will these areas be identified and protected?

Response: As part of Mitigation Measure MM-BC (CFTP)-1, LAWA will prepare a special status plant mitigation program to mitigate the loss of 29 southern tarplant individuals associated with relocation of the American Airlines employee parking lot. The procedures for identifying an appropriate relocation site and for maintaining and monitoring the relocated plants are identified in the mitigation measure. See pages 4-130 and 4-131 of the CFTP Draft EIR.

CFTP-PC00002 - 125

Comment: Section 5. "Other Environmental Resources" appears to be restricted to CFTP construction only. When operations are moved to other locations within the airport and additional functions are moved to the CFTP area these should be reassessed for impact and they are apparently have not been.

Response: The commentor is correct that Chapter 5 primarily evaluates construction-related impacts associated with the CFTP. As stated in the introduction to Chapter 5, potentially significant effects related to the operation of the airport after the completion of the CFTP are largely addressed in the LAX Master Plan Final EIR. Some additional discussion of certain operational impacts is provided in the CFTP Draft EIR, particularly the analysis of changes in greenhouse gas emissions that are attributable to operations of the CFTP. (CFTP Draft EIR Section 4.4) The relocation of existing uses on the project site is addressed in Section 2.4.2 of the CFTP Draft EIR and summarized in Table 2-1. As indicated in this section, most of the uses to be relocated would be consolidated with existing similar uses or relocated to available buildings nearby. As a result, no changes in operational impacts are expected. In some cases, uses that are currently located in the midfield portion of the airport would be relocated to other areas of the airport. Please see Response to Comment CFTP-PC00002-55, above, for a discussion of these relocations.

CFTP-PC00002 - 126

Comment: 5.1.1 Noise. Numerous issues were identified with the LAX Master Plan Final EIR that were never addressed. Since this assessment only addresses construction issues then these same issues remain open.

Response: The comment is noted. The majority of this comment pertains to the LAX Master Plan and the LAX Master Plan EIS/EIR. It is not necessary or appropriate to respond to comments on the LAX Master Plan and related EIS/EIR because the CEQA review process for the LAX Master Plan was completed in December 2004. It should be noted that all comments on the LAX Master Plan Draft

EIR and LAX Master Plan Supplement to the Draft EIR were addressed in Part 2, Volumes 1 through 11 of the LAX Master Plan Final EIR.

The commentor is incorrect in stating that ". . . This assessment [the CFTP Draft EIR] only addresses construction issues . . .". In addition to noise impacts associated with construction of the Crossfield Taxiway Project, Section 5.1 of the CFTP Draft EIR addresses noise impacts related to aircraft operations. As discussed on page 5-5 of the CFTP Draft EIR, implementation of the CFTP would not affect the overall airport noise contours for LAX that are reflected in the LAX Master Plan Final EIR. Those contours are defined primarily by aircraft takeoff and landing operations, which would not be affected at all by the CFTP. Implementation of the CFTP would improve aircraft ground movement activity in the midfield area by helping to alleviate periodic congestion occurrences, which in turn would reduce the need for aircraft to stop and start while taxiing. This would result in an operational noise benefit by reducing the frequency of aircraft engine "run-ups" associated with start and stop movements during aircraft taxiing. The midfield area where the existing congestion occurs and the areas where aircraft are directed by the control tower to hold until the congestion clears is, however, near the center of the airfield, which is well removed from noise sensitive uses near LAX. As such, the reduced noise levels associated with improved aircraft taxiing operations through the course of an average may not be readily perceptible at off-airport locations.

As described in Section 2.4.1 of the CFTP Draft EIR, the southernmost aircraft parking spot of the proposed RON area would be designated as available for future construction of an aircraft GRE. Presently aircraft ground run-ups at LAX are conducted at unenclosed blast-fence/wall areas situated near the maintenance operations for Federal Express, Continental Airlines, American Airlines, Delta Airlines, and at the former TWA Hangar area. Future development of a GRE would provide a "U"-shaped enclosure to serve as a noise barrier. The LAX Master Plan includes the future development of two GREs, one of which would be in the midfield area for replacement ancillary facilities displaced in conjunction with the future MSC. None of the improvements proposed to be constructed as part of the CFTP would displace or affect the current need for, and continued operation of, the existing ground run-up areas at LAX. As such, implementation of the proposed project would not have an impact relative to existing ground run-up activities.

Because the location shown in the LAX Master Plan for the future GRE falls within the currently proposed alignment of Taxiway C13, the CFTP designates one of the proposed RON aircraft parking spots as the location of the future GRE. This designated location allows for future development of the subject GRE as a replacement for existing ground run-up areas displaced by the MSC. Although the GRE location proposed under the Crossfield Taxiway Project would be approximately 1,000 feet closer to the City of El Segundo than the location identified in the Master Plan, there would still be a substantial future noise reduction (benefit) associated with providing a GRE. A GRE typically provides between 15 and 20 dB of noise reduction. From a cumulative impacts perspective relative to other Master Plan projects, such as the future MSC, there would still be an improvement over existing conditions.

CFTP-PC00002 - 127

Comment: 5.1.2 Setting (for noise) defining the distances from the center of the site is not as meaningful as from the edges of these operational areas to the residences, schools, churches and other buildings as this is much closer. In the past LAWA has steadfastly refused to look at single event and other parametric approaches to noise as relates to impacting health or annoyance. Since no additional reviews to account for changes in aircraft movement and locations for repair including run ups we assume this policy continues.

Response: The second paragraph on page 5-2 of the CFTP Draft EIR describes the nature and general locations of noise sensitive receptors around the project site, including residential uses in El Segundo to the south, Inglewood and Lennox to the east, and Westchester to the north. As stated in that paragraph, "Of these sensitive noise receptors, residential development in El Segundo is the closest to the site, being approximately 0.75 mile from the center of the site, and approximately 0.47 mile from the closest point of the site, which is southern edge of the Taxiway C13 construction

area." As such, the Draft EIR does, in fact, delineate the closest distance between the project site and the nearest noise sensitive receptor, and the noise impacts of the project are addressed accordingly. Please also see Response to Comment CFTP-PC00002-68 regarding the distances to surrounding land uses from the edges of the project site.

Notwithstanding that the CFTP would not result in any material change to aircraft operations as related to single event noise, it should be noted that LAWA has paid close attention to single event noise related to existing and future operations at LAX, as evidenced by the comprehensive analysis of single event noise presented in Section 4.2 of the LAX Master Plan EIR.

Regarding noise impacts associated with changes in aircraft ground movements upon completion of the CFTP, the first full paragraph on page 5-5 of the CFTP Draft EIR states as follows:

"Implementation of the CFTP would not affect the overall airport noise contours for LAX that are reflected in the LAX Master Plan Final EIR. Those contours are defined primarily by aircraft takeoff and landing operations, which would not be affected at all by the CFTP. Implementation of the CFTP would improve aircraft ground movement activity in the midfield area by helping to alleviate periodic congestion occurrences, which in turn would reduce the need for aircraft to stop and start while taxiing. This would result in an operational noise benefit by reducing the frequency of aircraft engine "run-ups" associated with start and stop movements during aircraft taxiing. The midfield area where the existing congestion occurs and the areas where aircraft are directed by the control tower to hold until the congestion clears is, however, near the center of the airfield, which is well removed from noise sensitive uses near LAX. As such, the reduced noise levels associated with improved aircraft taxiing operations through the course of an average may not be readily perceptible at off-airport locations."

None of the improvements proposed to be constructed as part of the CFTP would displace or affect locations for aircraft repair or the current need for, and continued operation of, the existing ground run-up areas at LAX. Please also see Response to Comment CFTP-PC00002-126.

CFTP-PC00002 - 128

Comment: 5.1.3 Noise significance. It is noted that noise is not significant under the conditions assumed. Where in any of the assessments are topography or weather environment or reflections from structures taken into consideration? Where is anything but the C scale noise ranges addressed?

Response: The noise analysis presented in the CFTP Draft EIR is considered conservative in that it does not take into account topography, weather, or structures, which, if included, could actually reduce the estimated noise levels at the nearest noise-sensitive receptor. The analysis assumes an unobstructed line-of-sight between the noise source and the noise receptor. If one were to factor in any intervening topography between the noise source and noise receptor that protrudes that line-of-sight, the noise levels at the receptor would be several decibels less than estimated in the CFTP Draft EIR, depending on the extent to which the line-of-site is blocked (i.e., the basic physics of a noise barrier). The noise analysis did not make any adjustments for atmospheric absorption, which takes into account temperature, humidity, and wind speed and direction. To the extent these weather considerations combine to create resistance for sound waves emanating from the noise source, the noise levels at the receptor would be less than otherwise predicted. The CFTP noise analysis did not take into account the presence of structures which, on one hand, could act to reflect and redirect/combine sound waves from the source, but at the same time would block a certain amount of sound from an otherwise unobstructed path. Given that making adjustments to noise propagation estimates based on topography, weather, and building considerations is very site specific and case specific, the noise impacts analysis provided in the CFTP Draft EIR is considered to be reasonable, if not conservative, and appropriate to disclose the noise impacts of the project.

The noise impact analysis used the A-weighted noise metric "dBA." The dBA metric incorporates a weighting methodology used to account for changes in human hearing sensitivity as a function of frequency. The A-weighting network de-emphasizes the high (6.3 KHz) frequencies, and

emphasizes the frequencies between 1-KHz and 6.3 KHz, in an effort to simulate the relative response to human hearing.

CFTP-PC00002 - 129

Comment: [No text in comment.]

Response: It is noted that the commentor submitted a copy of page 5-33 of the CFTP Draft EIR, with text related to estimated annual energy consumption within the LAX Master Plan boundaries under Year 2000 highlighted by the commentor. No specific comment on the contents or adequacy of the CFTP Draft EIR was provided, and thus, no further response is required.

CFTP-PC00002 - 130

Comment: [No text in comment.]

Response: It is noted that the commentor submitted a copy of page 5-34 of the CFTP Draft EIR, with text related to the availability of electricity resources to meet projected City of Los Angeles electrical demand through 2025 highlighted by the commentor. No specific comment on the contents or adequacy of the CFTP Draft EIR was provided, and thus, no further response is required.

CFTP-PC00002 - 131

Comment: 5.10.3 Aesthetics. What level of threshold is considered significant for the noise impacts that will be heard during demolition of old facilities and existing ground paving as well as reclamation activities? Where are the detailed schedules?

Response: Thresholds of significance used in the analysis of construction noise impacts for the Crossfield Taxiway Project are identified on page 5-3 in Section 5.1.3 of the CFTP Draft EIR. A discussion of the Crossfield Taxiway Project construction schedule, including the sequence of construction activities, is provided in Section 2.4.3 of the CFTP Draft EIR.

CFTP-PC00002 - 132

Comment: The EIR didn't identify details of the old drainage pipes, but showed information in broad generalities. When will detailed investigations be done to ensure that these items can be refurbished and not leak? What is the drainage slope characteristics of this area? Will any of these cause potential for sink holes, and if so, which areas are most at risk?

Response: The commentor is correct that the CFTP Draft EIR did not discuss details regarding the existing conditions of individual drainage pipes at LAX. Instead, the analysis of drainage was provided at a level of detail that was adequate to determine if the proposed project would result in any significant drainage impacts.

The project area is very flat. As indicated in Section 5.4.5.1 of the CFTP Draft EIR, the storm drain system is designed to flow to an existing trunk line in World Way West and a secondary trunk line at the southern edge of the project site. LAWA is currently developing a comprehensive Utility Master Plan for LAX, which will include a system by system analysis of the existing capacity and condition of the storm drain system. Much of the proposed CFTP storm drain system would consist of new construction. During construction, connections to existing storm drains would be inspected and repaired if necessary. This would substantially reduce the risk of sink holes in the CFTP area resulitng from the proposed project, and has the potential to result in an improvement to current conditions.

CFTP-PC00002 - 133

Comment: 5.11.5 When will the site specific report be available that will identify the uses of the graded soil? In particular what portions are contaminated and need to be cleaned prior to reuse? Also, what amount is to be transported out of LAX boundaries?

Response: As indicated in Section 5.12.5.1 of the CFTP Draft EIR, LAWA has taken borings to investigate the extent of contaminated soils that may be present on-site. The results of these borings, as well as estimates as to the quantity of contaminated soils, are reported in this section. As indicated in the section, the total volume of soil anticipated to be excavation due to contamination is 21,500 cubic yards. As part of pre-construction planning, LAWA is currently conducting additional studies to refine these estimates, including the quantity of soil that is contaminated, as well as the appropriate remediation or treatment method, including the quantity of contaminated soil requiring offsite treatment or disposal. As indicated in Section 5.11.5.1, soils that are not contaminated would either be stockpiled on the airport or transported off-site for reuse at another location.

CFTP-PC00002 - 134

Comment: 5.12 Risks from upset. If a major fuel fire would occur either at the storage or in the RON or repair activity area what is the smoke/potentially dangerous gas cloud likely path and level of disbursement? What areas would need to be evacuated and how would all be notified?

Response: The risk of upset discussion on page 5-46 of the CFTP Draft EIR, where the commentor poses specific questions, is a summary of the information presented in the LAX Master Plan relative to the overall Master Plan improvements. The risk of upset discussion applicable to the CFTP is provided on page 5-54. As described therein, the two facilities of relevance to the CFTP include the Fuel Farm and the Compressed Natural Gas/Liquefied Natural Gas (CNG/LNG) Facility, for which in both cases the risk of upset impact would be less than significant.

Implementation of the CFTP would have no effect on the storage of fuel at LAX; hence, the potential for, and implications and consequences of, a major fuel fire at the Fuel Farm are no different with or without the CFTP. Similarly, the relocation of the existing RON area within the project site is not considered to create the potential for a major fuel fire or potentially dangerous gas cloud, based on the nature of a typical RON area and the fact that parked aircraft are not typically known to be associated with major fuel fires or releases of a dangerous gas cloud, certainly not at LAX. Other than fuel contained within aircraft parked at the RON, there would be no storage or presence of notable quantities of fuel within the relocated RON area. The only notable project-related impact to maintenance facilities would be the relocation of several GSE maintenance operations (i.e., servicing and maintenance of the equipment itself, not relocation of where GSE service aircraft at LAX). Based on the size and nature of the GSE maintenance operations, which are generally similar to auto repair facilities, it is not expected that their relocation would create the potential for a major fuel fire or potentially dangerous gas cloud.

The proposed project would include relocation of the existing fire station/ARFF to a location immediately west of the proposed RON. The fire station/ARFF would provide nearby emergency response personnel in the event of an incident at the RON or other location within the airport operations area.

CFTP-PC00002 - 135

Comment: 5.12.4 Relevant LAX Master Plan Commitments and Mitigation Measures list several items including designated haul routes, construction traffic management plans, etc. When, and how, will these be generated and provided to the public for review?

Response: Please see Responses to Comments CFTP-PC00002-28 and CFTP-PC00002-100 regarding the project-specific Construction Traffic Management Plan (CTMP), Fugitive Dust Control Plan (FDCP),

and Construction Noise Control Plan (CNCP) that would be prepared prior to initiation of construction of the project.

CFTP-PC00002 - 136

Comment: 5.13 Water use. LAX uses reclaimed grey water in many areas. Will this reclaimed water also be used for cleaning the paved over areas? Will all of this "dry water run off" be collected for treatment?

Response: Reclaimed water would be used during construction of the CFTP for dust control on both paved and unpaved areas. As indicated in Section 5.4.2 of the CFTP Draft EIR, dry weather flows from the project site flow into an existing detention basin and oil/water separator prior to discharge to Hyperion Treatment Plant. Please also see Response to Comment CFTP-PC00002-53 regarding dry weather flows from the project site.

It is noted that the commentor submitted a copy of page 5-55 of the CFTP Draft EIR with highlighted text in the second and third paragraphs in Section 5.13.2.1 concerning the City's water supply and the use of reclaimed water at LAX. No specific comment on the contents or adequacy of this text was provided and, thus, no further response is required.

CFTP-PC00002 - 137

Comment: 5.13.2.2 Wastewater lists several sewer lines and depths. Have these been verified? Details were unavailable at the workshop.

Response: The information provided in the CFTP Draft EIR, as modified by corrections and additions included in Chapter 3 of the Final EIR, regarding the depth of sewer lines is adequate to determine if the project would have any adverse impacts on these facilities. As indicated in the corrections and additions to Section 5.13.5.1 of the CFTP Draft EIR, construction of the CFTP may require minor relocations of sewer lines in the project area. The North Outfall Relief Sewer (NORS) crosses beneath the CFTP project site at a depth of approximately 60 feet and would not be adversely affected by the project construction. Implementation of Master Plan Commitment PU-1 in the LAX Master Plan MMRP would ensure that impacts to wastewater collection facilities would be less than significant.

The North Central Outfall Sewer (NCOS) crosses beneath the American Airlines employee parking lot relocation site at a substantial depth and, as no substantial excavation would occur in this area, the NCOS would not be adversely affected by project construction. In addition no wastewater collection lines would be affected by construction of the relocated American Airlines employee parking lot.

No additional investigations regarding the depths of these lines have been undertaken. However, LAWA is currently developing a comprehensive Utility Master Plan for LAX. This Master Plan will address all utilities at the airport, including wastewater collection lines.

CFTP-PC00002 - 138

Comment: 6.3 Project objectives says that Group VI aircraft uses is expected to substantially increase by early 2012 yet the 2020 Ricondo projection of aircraft use just provided to us by LAWA only lists 16 aircraft per day. Is the primary purpose of this cross taxiway to accommodate Group VI or to better meet all needs? What are the schedules for elimination of taxiways S and Q when the new backside TBIT gates are built in addition to the new Midfield terminal? The NOP identified two taxiways (one for each direction). When will this be completed? What volume threshold that will make this manditory?

Response: There are multiple objectives for the CFTP. They are: to accommodate ADG VI aircraft at LAX; to help alleviate existing periodic congestion of aircraft ground movement in the midfield area; to support the continuing phased implementation of the approved LAX Master Plan; and to provide for near-term and long-term environmental benefits. (CFTP Draft EIR, Section 6.3.)

At the time the CFTP NOP and Draft EIR were completed, there were no ADG VI aircraft operating on a scheduled basis at LAX. There is now one airline carrier operating A380 service at LAX and two or three other carriers are expected to begin A380 service in the near future. Based on the size of ADG VI aircraft and the unique operating requirements of such aircraft, combined with the fact that multiple carriers will start integrating such aircraft into their operations at LAX in the near future, even a relatively minor increase in the number of NLA operating at LAX, compared to current conditions, is considered substantial.

The relocation of Taxiway Q and Taxiway S is not part of the CFTP, but rather will occur as part of the TBIT Reconfiguration Project described on page 3-3 of the CFTP Draft EIR. The CFTP includes the construction of a new north-south taxiway (Taxiway C13) and the extension of an existing east-west taxiway (Taxiway D).

CFTP-PC00002 - 139

Comment: [No text in comment.]

Response: It is noted that the commentor submitted a copy of page 6-13 of the CFTP Draft EIR, with text related to the Environmentally Superior Alternative highlighted by the commentor. No specific comment on the contents or adequacy of the CFTP Draft EIR was provided, and thus, no further response is required.

CFTP-PC00002 - 140

Comment: 7.2 List of Parties receiving NOP failed to list either Denny Schneider, Pres. ARSAC or our attorney, Jan Chatten Brown.

Response: The comment is noted. The commentor correctly points out that Denny Schneider, President of the Alliance for a Regional Solution to Airport Congestion, and Jan Chatten-Brown of Chatten-Brown & Carstens were omitted from the list provided in Section 7.2 of the CFTP Draft EIR. Further examination of the list identified several other missing addressees. In response, Section 7.2 of the Draft EIR has been revised. Please see Chapter 3, Corrections and Additions to the Draft EIR. It should be noted that all of the missing addressees did receive copies of the NOP.

CFTP-PC00003 Cope, Danna Los Angeles International Airport Advisory Committee 11/10/2008

CFTP-PC00003 - 1

Comment: The members of the LAX Area Advisory Committee (LAXAAC) are concerned about several aspects of the proposed LAX Crossfield Taxiway Project (CFTP), as described in the Draft Environmental Impact Report (EIR), issued in late September.

Although we, as airport neighbors, are encouraged by the expected improvements to air quality projected once the CFTP is operational due to improved traffic flow and less aircraft idling, we are concerned about the insufficient plans to mitigate the environmental impacts from the construction of the CFTP. Although the Draft EIR proposes to require construction measures to mitigate air pollution, noise, dust, hours of operation, construction workers' parking and transportation, and disturbance for neighboring communities, the methods and procedures designed to ensure compliance with these directives should be made more clear.

Response: The comment is noted. Please see Response to Comment CFTP-PC00002-28 regarding the LAX Master Plan commitments and mitigation measures that serve to reduce construction-related traffic, fugitive dust, and noise impacts to surrounding areas, and Response to Comment CFTP-PC00002-100 regarding monitoring of the commitments and mitigation measures that will be included in the CFTP Mitigation Monitoring and Reporting Program.

CFTP-PC00003 - 2

Comment: This is particularly significant given that the Draft EIR anticipates that without such mitigation measures, an additional four of every million residents near the airport will develop cancer as a result of the construction of the CFTP, and that even with such mitigation measures, two additional people in every million nearby residents are likely to develop cancer.

Response: The commentor's concern regarding potential impacts to human health associated with the proposed project is noted. The commentor correctly states that, without mitigation, the CFTP would result in an incremental cancer risk to the maximally exposed adult result of 4 in one million, and that, with mitigation, the risk would be 2 in one million. As noted on page 4-92 in Section 4.3.4 of the CFTP Draft EIR, which defines the CEQA thresholds of significance for human health risk, a significant impact relative to human health risk is considered to occur if the direct and indirect changes in the environment that may be caused by construction of the CFTP would potentially result in an increased incremental cancer risk greater than, or equal to, 10 in one million for potentially exposed residents or school children. Therefore, an increment of four in one million or two in one million as identified in the comment is well below the CEQA threshold and is not considered to be a significant impact.

The commentor presumes that cancer risk estimates indicate a definitive number of actual cases of disease and not an estimate of potential risk. In fact, the estimates provided are "worst case" since they are based on the assumption that people will live at the LAX fence line for 70 years. Since no one does or will live in such a location, and since Toxic Air Contaminant (TAC) concentrations decrease with distance from the fence line, all exposures and risk will actually be less than predicted for all residents living near the airport. This approach is typical for human health risk assessments. These assessments are used to estimate the potential for health impacts resulting from a given set of exposure conditions. In order to avoid underestimating chemical exposure, the HHRA prepared for the CFTP estimated risks for the hypothetical maximally exposed individual (MEI), an individual that lives, works, or goes to school at a location with the highest predicted concentrations of TACs in air, and who has other characteristics, such as a particular inhalation rate and years of exposure, that result in maximum intake of TACs. In addition, toxicity criteria used in all health risk assessments are developed to be protective of groups that may be exceptionally sensitive to a chemical, such as children and the elderly. The result is a conservative estimate of potential health impacts associated with the CFTP. Please refer to Section 5 of Appendix D of the CFTP Draft EIR for further discussion of the uncertainties involved with the risk assessment. Thus, when risk estimates are low, as in the case for the CFTP, one can be confident that actual exposure and risk will be minimal.

CFTP-PC00003 - 3

Comment: Other health impacts also will be significant, and the Draft EIR does not adequately account for all of them. For example, the high incidence of asthma in communities adjacent to the airport is not discussed in the Draft EIR.

Response: Emission estimates and risk assessment performed for the CFTP are adequate for evaluation of potential health risks and hazards associated with emissions of TACs. These evaluations are different from studies of health effects in populations. These differences and the results of past studies of health impacts near large airports are described below.

The term "health risk assessment" is sometimes misinterpreted. A health risk assessment does not indicate whether a specific, observed health problem or symptom, such as asthma, was caused by

chemical exposure. Epidemiological studies are used to evaluate whether past chemical exposures may be responsible for actual health problems observed in real populations. Health risk assessments are used to estimate potential health impacts resulting from current or future chemical exposures in a population. In order to avoid underestimating chemical exposure, the health risk assessment prepared for the CFTP Draft EIR estimated risks for the MEI, a hypothetical individual that lives, works, or goes to school at a location with the highest predicted concentrations of TACs in air, and who has other characteristics, such as an inhalation rate and years of exposure, that result in maximum intake of TACs. In addition, toxicity criteria used in all health risk assessments are developed to be protective of groups that may be exceptionally sensitive to a chemical, such as children and the elderly. The result is a conservative estimate of potential health impacts associated with the CFTP. Health risk assessment is the appropriate tool to evaluate whether estimated future emissions associated with the CFTP may potentially result in human health impacts.

Health risk assessment cannot be used to link individual illnesses to past chemical exposures, nor can health risk assessments and epidemiological studies prove that a specific toxic substance caused an individual's illness.1 It would be difficult to substantiate potential health risks estimated by risk assessment for an airport through epidemiological studies because of the typical lack of exposure information about the study population. It is necessary to understand all of the factors that may lead to an adverse effect. The population evaluated in the epidemiological study may have lived in the area for many years or just a few years. They may have had exposure to chemicals from other sources, such as work or emissions from other sources (e.g., automobile exhaust). They may have engaged in behavior such as smoking, drinking, overeating, or other lifestyle habits that increased their risk of adverse health effect. An observation of adverse effect would not necessarily correlate with exposure to airport emissions.

Although subject to a number of uncertainties common to epidemiological studies, these types of studies have been performed at other airports in large metropolitan areas to determine whether individuals living near airports have a greater incidence of disease than populations living in other areas. For example, the Illinois Department of Public Health2 examined actual cancer incidence observed in communities near Chicago's O'Hare and Midway airports between 1987 and 1997. Results of the study showed no elevation in cancer incidence for all cancers combined among whites, non-whites, males and females living near the airports. Trend analysis did not indicate a higher cancer burden for populations near the airports as compared to populations living farther away. This observation held true for all cancers combined as well as site-specific cancers. A study conducted by the Washington State Department of Health3 provided an examination of actual cancer cases near Washington State's SeaTac airport. Results of the study indicated that incidence of cancer was not statistically significantly higher for the SeaTac area.

One of the limitations to airport epidemiological studies is that they treat living adjacent to an airport as an approximation for increased likelihood of exposure to carcinogens. This approximation would be invalid if people living near airports have a shorter duration of residence than people living further away. This lack of knowledge about the length of residence as well as the inability to assess actual exposure of individuals renders the use of distance a crude and unreliable measure of exposure. Other factors likely to impact the studies include population migration patterns, occupational exposures, and personal and lifestyle habits.2

Some reports, including ones from studies conducted in the Los Angeles area, do suggest some association between some respiratory illnesses, such as asthma and allergies, and levels of some criteria pollutants and/or TACs. Some people may be more sensitive than the majority of the population to the effects of TACs. These people are considered "sensitive" receptors, and may include children, the elderly, people in poor health and/or those suffering from illness, such as chronic bronchitis. Sensitive individuals may form a subpopulation of people living in the Los Angeles basin that do suffer some health impacts due to poor air quality. Possible associations between illness and air quality, and the existence of sensitive individuals suggest that common sources of air pollutants could cause some health impacts at the concentrations in air found in the Los Angeles basin. However, concentrations of TACs in the vicinity of LAX do not appear to be greater than those in other parts of the basin, according to South Coast Air Quality Management District (SCAQMD) studies. In fact, some of the higher pollution levels are found in areas such as

Pomona and Riverside, at substantial distances from LAX.4 This observation suggests that general air pollution due mainly to car and truck traffic, not single sources, such as LAX, would have locally greater impacts on health impacts within the immediate area.

Health risk assessment is the best method to evaluate potential health impacts for the CFTP. Epidemiological studies cannot predict future impacts associated with estimated future emissions and inherent uncertainties, as discussed above, exist for the performance and use of epidemiological studies to determine potential health impacts of living near an airport. The health risk assessment performed in the CFTP Draft EIR used up-to-date risk assessment methodologies and modeling as well as conservative measures of exposure and toxicity to provide conservative estimates of potential risk and impact associated with the CFTP.

1. California EPA, Office of Environmental Health Hazard Assessment, A Guide to Health Risk Assessment, 2001.
2. Illinois Department of Public Health, Office of Epidemiology and Health Systems Development, Cancer Incidence in Populations Living Near Chicago O'Hare and Midway Airports, Illinois 1987 - 1997, November 2001.
3. Washington State Department of Health, Office of Epidemiology. Cancer Rates in the Proximity of SeaTac International Airport (Questions 1 and 2 of the August 1998 Work Plan), February 1999.
4. South Coast Air Quality Management District, Multiple Air Toxics Exposure Study (MATES-II) for the South Coast Air Basin, March 2000.

CFTP-PC00003 - 4

Comment: We are also concerned that the project's effects on air pollution are not examined thoroughly enough, particularly because the Draft EIR did not address particulate matter smaller than the PM2.5 level. Inasmuch as technology is now available to look at this smaller particulate matter, we believe LAX should do so.

Response: The comment implies that particulate matter smaller than PM2.5 (particles less than 2.5 micrometers in diameter) were not analyzed in the Draft EIR, and that since these smaller particles can be measured they should have been addressed.

It is assumed that the comment is referring to ultrafine particles (UFP), often described as particles less than 0.1 micrometers in diameter. Currently, no separate ambient air quality standards exist for UFP beyond the National and California standards for PM2.5. Note that the PM2.5 standards were specifically developed to protect the public health with an adequate margin of safety [42 USC 7409 (b)(1)]. In addition, no defined health risk factors have been developed for UFP. The State of California has developed health risk factors for total diesel particulate matter (DPM, which includes UFP in diesel exhaust), and specific toxic metals (e.g., cadmium) which may be components of UFP. Health risks associated with DPM and toxic metals are described in Section 4.3 and Appendix D of the Draft EIR.

Note that the definition of PM2.5 provided in the Code of Federal Regulations, Title 40, Part 50, Section 50.7(a) is as follows:

- particles with an aerodynamic diameter less than or equal to a nominal 2.5 micrometers.

From this definition it is clear the analysis of PM2.5 would include particles that are smaller than the 2.5 micrometer size. The air quality impact analysis, including the analysis of PM2.5, is presented in Section 4.2 and Appendix C of the Draft EIR. As stated in the Impact Analysis subsection in Section 4.2 of the Draft EIR, uncontrolled PM2.5 emissions from construction activities would be significant, and the various mitigation measures and commitments are described in subsection 4.2.5. The controlled CFTP construction emissions of PM2.5 would be less than significant with controls.

Finally, USEPA typically includes four elements when promulgating an ambient air quality standard: 1) definition of the pollutant, 2) numerical limits, 3) relevant averaging times, and 4) a reference method for measuring the pollutant. Although several techniques have been developed to measure UFP, there is no generally accepted and approved reference method.

CFTP-PC00003 - 5

Comment: To insulate the communities from noise and air pollution impacts, LAWA should include an operation plan (in conjunction with the FAA Tower) that would ensure the preferential runway usage (takeoffs on inboard runways and landings on outboard runways on both the North and South Airfields) during all construction phases. This could be a concern if runways need to be closed during the construction. We see no discussion of this in the Draft EIR.

It appears that the Air Traffic Controllers in the FAA Tower will not have line-of-sight access to the entire Crossfield Taxiway at all times, but we see no discussion of that in the Draft EIR. What measures will be in place to make sure they know everything that will be happening there?

Response: As stated in Section 2.4.3 of the CFTP Draft EIR, the goal of the construction phasing plan is to minimize the nature, extent and duration of disruption to airport operations. With this in mind, along with input from FAA Air Traffic Control Tower (ATCT) staff, a construction phasing schedule was developed that does not anticipate any temporary closures of existing runways during the construction of the CFTP. Therefore, runway utilization during construction is not expected to change. The existing operating procedures applied by FAA today are not expected to change during construction.

Aircraft operations on Taxiway C13 would be managed by the ATCT, which includes positive control of all aircraft ground movements at LAX (i.e., aircraft pilots must follow the instructions of the ATCT at all times while on the ground). Although the presence of the existing American Airlines low bay hangar may partially obscure views from the ATCT of the southern portion of Taxiway C13, it is anticipated that the tails of most, if not all, aircraft would be visible from the ATCT. An FAA Line-of-Sight analysis would be completed prior to operations occurring on Taxiway C13 to determine the extent of any view blockage. If it is concluded that portions of the taxiway are blocked from controllers' view in the control tower, LAWA expects that the FAA would manage the flow of traffic in a similar manner for existing Taxiway S and Taxiway Q, which currently traverse through an ATCT non-visible area. The FAA provides safe movement along Taxiway S and Taxiway Q via published standard taxi routes and instructions. According to the standard taxi route instructions, pilots are instructed to switch over to the appropriate ground controller when at a specified checkpoint located on either Taxiway S or Q. If not cleared by the ground controller, pilots are to hold short of Taxiway D if traversing north along Taxiway Q or hold short of Taxiway B if traversing south along Taxiway S. Standard routes and use of checkpoints would most likely be utilized for Taxiway C13 if it traversed through a non-visible area. Additionally, it is important to note that the recent installation of the ASDE-X ground radar system provides the FAA ATCT with aircraft location information throughout the airfield, including in areas that may be blocked from view from the tower.

CFTP-PC00003 - 6

Comment: We also believe that there must be a better delineation of the relationship and traffic patterns between the CFTP and the proposed Midfield Satellite Concourse, and the reconfiguration of the Tom Bradley International Terminal (TBIT) and its associated gates. As this subject is not addressed in this draft EIR, we fully expect it to be addressed when the Midfield Satellite Concourse draft EIR is prepared. It is not at all clear how the flow of both aircraft and passenger traffic into and around that proposed terminal will occur and whether that would impact the CFTP. Exactly how access would be accomplished to and from the Midfield Satellite Concourse and Central Terminal Area and the proposed passenger processing facility just east of the TBIT must be delineated.

Response: As described in Section 2.1 of the CFTP Draft EIR, implementation of the proposed taxiway improvements would help alleviate periodic congestion of aircraft ground movement in the midfield area and provide for certain efficiencies in the taxiing of future New Large Aircraft (NLA), but would not increase the number of daily operations at LAX. Surface transportation impacts associated with the CFTP project are discussed in Section 4.1 of the Draft EIR.

The environmental impacts associated with all of the improvements contemplated for the midfield area, including the CFTP, the TBIT Reconfiguration Project (i.e., addition of aircraft gates to the west side of TBIT), and the Midfield Satellite Concourse (MSC) combined, are addressed in the LAX Master Plan EIS/EIR. As stated on page 3-3 of the CFTP Draft EIR, "…the LAX Master Plan provides a comprehensive plan for a number of improvement projects planned to be implemented over many years throughout the airport. The LAX Master Plan Final EIR addresses the overall effects of all of the improvements, essentially providing a cumulative impacts analysis of all the improvements that comprise the LAX Master Plan, while also identifying the more notable impacts that are attributable to specific components, where appropriate." The information and analysis developed for the CFTP Draft EIR further evaluates the combined impacts of the proposed midfield improvements by addressing cumulative construction impacts in light of more detailed information that was not available at the time the Master Plan EIR was completed. As indicated on page 3-3 of the CFTP Draft EIR, construction of the TBIT Reconfiguration Project is anticipated to overlap with construction of the CFTP, and the impacts of the combined construction activities are addressed in Section 4.1 of the CFTP Draft EIR. Construction of the MSC is not expected to overlap with construction of the CFTP; hence, no combined construction impacts are anticipated to occur relative to those two projects.

CFTP-PC00003 - 7

Comment: Our Committee members believe that the Draft EIR must address these issues.

Response: The comment is noted. Please see Responses to Comments CFTP-PC00003-1 through CFTP-PC00003-6 above.

CFTP-PC00004 Schivley, Gary None Provided 11/10/2008

CFTP-PC00004 - 1

Comment: Here are my comments for this project(S),

1) First and most important that no runways are to be extended North impinging onto Westchester parkway. WE DO NOT WANT ANY EXPANSION OF THE NORTH RUNWAY.

Response: The comment is noted. The proposed Crossfield Taxiway Project is independent from any potential future reconfiguration of the north airfield, including potential runway movements. Please see Response to Comment CFTP-PC00002-19 regarding the relationship of the CFTP to the LAX Master Plan and the Specific Plan Amendment Study.

CFTP-PC00004 - 2

Comment: 2). The Airport infrastructure is a mess. I fly all over the world and this airport is in extreme disrepair. Gates and terminals are run down, Baggage terminals are a nuisance to get to, TSA security setup and passanger handling is the worst I have seen in any airport.

Response: The comment is noted. The comment does not raise an issue regarding the contents or adequacy of the CFTP Draft EIR, and thus does not require a further response. (Public Resources Code §21091(d); CEQA Guidelines, §15204(a).)

CFTP-PC00004 - 3

Comment: 3).Understanding the secondary runways are undersized to handle aircraft as the A380. This aircraft should be able to be serviced in existing terminals. Again we do not want any expansion of runways to impinge upon existing businesses or roads.

Response: The comment is noted. As noted in Response to Comment CFTP-PC00004-1, the proposed Crossfield Taxiway Project is independent from any potential future reconfiguration of the north airfield, including potential runway movements. The Crossfield Taxiway Project would not displace or otherwise alter any off-airport businesses or roadways.

As described on pages 2-11 and 2-12 of the CFTP Draft EIR, New Large Aircraft (NLA), such as the A380, are currently accommodated at Gates 101 and 123 at the Tom Bradley International Terminal. The proposed project would provide an additional crossfield taxiway (Taxiway C13), designed to accommodate NLA, to improve the safety and efficiency of aircraft ground movement in the midfield area of LAX.

CFTP-PC00004 - 4

Comment: 4). General transportation is terrible at this airport. Very little public transportation exists (rail or buses). The 105 freeway should have been extended into the airport and NOT dumped ontpo Sepulveda. The train parallel to the 105 needs to have a spur added to the airport as well. Why terminate it at the current position of Imperial Highway? This make little sense.

Response: The comment is noted. The comment does not raise an issue regarding the contents or adequacy of the CFTP Draft EIR, and thus does not require a further response.

However, it should be noted that the Stipulated Settlement between the City of Los Angeles and plaintiffs challenging the approval of the LAX Master Plan Program includes a provision requiring that "LAWA will study feasible methods to connect LAX to the Green Line in ways that will maximize the use of public transit to LAX." (Stipulated Settlement, Section XII.) Conceptual Green Line extension alternative(s) will be carried forward and considered as part of the LAX Specific Plan Amendment Study (SPAS), which is separate from the CFTP. (CFTP Draft EIR Sections 1.2.2 and 3.3.2.) It should further be noted that the LAX SPAS EIR, currently underway, is not intended to provide environmental clearance for approval or construction of a Green Line extension to LAX. As the agency responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County, the Los Angeles County Metropolitan Transportation Authority is the lead agency responsible for preparing project-level environmental documentation and clearance, as well as for all planning, funding, and construction activities, associated with any extension of the Green Line.

Finally, please note that the existing Green Line does not terminate at Imperial Highway (the Aviation Station) but rather four stations to the south at the Redondo Beach Station.

CFTP-PC00004 - 5

Comment: 5). The fire station and fire fighting facility should be done since the existing facility is outdated.

Response: The comment is noted. As described on pages 2-29 and 2-30 in Chapter 2 of the CFTP Draft EIR, in conjunction with the modifications and improvements proposed within the CFTP project site, a new fire station/aircraft rescue and firefighting facility (ARFF) is proposed to be constructed as a replacement for the existing undersized Fire Station No. 80/ARFF located on the airfield adjacent to Taxiway S. The proposed ARFF would provide approximately 27,895 square feet of administrative office area and station living quarters within a 2-story structure, six bays for emergency vehicles along with a service bay, storage area for various emergency response equipment, and briefing and training rooms. The proposed location and floor plan of the new fire station/ARFF are illustrated in Figures 2-9 and 2-12, and Figure 2-13 in Chapter 2 of the CFTP Draft EIR, respectively. Please

see Response to Comment CFTP-PC00002-42 for further discussion of the proposed fire station/ARFF under the Crossfield Taxiway Project.

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3. CORRECTIONS AND ADDITIONS TO THE CROSSFIELD TAXIWAY PROJECT DRAFT EIR

3.1 Introduction

As a result of clarifications to, and comments received on, the Draft Environmental Impact Report (Draft EIR) for the Crossfield Taxiway Project (CFTP), the following revisions are hereby made to the text of the CFTP Draft EIR. Changes in text are signified by strikeouts where text is removed and by italics where text is added, unless otherwise noted. These changes do not add significant new information to the EIR, nor do they disclose or suggest new or more severe potentially significant environmental impacts of the CFTP.

3.2 Corrections and Additions to the Draft EIR Text

Chapter 1, Introduction

1. The second sentence of the first paragraph on page 1-1 of the Draft EIR is hereby revised as follows:

   LAX is owned and operated by the City of Los Angeles, whose Board of Airport Commissioners oversees the policy, management, operation, and regulation of LAX, as well as *LA/*Ontario International Airport, Van Nuys Airport, and *LA/*Palmdale Regional Airport.

2. The first sentence of the last paragraph on page 1-10 of the Draft EIR is hereby revised as follows:

   In the processing of subsequent activities in the program, Section 15168~~(b)~~*(c)* of the CEQA Guidelines requires that the activities be reviewed in light of the program EIR to determine whether an additional environmental document must be prepared.

3. The third sentence under the heading 1.3 Organization of this EIR on page 1-12 of the Draft EIR is hereby revised as follows:

   Appendices are included in Volume*s* 2 *and 3*.

Chapter 2, Project Description

1. The first sentence of the second paragraph under Section 2.1.3 on page 2-2 of the Draft EIR is hereby revised as follows:

   According to LAX ATCT traffic management personnel, arrivals from the north runway complex (primarily Runway 24*R*~~L~~) exiting at Taxiway Z could be assigned to Taxiway C13 to transition to the south terminal complex, allowing for an additional queuing point at the intersection of Taxiway B and Taxiway T.

2. The text of the first and second bullets under "Utilities" on page 2-35 of the CFTP Draft EIR is hereby revised as follows:

   - Water Line Relocation - Preliminary engineering for the project shows that water lines that cross beneath World Way West may need to be relocated to allow the construction of *the* realigned and depressed road. *Other minor water line relocations may also be required.* ~~In addition, construction of the proposed Taxiway C13 and associated vehicle service road would interrupt an existing north-south fire water loop north of World Way West. A new connection is proposed to maintain the fire water service loop north of World Way West. South of World Way West another fire water loop would be protected in place and existing hydrants would be replaced with flush-mounted types to meet FAA clearance requirements.~~ The proposed water line relocation~~s are~~ *in World Way West is* shown in **Figure 2-14**.

- Sewer Line Relocation - ~~A sewer line is proposed that would connect a new oil/water separator to the existing sewer line in Coast Guard Road. The proposed sewer line is shown in **Figure 2-14**.~~ *Minor sewer line relocations may be required as a result of the proposed project.*

3. The text of the first bullet under Section 2.4.2 on page 2-36 of the CFTP Draft EIR is hereby revised as follows:

- **GSE Facilities**. Ground Service Equipment (GSE) maintenance facilities *currently* operated by ~~Mercury Air Services and~~ Evergreen Aviation *and a GSE maintenance building formerly occupied by Mercury Air Services* are located in the southwest corner of the project area, east of Taxiway C15. The ~~Mercury operations is proposed to be relocated to, and consolidated within, another existing Mercury GSE maintenance facility at LAX, while the~~ *existing* Evergreen operation~~s~~ is proposed to be relocated to the American Airlines cargo operations area. *Mercury Air Services recently ceased operations at LAX; hence, the GSE maintenance building formerly occupied by Mercury Air Services is no longer used or needed for that purpose and no replacement/relocation for this building is proposed.* The American Airlines GSE maintenance operations located at the end of the High-Bay Hangar would be relocated to an existing building at the United Airlines Cargo Complex.

4. Table 2-1 on pages 2-47 and 2-48 of the CFTP Draft EIR is hereby revised as follows:

Table 2-1

Summary of Existing Facilities to be Removed/Relocated

Facility	Approximate Size (Sq. Ft.)	Current Use	Disposition of Facility/Use
~~Mercury~~ GSE Maintenance Building *formerly occupied by Mercury Air Services*	2,000	*Vacant* ~~Equipment Service/Repair~~	Building would be demolished. ~~Operation would be consolidated into another existing GSE maintenance facility.~~ *Would not be relocated or replaced.*
Evergreen GSE Maintenance Building	4,500	Vehicle Service/Repair	Building would be demolished and current operation would be relocated to, and reestablished in, existing cargo warehouse.
American Airlines GSE Maintenance Building	11,000 2,000	Vehicle Service/Repair Office	Building would be demolished and existing operation would be relocated to, and reestablished in, existing cargo warehouse.
American Airlines Employee Parking Lot	610,000+/- (14 acres)	Vehicle Parking	Replacement parking lot to be constructed on an unleased area approximately 1,500 feet west of existing lot.
American Airlines High-Bay Hangar Canopy	5,600	Building Canopy	Canopy to be removed. Not essential to hangar's function and operation. Would not be relocated or replaced.
LSG Sky Chefs Flight Kitchen	68,000	Food Preparation	Building would be demolished and current operation would be consolidated within another existing LSG Sky Chefs flight kitchen, located adjacent to the American Airlines Low-Bay Hangar.
LAWA Records Center	12,000 1,500	Storage Office	Building would be demolished and current operation would be moved to another existing building located in Delta Airlines complex.

Table 2-1

Summary of Existing Facilities to be Removed/Relocated

Facility	Approximate Size (Sq. Ft.)	Current Use	Disposition of Facility/Use
Qantas Maintenance Office	3,500	Office	Building would be demolished and operation would be relocated to a building at 7001 World Way West.
LAPD Bomb Squad Building	5,760	Office	Building would be demolished. Current operation would be relocated in Delta Airlines complex.
Former LAWA Police Department Decision Center	800	Storage	Building would be removed. Would not be relocated or replaced.
DHL Freight	2,160	Office	Building would remain and only operation would be relocated to existing building in freight area.

Source: CDM, 2008.

5. The paragraph under the heading South Coast Air Quality Management District (SCAQMD) on page 2-52 of the Draft EIR is hereby revised as follows:

> The SCAQMD is the regional agency granted the authority to regulate air pollutant emissions from stationary sources in the air basin and has been involved throughout the development of the LAX Master Plan Final EIR, the Final General Conformity Determination for the LAX Master Plan, and this EIR. No new permanent *operational* stationary sources would be added as a result of the CFTP; therefore no additional permits for permanent *operational* facilities would be needed. A permit to Construct and Operate is required for each piece of equipment to be used for construction that is not specifically exempt from the permit requirement. *On-airport concrete batching and aggregate rock crushing facilities are planned to be used for construction of the CFTP. These facilities may be required to be permitted under Regulation XIII - New Source Review, as well as Rule 1156 - PM10 Emission Reductions from Cement Manufacturing Facilities, and Rule 1157 - PM10 Emission Reductions from Aggregate and Related Operations. LAWA will coordinate with SCAQMD to determine the applicable permitting requirements.*

Chapter 3, Overview of Project Setting

1. Table 3-1, on pages 3-9 through 3-13 of the Draft EIR has been revised. Please see the following revised table.

Chapter 4, Setting, Environmental Impacts, and Mitigation Measures

1. The heading of the second bullet on page 4-32 of the Draft EIR is hereby revised as follows:

> ♦ **Airfield Operating Area (AOA) Perimeter Fence Enhancements - Phases III & ~~VI~~*IV***

2. Table 4.1-11, on pages 4-41 through 4-45 of the Draft EIR has been revised. Please see the following revised table.

3. The second paragraph under the heading Off-Road Equipment on page 4-60 of the Draft EIR is hereby revised as follows:

> Off-road exhaust emission factors for CO, ROG, NOx, and PM10 were developed using the CARB OFFROAD2007 Model.[33] PM2.5 emission factors were developed using the ~~PM10~~ *ratio of*

PM2.5-to-PM10 emission factors derived from the CARB-approved California Emission Inventory Development and Reporting System (CEIDARS), Version 2.5. The emission factors used to estimate emissions for off-road construction equipment are presented in Appendix C.

[33] California Air Resources Board, OFFROAD2007 Model and South Coast Air Basin Fleet Averages, Available: http://www.aqmd.gov/CEQA/handbook/offroad/offroad.html, April 2008.

4. The following text is hereby added to the end of Section 4.2.2.1:

Construction Dispersion Modeling Methodology

Air dispersion modeling was used to estimate CFTP construction-related concentrations of CO, NO_2, PM10, and PM2.5. The USEPA AERMOD[40] dispersion model was used to conduct this analysis.

Receptors[41] included in the modeling analysis were located at or near the airport fence-line. Since the fence-line is generally the closest location with unrestricted access to airport emission sources, modeled concentrations at these locations will generally be higher than concentrations modeled farther out from the airport (because ambient concentrations determined following the Gaussian algorithm generally used in the AERMOD model are typically higher closer to the emission source). Figure 4.3-1 in Section 4.3 provides the location of the fence-line receptors relative to the airport. The area encompassing the CFTP sources and receptors is relatively flat; therefore, the flat terrain option was used in the modeling analysis.

The averaging period selected and significance thresholds used were dependent on the ambient air quality standard averaging periods and the attainment status of the given pollutant. The Basin has a national designation of attainment/maintenance for NO_2 and CO and a state designation of attainment for these pollutants; therefore, the CFTP impacts were compared to the more stringent of the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). As described in Section 4.2.3.2, USEPA has established an annual average NAAQS for NO_2 and 1-hour and 8-hour NAAQS for CO. CARB has established 1-hour and annual average CAAQS for NO_2 and 1-hour and 8-hour CAAQS for CO. The Basin has a national designation of nonattainment-serious and nonattainment, respectively, for PM10 and PM2.5 and a state designation of nonattainment for both pollutants; therefore, the SCAQMD developed Rule 403 to limit fugitive dust emissions from construction projects, and established a CEQA threshold for construction concentrations of 10.4 $\mu g/m^3$ for a 24-hour average. The federal government has no threshold specific to construction-related PM10 or PM2.5 concentration impacts. The highest 1-hour, 8-hour, 24-hour, and annual averages, as appropriate for a given pollutant, were modeled for comparison to the NAAQS, CAAQS, or SCAQMD CEQA significance threshold for construction concentrations.

To allow for consistent comparison of concentration impacts presented in the LAX Master Plan Final EIR, SAIP Final EIR, and this CFTP EIR, the same meteorological data file used in the Master Plan and SAIP modeling was used in the CFTP modeling to provide the hourly meteorological input parameters to AERMOD.

The off-road equipment used on the construction site and staging area and on-road on-site equipment transfer and haul trucks described above were included in the dispersion modeling of NO_2 and CO. The off-road equipment, on-road on-site equipment, and fugitive dust emission sources described above were included in the dispersion modeling of PM10 and PM2.5.

Table 3-1

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
1	Baldwin Hills Scenic Overlook Park	Hetzler Road	10,300 sq. ft. visitor center, passive recreation area	CC / CO	265	3	12	Under construction
2	*Baldwin Site*	*12803 W. Washington Boulevard*	*New 3-story mixed use develoopment totaling 37,308 sq. ft.*	*CC*				*Entitlement stage*
3	*Brentwood Site Mixed Use*	*8810/8840/8850 Washington Boulevard*	*New mixed use development w/ preliminary concept of up to (approx.) 133 residential units and 17,084 sq. ft. retail*	*CC*				*Pre-application stage*
4	*Brooke Kaufman*	*4227 Ince Boulevard*	*6 condo units on 3 lots*	*CC*				*In construction*
5	*Child Care Center*	*4024/4026 Wade St.*	*Conversion of a 1,371 sq. ft. duplex into a day care; no new square footage.*	*CC*				*Building permit*
~~*26*~~	Condominiums	3846 Bentley Avenue	4 units	CC	23	2	2	~~Anticipated completion 2009~~*Building permit; anticipated completion 2009*
~~*37*~~	Condominiums	3873 Bentley Avenue	2 units	CC	12	1	1	~~Existing abandoned home per field visit 8/7/08~~*Under construction*
~~4~~	~~Condominiums~~	~~3823 / 3388 Huron Avenue~~	~~15 units, with 3 existing units to be removed~~	~~CC~~	~~70~~	~~6~~	~~6~~	~~Under construction as of 8/7/08~~
~~5~~*8*	Condominiums	3862 Huron Avenue	5 units	CC	30	3	3	~~Existing home per field visit of 8/7/08~~*Building permit; existing home per field visit of 8/7/08*
~~6~~	~~Condominiums~~	~~4067/ 4073 Lincoln Boulevard~~	~~8 units and 20 parking spaces~~	~~CC~~	~~47~~	~~4~~	~~4~~	~~Construction complete per field visit 8/7/08~~
9	*Condominiums*	*4048 Lincoln Avenue*	*3 townhome condominiums*	*CC*				*Building permit*
~~7~~*10*	Condominiums	9650 Lucerne Avenue	~~6 units~~*5 townhome condominiums*	CC	35	3	3	~~Entitlements approved~~*Pre-application stage*
~~8~~*11*	Condominiums	4058 Madison Avenue	4 units	CC	23	2	2	*Building permit;* ~~A~~anticipated completion 2009
~~9~~*12*	Condominiums	4228 Madison Avenue	2 units	CC	12	1	1	~~Existing homes;~~ *Building permit;* no such address per field visit 8/7/08
~~10~~*13*	Condominiums	~~3838~~ *3972* Tilden Avenue	4 units	CC	23	2	2	~~Nearing end of construction per field visit 8/7/08~~ *Under construction as of 8/7/08*
~~11~~	~~Condominiums~~	~~3968/ 3972 Tilden Avenue~~	~~8 units~~	~~CC~~	~~46~~	~~4~~	~~4~~	~~Under construction as of 8/7/08~~
~~12~~*14*	Condominiums	4014 Van Buren Place	4 units	CC	23	2	2	~~Building permit~~*Under construction*
~~13~~*15*	Condominiums	4025 Wade Street	4 units	CC	23	2	2	~~Anticipated completion 2009~~*Under construction*
~~14~~*16*	Condominiums *(Former Burger King site)*	13340 Washington Boulevard	41 unit condominium development with 6 live/work condominium units in Culver City and 35 Units in LA	CC/ LA	240	18	21	*Entitlement stage;* ~~N~~no construction per field visit 8/7/08
~~15~~	~~Condominium Conversion~~	~~3910 Girard Avenue~~	~~7 units~~	~~CC~~	~~41~~	~~3~~	~~4~~	~~Existing structure per field visit 8/7/08; possibly completed?~~
17	*Czuker Site Mixed Use*	*8770 Washington Boulevard*	*New mixed use development w/ preliminary concept of up to (approx.) 115 residential units, 41,600 sq. ft. retail; 1,400 sq. ft. café; 53,500 sq. ft. office*	*CC*				*Pre-application stage*
~~16~~*18*	Distribution & Warehouse	3434 Wesley Street	10,500 sq. ft. office, warehouse and distribution	CC	137	16	86	Entitlements; no building permit
19	*Dr. Brenold Dutt*	*5800 Uplander Way*	*Add 3 stories; 57,050 sq. ft. to a 2-story office*	*CC*				*Entitlement stage*
~~17~~*20*	Entrada Office Tower	6161 Centinela Avenue	342,409 sq. ft. office tower and 9-level parking structure	CC	3,442	502	462	~~EIR under review by City~~*Entitlements; CEQA lawsuit*
~~18~~*21*	FAYNSOD Family Trust	11501-11509 Washington Boulevard	Mixed Use: 2,359 sq. ft. retail; 937 sq. ft. office, and 2 apartments *(1,867 sq. ft.)*	CC	155	9	87	Entitlement stage
~~19~~*22*	Fire Station No. 3	6030 Bristol Parkway	Two-story, 12,156 sq. ft. fire station	CC	67	9	9	Building permit
~~20~~*23*	Glencoe/Washington Mixed Use	13365 Washington Boulevard	~~5,000~~ *4,183* sq. ft. retail and 19 condominium units	CC	333	14	24	*Building permit;* ~~E~~existing closed restaurant per field visit 8/7/08
24	*Greg Reitz*	*8665 Hayden Place*	*63,679 sq. ft of office*	*CC*				*Entitlement stage*
~~21~~*25*	Hampton Inn	3954 Sepulveda Boulevard	77-unit hotel	CC	629	43	45	*Building permit;* ~~N~~no construction per field visit 8/7/08
26	*Huron Townhouses*	*3823 / 3388 Huron Avenue*	*15 new townhouses; 3 existing units to be removed*	*CC*	*70*	*6*	*6*	*Under construction as of 8/7/08*
27	*Irving Residential/ Office*	*4043 Irving Place*	*Four story; 26 residential units and 3 office units*	*CC*				*Entitlements going through appeal*
~~22~~*28*	Live/ Work Lofts	10839 Washington Boulevard	3 Live/ Work units and 12 parking spaces	CC	33	5	4	Anticipated completion 2009
~~23~~	~~Max Leather AUP~~	~~8533 Washington Boulevard~~	~~An additional 3,763 sq. ft. of manufacturing~~	~~CC~~	~~14~~	~~3~~	~~3~~	~~No construction per field visit 8/7/08; possibly completed?~~
29	*Lux @ 9910 Mixed Use*	*9901 Washington Boulevard*	*14,112 sq. ft. mixed use development with 131 dwelling units; 12,178 sq ft. of retail and three levels of subterranean parking with 244 parking spaces*	*CC/ LA*				*Entitlement stage*
~~24~~*30*	Mixed Use Development	11281 Washington Place	5,340 sq. ft. retail and 8 units of residential *for a total of 17,500 sq. ft.*	CC	284	10	18	*Entitlements but extensions required;* ~~E~~existing abandoned gas station per field visit 8/7/08

Table 3-1

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
31	*Office Building*	*9919 Jefferson Boulevard*	*113,467 sq. ft. , 3-story office building*	*CC*				*Entitlement stage*
~~25~~*32*	Office & Retail Bldg.	700-701 Corporate Pointe	240,612 sq. ft. of office and 4,242 sq. ft. of retail	CC	2,811	384	359	*Entitlements;* ~~N~~no construction per field visit 8/7/08
~~26~~*33*	Parcel B	9300 Culver Boulevard	74,600 sq. ft of office, 21,700 sq. ft of restaurant and 21,700 sq. ft. of retail	CC	6,340	461	627	~~Building permit~~ *Under construction; 2008 completion date*
~~27~~*34*	Park Century School	3939 Landmark Street	Conversion of industrial space to school use and additional 6,950 sq. ft.*; for a total of 43,950 sq. ft. of new school*	CC	365	162	-25	Nearing end of completion per field visit 8/7/08
~~28~~	~~Public Storage Expansion~~	~~8512 National Boulevard~~	~~Addition of 71,570 sq. ft. to an existing public storage facility~~	~~CC~~	~~355~~	~~32~~	~~34~~	~~No construction per field visit 8/7/08; possibly completed?~~
35	*School Expansion*	*12095-12101 Washington Boulevard*	*Conversion of a 28,000 sq. ft. office building into classrooms and administrative offices; addition of 2,000 sq. ft.*	*CC*				*Application stage*
~~29~~*36*	Sony	10202 Washington Boulevard	Approved to build net new 100,000 sq. ft. of office, post-production, stage, and support uses.	CC				~~Unsure of status per field visit 8/7/08; gated lot~~*Under construction; 2008 completion date*
37	*Southbay Ventures*	*4139/4145 Duquesne Avenue*	*6 units on 2 lots*	*CC*				*Pre-application stage*
38	*Triangle Site - Washington/National Transit Oriented Development*	*Corner of Washington and National Boulevards*	*New transit oriented development to include light rail station and mixed use development (preliminary concept includes up to 290 dwelling units; 149 room hotel; 70,000 sq. ft. office; 31,500 sq. ft. retail and 10,000 sq. ft. restaurant*	*CC*	*19,874*	*1,235*	*2,071*	*Pre-application stage*
~~30~~*39*	Turning Point School (K through 8)	8794 National Boulevard	Addition/remodel of net 9,000 sq. ft.	CC	N/A	107	61	Building permit
~~31~~*40*	Union 76	10638 Culver Boulevard	Gas station and convenience store with new car wash; 2,500 sq. ft.	CC	N/A	N/A	N/A	~~No construction per field visit 8/7/08; no car wash~~*Building permit*
~~32~~*41*	Uptown Lofts	9900 Culver Boulevard	~~5,500~~ *5,457* sq. ft. of office and 18 condominium units	CC	248	26	94	*Building permit;* Anticipated completion 2009
42	*Warner Parking Structure*	*8511 Warner Drive*	*51,520 sq. ft. retail/restaurant; 784 parking spaces on 5 levels*	*CC*				*Entitlement stage*
43	*Washington Boulevard Office Project*	*11957 Washington Boulevard*	*73,569 sq. ft., 4-story office building*	*CC*				*Pre-application stage*
~~33~~*44*	Washington Place Office Condos	12402 Washington Place	42,000 sq. ft. 4-story office and retail building; 9,300 sq. ft. of retail; 30,400 sq. ft. of office	CC				*Building permit;* ~~A~~anticipated completion 2009
~~34~~	~~Washington/National Specific Plan and EIR - Phase 1~~	~~Washington Boulevard/National Boulevard~~	~~638 dwelling units; 206,608 sq. ft. retail; 154,361 sq. ft. office; 485,996 sq. ft. light industrial~~	~~CC~~	~~19,874~~	~~1,235~~	~~2,071~~	~~EIR in preparation~~
~~35~~*45*	Westfield Fox Hills Mall Expansion	200 Fox Hills Mall	293,786 sq. ft. of retail and 427 parking spaces	CC	13,682	299	1,275	~~Anticipated~~ *Under construction;* ~~c~~Completion 10/2009
~~36~~*46*	West Los Angeles Community College Master Plan	Overland Avenue at Freshman Drive	~~8,592 additional students~~*Approx. 291,300 sq. ft. of new building and renovation. Anticipate future student population of approx. 18,904 students and 1,248 employees by Fall 2022. Project includes second access road, parking structures, landscaping and development of athletic facilities*	CC/ CO	10,034	669	664	Parking lot and math/science bldg. under construction~~; Anticipated completion of the Master Plan is 2011~~
~~37~~*47*	Admiralty Apartments (Parcel 140)	4160 Admiralty Way	179 Apartments, with removal of 64 existing apartments	CO	417	40	37	No construction per field visit 8/5/08
~~38~~*48*	Best Western Jamaica Bay Inn (Parcel 27R)	4175 Admiralty Way	Renovation & Expansion 42-room hotel by an additional 69 rooms.	CO	564	38	24	No construction per field visit 8/5/08
~~39~~*49*	Boat Central (Parcels 52 and GG)	13501 F ji Way	Dry-stack boat storage of 345 parking spaces; boat trailer storage of 24 parking spaces; mast-up sail boat storage of 30 parking spaces	CO	1,081	47	51	No construction per field visit 8/5/08
~~40~~*50*	Del Rey Shores Apartments (Parcels 100 and 101)	4247-4275 Via Marina	544 apartments (202 existing units to be removed)	CO	800	120	111	No construction per field visit 8/5/08
~~41~~*51*	Diner (Parcel 33)	4211 Admiralty Way	351 Apartments; 24,500 sq. ft. retail; 10,000 sq. ft restaurant (existing restaurant to be removed)	CO	1,145	184	22	Existing Panifico's Restaurant per field visit 8/5/08
~~42~~*52*	Esprit Phase 1 (Parcel 12)	13900 Marquesas Way	35 town homes; 2,000 sq. ft. of specialty retail; 2,000 sq. ft. of restaurant	CO	548	40	56	Construction complete per field visit 8/5/08; also at 13924 Marquesas Way
~~43~~*53*	Fisherman's Village (Parcels 55, 56 & W)	13715 Fiji Way	26,570 sq. ft. of specialty retail; 785-seat restaurant; 132-room hotel; 9 boat slips	CO	2,375	98	209	No construction per field visit 8/5/08
~~44~~*54*	Gateway Marina Del Rey (Parcel 95)	404-514 Washington Boulevard	16, 350 sq. ft. specialty retail center; 9,160 sq. ft. high turn-over, sit-down restaurant with 240 seats; 7,890 sq. ft. of general office building, 6,100 sq. ft. walk-in bank 72 Apartments; 337 Parking Spaces (removal of 7,500 sq. ft. drive-up bank)	CO	199	-36	128	No construction per field visit 8/5/08; Existing Islands restaurant and Caldwell Bank
~~45~~*55*	Government Office Building	Panay Way and Via Marina	26,000 sq. ft.	CO	286	40	57	No construction per field visit 8/5/08
~~46~~*56*	Holiday Harbor Courts (Parcels 21 and OT)	Admiralty Way and Palawan Way, NW Corner	Congregate Care Facility 114 Occupied DU's, 5,000 sq. ft. of specialty retail; parking lot with 94 parking spaces, 6,000 sq. ft. of general office/commercial; parking structure with 447 parking spaces; removal of 6,000 sq. ft health club.	CO				Nearing end of construction per field visit 8/5/08
~~47~~*57*	Legacy Partners Neptune Marina Apartments / Woodfin Suites Hotel (Parcels 10R, FF & 9U)	Marquesas Way and Via Marina	526 apartments (removal of 136 apartments); 288-room hotel; 1.47-acre public park	CO	3,104	253	228	No construction per field visit 8/5/08

Table 3-1

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
58	*Lincoln Boulevard Mixed Use Project*	*4363 Lincoln Boulevard*	*158 high-rise residential condominium units; 3,178 sq. ft. of specialty retail; parking structure with 409 parking spaces. Beverly Hills Rent-a car facility (48,000 sf. ft.) to be removed.*	*CO*	*386*	*47*	*71*	*Existing rent-a-car facility per field visit 8/5/08*
~~48~~*59*	Lloyd Taber Marina del Rey Library (Parcel 40)	4533 Admiralty Way	Library	CO				Existing Library. No construction per field visit 8/5/08
~~49~~*60*	Marina City Club Towers Marina del Rey	4333 Admiralty Way	600 units	CO	3,516	264	196	No construction per field visit 8/5/08
~~50~~*61*	Marina del Rey Apartment Community (Parcels 12 & 15)	Panay Way and Via Marina	940 apartments; 82 units senior apartments; 4,000 sq. ft. retail; 6,000 sq ft. commercial	CO	1,785	171	152	No construction per field visit 8/5/08
~~51~~*62*	Marina Del Rey Center (Parcel 97)	514-586 Washington Boulevard	Replace two 1-story commercial structures with two larger 1-story structures (+486 sq. ft.)	CO	18	1	2	No construction per field visit 8/5/08
~~52~~*63*	Marina del Rey Residential Project (Parcels 12, 15 and FF)	Panay Way and Via Marina	1201 residential units on 2 parcels on the west side of Marina Del Rey	CO				No construction per field visit 8/5/08
~~53~~	~~Marina del Rey Tower Project~~	~~4363 Lincoln Boulevard~~	~~158 high-rise residential condominium units; 3,180 sq. ft. of specialty retail; parking structure with 409 parking spaces~~	~~CO~~	~~386~~	~~47~~	~~71~~	~~Existing Beverly Hills Rent-a-Car per field visit 8/5/08~~
~~54~~*64*	Marina Expressway Homes	Marina Expressway Eastbound & Mindanao Way	28 Single family condominiums	CO				No construction per field visit 8/5/08
~~55~~*65*	Marriott Residence Inn (Parcel IR)	Admiralty Way and Via Marina	149-room hotel	CO	1,201	82	52	No construction per field visit 8/5/08
~~56~~*66*	Sea Glass Town Homes	6719 Pacific Avenue	36 condominiums	CO				No construction per field visit 8/5/08
~~57~~*67*	Villa Venetia Residential (Parcel 64)	13900-13910 Fiji Way	478 mid-rise apartments (removal of 224 existing apartments); 34 boat slips; 5,000 sq. ft. restaurant	CO	1,106	93	88	No construction per field visit 8/5/08
~~58~~*68*	Waterside Shopping Center (Parcels 50 *and 83*)	13555 Fiji Way	4,880 sq. ft. of specialty retail, with removal of 2,400 sq. ft.	CO	208	6	21	Existing West Marine Boats appears to be a new facility.
~~59~~*69*	1950 Grand Avenue Office	1950 Grand Avenue	93,569 sq. ft. Office Building	ES				Construction complete per field visit 8/5/08; not fully occupied
~~60~~*70*	2151 East Grand Avenue Office	2151 East Grand Avenue	125,000 sq. ft. Office Building	ES				Construction complete per field visit 8/5/08; not fully occupied
~~61~~*71*	Commercial Buildings	126, 130, 134 & 138 Lomita Street	4 new commercial buildings	ES				Nearing end of construction per field visit 8/5/08
~~62~~*72*	Condominiums	347 Concord Street	3 units	ES	20	3	3	Existing apartments per field visit 8/5/08
~~63~~*73*	Condominiums	505 W. Grand Avenue	4 units	ES	27	4	4	Construction complete per field visit 8/5/08
~~64~~*74*	Condominiums	425 & 429 Indiana Street	8 units	ES	54	8	8	No construction per field visit 8/5/08
~~65~~*75*	Condominiums	1700 Mariposa Avenue	11 units	ES	74	11	11	Empty lot per field visit of 8/5/08
~~66~~*76*	Condominiums	215-223 Penn Street	8 units	ES	54	8	8	Construction complete per field visit 8/5/08; not fully occupied
~~67~~*77*	Condominiums	412 Richmond Street	4 units	ES	27	4	4	No construction per field visit 8/5/08
~~68~~*78*	Condominiums	712 Virginia Street	4 units	ES	27	4	4	Construction complete per field visit of 8/5/08
~~69~~*79*	Condominiums	203 Whiting Street	4 units	ES	27	4	4	Under construction as of 8/5/08
~~70~~*80*	Corporate Headquarters Office	455 / 475 Continental Boulevard	330,000 sq. ft. office; 22,500 sq. ft. Research and Development	ES		664	632	No construction per field visit of 8/5/08
~~71~~*81*	El Segundo Athletic Field	2201 E. Mariposa Avenue	Public Recreation Facility (Soccer Field)	ES				Construction complete per field visit 8/5/08; possibly incorrect address?
~~72~~*82*	El Segundo Corporate Campus	700-800 N Nash Street	1,740,000 sq. ft. office; 75,000 sq. ft. retail; 7,000 sq. ft. child care; 7,000 sq. ft. medical office; 19,000 sq. ft. health club; 75,000 sq. ft. restaurant; 100-room hotel; 25,000 sq. ft. light industrial, 75,000 sq. ft. research & development; 65,000 sq. ft. technology/ telecommunications	ES	21,366	2,267	2,795	Construction appears to be complete on Phase I, but no construction on Phase II per field visit 8/5/08
~~73~~*83*	El Segundo Plaza	307-331 N. Sepulveda Boulevard	commercial	ES				Construction complete per field visit 8/5/08; not fully occupied
~~74~~*84*	Electronics Superstore	Aviation Boulevard and Utah Avenue/ 135th Street	152,504 sq. ft. Electronics Superstore in place of 90,243 sq. ft. R&D, 51,209 sq. ft. Office, and 11,502 sq. ft. Warehouse	ES				Existing vacant office building per field visit 8/5/08
~~75~~*85*	Equinox	445 N. Douglas Street	314,000 sq. ft computer Data Center	ES				Construction complete per field visit 8/5/08
~~76~~*86*	Grand Park Plaza	Grand Ave between Arena and Eucalyptus		ES				Construction complete per field visit 8/5/08 if this project is the strip mall on south side.
~~77~~*87*	High Bay Lab	901 N Nash Street	55,772 sq. ft.	ES		69	60	Existing Boeing facility per field visit 8/5/08
~~78~~*88*	LA Air Force Base – Area A	SE corner of El Segundo Boulevard and Aviation Boulevard	625 condominiums	ES		330	405	Under construction as of 8/5/08
~~79~~*89*	LA Air Force Base – Area B	NW corner of El Segundo Boulevard and Aviation Boulevard	63,000 sf warehouse; 560,000 sf office park; 93,750 sf base exchange; 43,125 sf health club; 34,463 sf medical office	ES	7,499	815	711	Existing surface parking lot per field visit of 8/5/08

Table 3-1

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
~~80~~*90*	Northrup-Grumman	SE corner of Mariposa Avenue and Douglas Street	190,000 sq ft. industrial uses	ES	1,324	175	186	Existing facility per field visit 8/5/08; no construction
~~81~~*91*	Office	888 N Sepulveda Boulevard	120,000 sq. ft.	ES		217	214	Existing retail per field visit 8/5/08
~~82~~*92*	Office	141 Main Street	commercial	ES				Existing closed restaurant per field visit 8/5/08
~~83~~*93*	Plaza El Segundo, Phase 1B	NE Corner of Sepulveda Boulevard and Rosecrans Avenue	70,000 sq. ft. retail shopping center	ES	2,108	60	197	No construction per field visit 8/5/08
~~84~~*94*	Plaza El Segundo Phase 2A	NE Corner of Sepulveda Boulevard and Rosecrans Avenue	commercial	ES				No construction per field visit 8/5/08
~~85~~*95*	Self Storage Facility (Pacific Planning Group)	Southern California Edison Property at Hughes Way		ES				Could not locate
~~86~~*96*	The Aerospace Corp. (Office and Laboratory)	2350 E El Segundo Boulevard	150,000 sq. ft. office and 15,000 sq. ft lab	ES				Existing Aerospace Corp. facility per field visit 8/5/08; no construction
~~87~~*97*	Xerox Phase IV	1951-1961 El Segundo Boulevard	255,242 sq. ft office; 350-room hotel	ES		629	614	Existing office building per field visit 8/5/08; no construction
~~88~~*98*	Condominiums	13429-31 Kornblum Avenue	6 units	HA				Existing single family home per field visit 8/6/08
~~89~~*99*	Condominiums	14629 Lemoli Avenue	3 units	HA				Under construction per field visit 8/6/08
~~90~~*100*	Condominiums	11533 Freeman Avenue	5 unit conversion	HA				Existing apartment building per field visit 8/6/08
~~91~~*101*	Condominiums	11975 Manor Drive	3 units	HA				Vacant lot per field visit 8/6/08
~~92~~*102*	Condominiums/Office	13806 Hawthorne Boulevard	171 units and 32,500 sq. ft of office space	HA	80	213		Closed mortuary per field visit 8/6/08
~~93~~*103*	Condominiums	13632 Cerise Avenue	6 unit conversion	HA				Completed per field visit 8/6/08
~~94~~*104*	Condominiums	11418 Grevillea Avenue	7 units	HA				Existing lawn mower business per field visit 8/6/08
~~95~~*105*	Hotel Extensions	4334 W. Imperial Highway	165 rooms	HA				Under review by City, per the City's website on 8/6/08
~~96~~*106*	L.A. Air Force Base - Lawndale Annex	East of Aviation Boulevard and South of Rosecrans Avenue	285 condominium units	HA	122	142		Fusion Development at Aviation Boulevard and 149th Place is completed per field visit 8/6/08. No other condominium projects seen.
~~97~~*107*	Prestige Villas	4500 116th Street	116 condominium units	HA	72	85		
~~98~~*108*	Recycling Center at Ralph's Grocery Store	11873 Hawthorne Boulevard	Recycling center	HA				Status listed as "continued" per City's website on 8/6/08
~~99~~*109*	Single Family Homes	14000 Yukon Avenue	6 units	HA				Four existing single family homes per field visit 8/6/08
~~100~~*110*	Wiseburn School District	5403 W. 138th St and 5309 W. 135th St and 13500 Aviation Boulevard	School Renovation. Existing Peter Burnett School at 5403 W. 138th Street	HA				Juan Cabrillo Elementary School under construction at 5309 W. 135th Street per field visit 8/6/08
~~101~~*111*	Adult School and Day Care	106 East Manchester Boulevard	27,477 sq. ft.; office conversion	IN				Existing adult school under renovation per field visit of 8/6/08
~~102~~*112*	Auto Sales and Retail	Prairie Avenue and Imperial Highway, NE Cor	49,000 sq. ft.	IN				Under construction per field visit of 8/6/08
~~103~~*113*	Commercial Building Addition	234 W. Manchester Boulevard	12,029 sq. ft.	IN				Construction nearing completion per field visit of 8/6/08
~~104~~*114*	Condominiums	501 East 99th Street	12 units	IN				Existing home per field visit of 8/6/08
~~105~~*115*	Condominiums	940 North Cedar Street	14 units	IN				Existing apartments per field visit 8/6/08
~~106~~*116*	Condominiums	448 North Edgewood Street	6 units	IN				Existing home per field visit of 8/6/08
~~107~~*117*	Condominium	417- 420 N. Market Street	12 units	IN				Existing home per field visit of 8/6/08
~~108~~*118*	Condominiums	450 N. Market Street	12 units	IN				Not started per field visit of 8/7/08
~~109~~*119*	Condominiums	912 S. Myrtle Avenue	7 units	IN				Existing apartments per field visit 8/6/08
~~110~~*120*	Condominium	546 - 568 W. Olive Street	12 units	IN				Completed, but not fully occupied per field visit of 8/6/08
~~111~~*121*	Condominiums	927 South Osage Avenue	7 units	IN				Existing home per field visit of 8/6/08
~~112~~*122*	Condominium	222 W. Spruce Avenue	10 units	IN				Vacant lot per field visit of 8/6/08
~~113~~*123*	Condominium	311 W. Queen Street	8 units	IN				Completed, but not fully occupied per field visit of 8/6/08
~~114~~*124*	Hollywood Park Mixed-Use	1050 South Prairie Avenue	2,995 dwelling units; 300-room hotel; 620,000 sq. ft. retail; 75,000 sq. ft. office; 10,000 sq. ft. of civic use;	IN				Final EIR scheduled for August 2008

Table 3-1

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
	Development		120,000 sq ft. casino					
~~115~~*125*	Mixed retail/restaurant	Florence Avenue and La Brea Avenue, SE corner	49,800 sq. ft.	IN				Vacant lot per field visit of 8/6/08
~~116~~*126*	Mixed retail/restaurant	Southwest corner of Century/Prairie (Haagen)	97,490 sq. ft.	IN				Existing Taco Bell per field visit of 8/6/08
~~117~~*127*	Residential	704 N. Market Street	6 units	IN				Vacant lot per field visit of 8/6/08
~~118~~*128*	Retail and Office	10318 S. Prairie Avenue	10,000 sq. ft.	IN				Under construction per field visit of 8/6/08
~~119~~*129*	Senior Center and Housing	111 N. Locust Street	95,188 sq. ft.	IN				Vacant lot per field visit of 8/6/08
~~120~~*130*	Shopping Center	11441 S. Crenshaw Boulevard	101,323 sq. ft.	IN				Burlington Coat Factory store complete; further construction pending per field visit 8/6/08
~~121~~*131*	Shopping Center	433 North Centinela Avenue	7,384 sq. ft.	IN				Vacant lot per field visit of 8/6/08
~~122~~*132*	Shopping Center	10922 South Prairie Avenue	8,416 sq. ft.	IN				Vacant paved lot per field visit of 8/6/08
~~123~~*133*	Single Family Homes	11901 S. Yukon Avenue	9 units	IN				Existing housing per field visit of 8/6/08
~~124~~*134*	Transitional Housing	733 S. Hindry Avenue	232,966 sq. ft.	IN				Existing transitional housing per field visit of 8/6/08
~~125~~*135*	Transitional Housing	812 S. Osage Avenue	20 units	IN				Vacant lot per field visit of 8/6/08
~~126~~*136*	Ambrose Hotel	901 Abbot Kinney Boulevard	57-room hotel, 1,200 sq. ft. of retail and 4,300 sq. ft. restaurant	LA	723	30	54	No construction per field visit 8/7/08; existing business open
~~127~~*137*	Animo High School	841 California Avenue	402-student Charter School	LA	1,470	332	176	Unsure of status per field visit 8/7/08; fenced and screened lot
138	*Bank of America*	*7215 W. Manchester Avenue*	*Walk-in bank*	*LA*	*607*	*16*	*65*	*Previous building has been demolished*
139	*Car Wash*	*9204 Airport Boulevard*	*15,251 sq. ft. of car rental facility to be removed*	*LA*	*536*	*20*	*74*	
140	*Central Region Elementary School*	*Teale Street E/O Lincoln Boulevard*	*650 students*	*LA*		*221*		
141	*Daycare Center*	*7900 S. Loyola Boulevard*	*16 student daycare center*	*LA*	*72*	*13*	*13*	
~~128~~*142*	Grosvernor Court	5550 Grosvernor Boulevard	~~215~~ *208* condo units	LA	~~1,260~~ *1,219*	~~95~~ *92*	~~112~~ *146*	~~New surface lot for church per field check 8/7/08~~
~~129~~*143*	Lincoln Boulevard Mixed Use	4004 S. Lincoln Boulevard	98 unit condos & 6020 sf retail	LA	1,550	108	101	Nearing end of construction per field visit 8/7/08
144	*Lincoln Boulevard/ Manchester Avenue*	*7280 - 7298 W. Manchester Avenue*	*Apartments to replace specialty retail*	*LA*	*156*	*36*	*32*	
145	*Office Building*	*5901 Center Drive (at Howard Hughes Pkwy)*	*Approximately 250,000 sq. ft, 5 story office building*	*LA*				*Building permit application in review but no start date. Will be built to suit.*
146	*Private School*	*5401 Beethoven Street*	*420 students*	*LA*	*3,171*	*378*	*256*	
~~130~~*147*	Residential Mixed Use Project	8601 Lincoln Boulevard	527 apartments, 12 live/work units, 22,600 sq. ft. of ground retail uses and 8,000 sq, ft. of restaurant.	LA	899	2	105	Under construction
~~131~~*148*	Villa Allegra	Sepulveda Boulevard, W/S, south of Howard Hughes	Townhomes	LA				Under construction with Spring 2009 opening
~~132~~*149*	The Village at Playa Vista *(Playa Vista Phase II)*	Jefferson Boulevard between McConnell Drive and Centinela Avenue	2,600 residential units; 175,000 sq. ft. office; 150,000 sq ft. retail; 40,000 sq. ft. community serving	LA	24,220	1,626	2,302	~~No construction per field visit 8/7/08~~
150	*Warehouse and Office*	*12700 Braddock Drive*	*134,557 sq. ft. warehouse; 1,357 sq. ft. office. 58,323 sq. ft. of University of CA laundry building to be removed*	*LA*	*459*	*20*	*172*	
~~133~~*151*	Washington Square	300 Washington Boulevard (at Via Dolce)	123 unit condominiums; 6,000 sq. ft. office space. (Existing 176,671 sq. ft. office building to be removed)	LA	-1,194	-222	-250	Under construction per field visit of 8/5/08
~~134~~	~~Hotel~~	~~1800 Sepulveda Boulevard~~	~~52 room hotel~~	~~MB~~				~~Existing strip mall per field visit 8/5/08~~
152	*Westchester Lutheran School Expansion*	*7831 Sepulveda Boulevard*	*600 students*	*LA*	*774*	*252*	*168*	
153	*Bank and Retail*	*1129 N. Sepulveda Boulevard*	*4,000 sq. ft. bank and 2,000 sq. ft. retail; demolition of existing gas station*	*MB*				*New project*
~~135~~*154*	Medical Office	~~1008~~ *1000* Sepulveda Boulevard	~~22,790~~ *23,000* sq. ft. medical office; ~~665~~ *700* sq ft. pharmacy; ~~1,715~~ *1,700* sq. ft coffee shop; (existing 5,400 sq. ft. restaurant to be removed)	MB				Construction complete per field visit 8/5/08
~~136~~*155*	Manhattan Village Shopping Center	3200 N. Sepulveda Boulevard	52,000 sq. ft. mall expansion	MB				Existing shopping center per field visit 8/5/08; no construction
~~137~~	~~Medical Office~~	~~2200 Sepulveda Boulevard~~	~~29, 000 sq. ft. medical office (6,700 sq. ft. existing retail to be removed)~~	~~MB~~				~~Existing retail per field visit 8/5/08~~
~~138~~*156*	Mixed-Use Project (former Good Stuff restaurant)	1300 Highland Avenue	15,000 sq. ft. commercial/office/condominium	MB				Under construction as of 8/5/08
~~139~~	~~Mixed Use Development~~	~~2201 Highland Avenue~~	~~1,500 sq. ft. retail/restaurant; 2 condominiums~~	~~MB~~	~~N/A~~	~~25~~	~~34~~	~~Construction complete per field visit 8/5/08~~
~~140~~*157*	Medical Plaza	222 Sepulveda Boulevard (NE Corner of Sepulveda Boulevard and 2nd Street)	~~21~~ *12*,000 sq. ft. medical office building *and 1,000 sq. ft. retail*. (Existing ~~4,770~~ *5,000* sq. ft. auto repair shop to be removed.)	MB				Existing building closed. No construction per field visit 8/5/08.

Table 3-1

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
~~141~~	~~Office Building~~	~~330 S. Sepulveda Boulevard~~	~~56,000 sq. ft. office building~~	~~MB~~				~~Construction complete per field visit 8/5/08~~
~~142~~*158*	Retail	1727 Artesia Boulevard	5,800 sq. ft. retail	MB				In construction as of 8/5/08
159	*Retail*	*1700 Rosecrans Avenue*	*10,000 sq ft. retail (from warehouse)*	*MB*				*New project*
~~143~~*160*	Rite Aid Store	1100 Manhattan Beach Boulevard	13,000 sq. ft. retail (Existing 8,600 sq. ft. gas station to be removed.)	MB				In construction as of 8/5/08
~~144~~*161*	Sketchers Office Building	330 S. Sepulveda Boulevard	56,000 sq. ft. office	MB	N/A	117	142	Construction complete per field visit 8/7/08
~~145~~*162*	Walgreens	2400 Sepulveda Boulevard	15,000 sq. ft. retail *(demolition of vacant Albertsons store)*	MB				Not started per field visit of 8/5/08

[1] CC = Culver City; CO = County of Los Angeles; ES = El Segundo; HA = Hawthorne; IN = Inglewood; LA = City of Los Angeles; MB = Manhattan Beach.
[2] Represents peak hour trips during the am commuter peak hour (8:00 am to 9:00 am).
[3] Represents peak hour trips during the pm commuter peak hour (5:00 pm to 6:00 pm).

Source: ~~Projects in Culver City from "Culver City Related Projects List" updated November 2, 2007 and sent by Culver City staff to LAWA. Projects in County of Los Angeles from "Related Projects List," dated April 3, 2008, developed and prepared by Suen Fei Lau, Associate Civil Engineer, Los Angeles County Department of Public Works. Projects in City of Hawthorne from their website, http://www.cityofhawthorne.com/depts/planningcommdev/pending_applications/default.asp dated August 6, 2008. Projects in Inglewood from "Related Projects" list dated 3/27/08. Projects in Manhattan Beach faxed from Manhattan Beach City staff to LAWA in March 2008. Information regarding Project # 129 from LADOT Revised Traffic Assessment letter dated October 14, 2003. Information regarding Project # 133 provided by Shoko Yoshikawa of LADOT via e-mail on August 6, 2008.~~ *Projects in Culver City from "Culver City Related Projects List" dated April 8, 2008 and sent by Culver City staff to LAWA. Projects in County of Los Angeles from "Related Projects List," dated April 3, 2008, developed and prepared by Suen Fei Lau, Associate Civil Engineer, Los Angeles County Department of Public Works. Projects in City of Hawthorne were based on the the City's website: http://www.cityofhawthorne.com/depts/planningcommdev/pending_applications/default.asp dated August 6, 2008 and updated in a letter from Mr. Christopher Palmer, Planning Assistant, City of Hawthorne, on August 27, 2008. Projects in Inglewood from "Related Projects" list dated 3/27/08. Projects in Manhattan Beach sent from Manhattan Beach City staff to LAWA in May 2008. Information regarding Project # 129 from LADOT Revised Traffic Assessment letter dated October 14, 2003. Information regarding Project # 133 provided by Shoko Yoshikawa of LADOT via e-mail on August 6, 2008. Trips for Projects # 3 and # 17 are included in the total trips listed in Project # 38.*

Table 4.1-11

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
1	Baldwin Hills Scenic Overlook Park	Hetzler Road	10,300 sq. ft. visitor center, passive recreation area	CC / CO	265	3	12	Under construction
2	*Baldwin Site*	*12803 W. Washington Boulevard*	*New 3-story mixed use develoopment totaling 37,308 sq. ft.*	*CC*				*Entitlement stage*
3	*Brentwood Site Mixed Use*	*8810/8840/8850 Washington Boulevard*	*New mixed use development w/ preliminary concept of up to (approx.) 133 residential units and 17,084 sq. ft. retail*	*CC*				*Pre-application stage*
4	*Brooke Kaufman*	*4227 Ince Boulevard*	*6 condo units on 3 lots*	*CC*				*In construction*
5	*Child Care Center*	*4024/4026 Wade St.*	*Conversion of a 1,371 sq. ft. duplex into a day care; no new square footage.*	*CC*				*Building permit*
~~*26*~~	Condominiums	3846 Bentley Avenue	4 units	CC	23	2	2	~~Anticipated completion 2009~~*Building permit; anticipated completion 2009*
~~*37*~~	Condominiums	3873 Bentley Avenue	2 units	CC	12	1	1	~~Existing abandoned home per field visit 8/7/08~~*Under construction*
~~4~~	~~Condominiums~~	~~3823 / 3388 Huron Avenue~~	~~15 units, with 3 existing units to be removed~~	~~CC~~	~~70~~	~~6~~	~~6~~	~~Under construction as of 8/7/08~~
~~5~~*8*	Condominiums	3862 Huron Avenue	5 units	CC	30	3	3	~~Existing home per field visit of 8/7/08~~*Building permit; existing home per field visit of 8/7/08*
~~6~~	~~Condominiums~~	~~4067/ 4073 Lincoln Boulevard~~	~~8 units and 20 parking spaces~~	~~CC~~	~~47~~	~~4~~	~~4~~	~~Construction complete per field visit 8/7/08~~
9	*Condominiums*	*4048 Lincoln Avenue*	*3 townhome condominiums*	*CC*				*Building permit*
~~7~~*10*	Condominiums	9650 Lucerne Avenue	~~6 units~~*5 townhome condominiums*	CC	35	3	3	~~Entitlements approved~~*Pre-application stage*
~~8~~*11*	Condominiums	4058 Madison Avenue	4 units	CC	23	2	2	*Building permit;* ~~A~~anticipated completion 2009
~~9~~*12*	Condominiums	4228 Madison Avenue	2 units	CC	12	1	1	~~Existing homes;~~ *Building permit;* no such address per field visit 8/7/08
~~10~~*13*	Condominiums	~~3838~~ *3972* Tilden Avenue	4 units	CC	23	2	2	~~Nearing end of construction per field visit 8/7/08~~ *Under construction as of 8/7/08*
~~11~~	~~Condominiums~~	~~3968/ 3972 Tilden Avenue~~	~~8 units~~	~~CC~~	~~46~~	~~4~~	~~4~~	~~Under construction as of 8/7/08~~
~~12~~*14*	Condominiums	4014 Van Buren Place	4 units	CC	23	2	2	~~Building permit~~*Under construction*
~~13~~*15*	Condominiums	4025 Wade Street	4 units	CC	23	2	2	~~Anticipated completion 2009~~*Under construction*
~~14~~*16*	Condominiums *(Former Burger King site)*	13340 Washington Boulevard	41 unit condominium development with 6 live/work condominium units in Culver City and 35 Units in LA	CC/ LA	240	18	21	*Entitlement stage;* ~~N~~no construction per field visit 8/7/08
~~15~~	~~Condominium Conversion~~	~~3910 Girard Avenue~~	~~7 units~~	~~CC~~	~~41~~	~~3~~	~~4~~	~~Existing structure per field visit 8/7/08; possibly completed?~~
17	*Czuker Site Mixed Use*	*8770 Washington Boulevard*	*New mixed use development w/ preliminary concept of up to (approx.) 115 residential units, 41,600 sq. ft. retail; 1,400 sq. ft. café; 53,500 sq. ft. office*	*CC*				*Pre-application stage*
~~16~~*18*	Distribution & Warehouse	3434 Wesley Street	10,500 sq. ft. office, warehouse and distribution	CC	137	16	86	Entitlements; no building permit
19	*Dr. Brenold Dutt*	*5800 Uplander Way*	*Add 3 stories; 57,050 sq. ft. to a 2-story office*	*CC*				*Entitlement stage*
~~17~~*20*	Entrada Office Tower	6161 Centinela Avenue	342,409 sq. ft. office tower and 9-level parking structure	CC	3,442	502	462	~~EIR under review by City~~*Entitlements; CEQA lawsuit*
~~18~~*21*	FAYNSOD Family Trust	11501-11509 Washington Boulevard	Mixed Use: 2,359 sq. ft. retail; 937 sq. ft. office, and 2 apartments *(1,867 sq. ft.)*	CC	155	9	87	Entitlement stage
~~19~~*22*	Fire Station No. 3	6030 Bristol Parkway	Two-story, 12,156 sq. ft. fire station	CC	67	9	9	Building permit
~~20~~*23*	Glencoe/Washington Mixed Use	13365 Washington Boulevard	~~5,000~~ *4,183* sq. ft. retail and 19 condominium units	CC	333	14	24	*Building permit;* ~~E~~existing closed restaurant per field visit 8/7/08
24	*Greg Reitz*	*8665 Hayden Place*	*63,679 sq. ft of office*	*CC*				*Entitlement stage*
~~21~~*25*	Hampton Inn	3954 Sepulveda Boulevard	77-unit hotel	CC	629	43	45	*Building permit;* ~~N~~no construction per field visit 8/7/08
26	*Huron Townhouses*	*3823 / 3388 Huron Avenue*	*15 new townhouses; 3 existing units to be removed*	*CC*	*70*	*6*	*6*	*Under construction as of 8/7/08*
27	*Irving Residential/ Office*	*4043 Irving Place*	*Four story; 26 residential units and 3 office units*	*CC*				*Entitlements going through appeal*
~~22~~*28*	Live/ Work Lofts	10839 Washington Boulevard	3 Live/ Work units and 12 parking spaces	CC	33	5	4	Anticipated completion 2009
~~23~~	~~Max Leather AUP~~	~~8533 Washington Boulevard~~	~~An additional 3,763 sq. ft. of manufacturing~~	~~CC~~	~~14~~	~~3~~	~~3~~	~~No construction per field visit 8/7/08; possibly completed?~~
29	*Lux @ 9910 Mixed Use*	*9901 Washington Boulevard*	*14,112 sq. ft. mixed use development with 131 dwelling units; 12,178 sq ft. of retail and three levels of subterranean parking with 244 parking spaces*	*CC/ LA*				*Entitlement stage*
~~24~~*30*	Mixed Use Development	11281 Washington Place	5,340 sq. ft. retail and 8 units of residential *for a total of 17,500 sq. ft.*	CC	284	10	18	*Entitlements but extensions required;* ~~E~~existing abandoned gas station per field visit 8/7/08

Table 4.1-11

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
31	*Office Building*	*9919 Jefferson Boulevard*	*113,467 sq. ft. , 3-story office building*	*CC*				*Entitlement stage*
~~25~~*32*	Office & Retail Bldg.	700-701 Corporate Pointe	240,612 sq. ft. of office and 4,242 sq. ft. of retail	CC	2,811	384	359	*Entitlements;* ~~N~~no construction per field visit 8/7/08
~~26~~*33*	Parcel B	9300 Culver Boulevard	74,600 sq. ft of office, 21,700 sq. ft of restaurant and 21,700 sq. ft. of retail	CC	6,340	461	627	~~Building permit~~ *Under construction; 2008 completion date*
~~27~~*34*	Park Century School	3939 Landmark Street	Conversion of industrial space to school use and additional 6,950 sq. ft.*; for a total of 43,950 sq. ft. of new school*	CC	365	162	-25	Nearing end of completion per field visit 8/7/08
~~28~~	~~Public Storage Expansion~~	~~8512 National Boulevard~~	~~Addition of 71,570 sq. ft. to an existing public storage facility~~	~~CC~~	~~355~~	~~32~~	~~34~~	~~No construction per field visit 8/7/08; possibly completed?~~
35	*School Expansion*	*12095-12101 Washington Boulevard*	*Conversion of a 28,000 sq. ft. office building into classrooms and administrative offices; addition of 2,000 sq. ft.*	*CC*				*Application stage*
~~29~~*36*	Sony	10202 Washington Boulevard	Approved to build net new 100,000 sq. ft. of office, post-production, stage, and support uses.	CC				~~Unsure of status per field visit 8/7/08; gated lot~~*Under construction; 2008 completion date*
37	*Southbay Ventures*	*4139/4145 Duquesne Avenue*	*6 units on 2 lots*	*CC*				*Pre-application stage*
38	*Triangle Site - Washington/National Transit Oriented Development*	*Corner of Washington and National Boulevards*	*New transit oriented development to include light rail station and mixed use development (preliminary concept includes up to 290 dwelling units; 149 room hotel; 70,000 sq. ft. office; 31,500 sq. ft. retail and 10,000 sq. ft. restaurant*	*CC*	*19,874*	*1,235*	*2,071*	*Pre-application stage*
~~30~~*39*	Turning Point School (K through 8)	8794 National Boulevard	Addition/remodel of net 9,000 sq. ft.	CC	N/A	107	61	Building permit
~~31~~*40*	Union 76	10638 Culver Boulevard	Gas station and convenience store with new car wash; 2,500 sq. ft.	CC	N/A	N/A	N/A	~~No construction per field visit 8/7/08; no car wash~~*Building permit*
~~32~~*41*	Uptown Lofts	9900 Culver Boulevard	~~5,500~~ *5,457* sq. ft. of office and 18 condominium units	CC	248	26	94	*Building permit;* Anticipated completion 2009
42	*Warner Parking Structure*	*8511 Warner Drive*	*51,520 sq. ft. retail/restaurant; 784 parking spaces on 5 levels*	*CC*				*Entitlement stage*
43	*Washington Boulevard Office Project*	*11957 Washington Boulevard*	*73,569 sq. ft., 4-story office building*	*CC*				*Pre-application stage*
~~33~~*44*	Washington Place Office Condos	12402 Washington Place	42,000 sq. ft. 4-story office and retail building; 9,300 sq. ft. of retail; 30,400 sq. ft. of office	CC				*Building permit;* ~~A~~anticipated completion 2009
~~34~~	~~Washington/National Specific Plan and EIR - Phase 1~~	~~Washington Boulevard/National Boulevard~~	~~638 dwelling units; 206,608 sq. ft. retail; 154,361 sq. ft. office; 485,996 sq. ft. light industrial~~	~~CC~~	~~19,874~~	~~1,235~~	~~2,071~~	~~EIR in preparation~~
~~35~~*45*	Westfield Fox Hills Mall Expansion	200 Fox Hills Mall	293,786 sq. ft. of retail and 427 parking spaces	CC	13,682	299	1,275	~~Anticipated~~ *Under construction;* ~~c~~Completion 10/2009
~~36~~*46*	West Los Angeles Community College Master Plan	Overland Avenue at Freshman Drive	~~8,592 additional students~~*Approx. 291,300 sq. ft. of new building and renovation. Anticipate future student population of approx. 18,904 students and 1,248 employees by Fall 2022. Project includes second access road, parking structures, landscaping and development of athletic facilities*	CC/ CO	10,034	669	664	Parking lot and math/science bldg. under construction~~; Anticipated completion of the Master Plan is 2011~~
~~37~~*47*	Admiralty Apartments (Parcel 140)	4160 Admiralty Way	179 Apartments, with removal of 64 existing apartments	CO	417	40	37	No construction per field visit 8/5/08
~~38~~*48*	Best Western Jamaica Bay Inn (Parcel 27R)	4175 Admiralty Way	Renovation & Expansion 42-room hotel by an additional 69 rooms.	CO	564	38	24	No construction per field visit 8/5/08
~~39~~*49*	Boat Central (Parcels 52 and GG)	13501 F ji Way	Dry-stack boat storage of 345 parking spaces; boat trailer storage of 24 parking spaces; mast-up sail boat storage of 30 parking spaces	CO	1,081	47	51	No construction per field visit 8/5/08
~~40~~*50*	Del Rey Shores Apartments (Parcels 100 and 101)	4247-4275 Via Marina	544 apartments (202 existing units to be removed)	CO	800	120	111	No construction per field visit 8/5/08
~~41~~*51*	Diner (Parcel 33)	4211 Admiralty Way	351 Apartments; 24,500 sq. ft. retail; 10,000 sq. ft restaurant (existing restaurant to be removed)	CO	1,145	184	22	Existing Panifico's Restaurant per field visit 8/5/08
~~42~~*52*	Esprit Phase 1 (Parcel 12)	13900 Marquesas Way	35 town homes; 2,000 sq. ft. of specialty retail; 2,000 sq. ft. of restaurant	CO	548	40	56	Construction complete per field visit 8/5/08; also at 13924 Marquesas Way
~~43~~*53*	Fisherman's Village (Parcels 55, 56 & W)	13715 Fiji Way	26,570 sq. ft. of specialty retail; 785-seat restaurant; 132-room hotel; 9 boat slips	CO	2,375	98	209	No construction per field visit 8/5/08
~~44~~*54*	Gateway Marina Del Rey (Parcel 95)	404-514 Washington Boulevard	16, 350 sq. ft. specialty retail center; 9,160 sq. ft. high turn-over, sit-down restaurant with 240 seats; 7,890 sq. ft. of general office building, 6,100 sq. ft. walk-in bank 72 Apartments; 337 Parking Spaces (removal of 7,500 sq. ft. drive-up bank)	CO	199	-36	128	No construction per field visit 8/5/08; Existing Islands restaurant and Caldwell Bank
~~45~~*55*	Government Office Building	Panay Way and Via Marina	26,000 sq. ft.	CO	286	40	57	No construction per field visit 8/5/08
~~46~~*56*	Holiday Harbor Courts (Parcels 21 and OT)	Admiralty Way and Palawan Way, NW Corner	Congregate Care Facility 114 Occupied DU's, 5,000 sq. ft. of specialty retail; parking lot with 94 parking spaces, 6,000 sq. ft. of general office/commercial; parking structure with 447 parking spaces; removal of 6,000 sq. ft health club.	CO				Nearing end of construction per field visit 8/5/08
~~47~~*57*	Legacy Partners Neptune Marina Apartments / Woodfin Suites Hotel (Parcels 10R, FF & 9U)	Marquesas Way and Via Marina	526 apartments (removal of 136 apartments); 288-room hotel; 1.47-acre public park	CO	3,104	253	228	No construction per field visit 8/5/08

Table 4.1-11

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
58	*Lincoln Boulevard Mixed Use Project*	*4363 Lincoln Boulevard*	*158 high-rise residential condominium units; 3,178 sq. ft. of specialty retail; parking structure with 409 parking spaces. Beverly Hills Rent-a car facility (48,000 sf. ft.) to be removed.*	*CO*	*386*	*47*	*71*	*Existing rent-a-car facility per field visit 8/5/08*
~~48~~*59*	Lloyd Taber Marina del Rey Library (Parcel 40)	4533 Admiralty Way	Library	CO				Existing Library. No construction per field visit 8/5/08
~~49~~*60*	Marina City Club Towers Marina del Rey	4333 Admiralty Way	600 units	CO	3,516	264	196	No construction per field visit 8/5/08
~~50~~*61*	Marina del Rey Apartment Community (Parcels 12 & 15)	Panay Way and Via Marina	940 apartments; 82 units senior apartments; 4,000 sq. ft. retail; 6,000 sq ft. commercial	CO	1,785	171	152	No construction per field visit 8/5/08
~~51~~*62*	Marina Del Rey Center (Parcel 97)	514-586 Washington Boulevard	Replace two 1-story commercial structures with two larger 1-story structures (+486 sq. ft.)	CO	18	1	2	No construction per field visit 8/5/08
~~52~~*63*	Marina del Rey Residential Project (Parcels 12, 15 and FF)	Panay Way and Via Marina	1201 residential units on 2 parcels on the west side of Marina Del Rey	CO				No construction per field visit 8/5/08
~~53~~	~~Marina del Rey Tower Project~~	~~4363 Lincoln Boulevard~~	~~158 high-rise residential condominium units; 3,180 sq. ft. of specialty retail; parking structure with 409 parking spaces~~	~~CO~~	~~386~~	~~47~~	~~71~~	~~Existing Beverly Hills Rent-a-Car per field visit 8/5/08~~
~~54~~*64*	Marina Expressway Homes	Marina Expressway Eastbound & Mindanao Way	28 Single family condominiums	CO				No construction per field visit 8/5/08
~~55~~*65*	Marriott Residence Inn (Parcel IR)	Admiralty Way and Via Marina	149-room hotel	CO	1,201	82	52	No construction per field visit 8/5/08
~~56~~*66*	Sea Glass Town Homes	6719 Pacific Avenue	36 condominiums	CO				No construction per field visit 8/5/08
~~57~~*67*	Villa Venetia Residential (Parcel 64)	13900-13910 Fiji Way	478 mid-rise apartments (removal of 224 existing apartments); 34 boat slips; 5,000 sq. ft. restaurant	CO	1,106	93	88	No construction per field visit 8/5/08
~~58~~*68*	Waterside Shopping Center (Parcels 50 *and 83*)	13555 Fiji Way	4,880 sq. ft. of specialty retail, with removal of 2,400 sq. ft.	CO	208	6	21	Existing West Marine Boats appears to be a new facility.
~~59~~*69*	1950 Grand Avenue Office	1950 Grand Avenue	93,569 sq. ft. Office Building	ES				Construction complete per field visit 8/5/08; not fully occupied
~~60~~*70*	2151 East Grand Avenue Office	2151 East Grand Avenue	125,000 sq. ft. Office Building	ES				Construction complete per field visit 8/5/08; not fully occupied
~~61~~*71*	Commercial Buildings	126, 130, 134 & 138 Lomita Street	4 new commercial buildings	ES				Nearing end of construction per field visit 8/5/08
~~62~~*72*	Condominiums	347 Concord Street	3 units	ES	20	3	3	Existing apartments per field visit 8/5/08
~~63~~*73*	Condominiums	505 W. Grand Avenue	4 units	ES	27	4	4	Construction complete per field visit 8/5/08
~~64~~*74*	Condominiums	425 & 429 Indiana Street	8 units	ES	54	8	8	No construction per field visit 8/5/08
~~65~~*75*	Condominiums	1700 Mariposa Avenue	11 units	ES	74	11	11	Empty lot per field visit of 8/5/08
~~66~~*76*	Condominiums	215-223 Penn Street	8 units	ES	54	8	8	Construction complete per field visit 8/5/08; not fully occupied
~~67~~*77*	Condominiums	412 Richmond Street	4 units	ES	27	4	4	No construction per field visit 8/5/08
~~68~~*78*	Condominiums	712 Virginia Street	4 units	ES	27	4	4	Construction complete per field visit of 8/5/08
~~69~~*79*	Condominiums	203 Whiting Street	4 units	ES	27	4	4	Under construction as of 8/5/08
~~70~~*80*	Corporate Headquarters Office	455 / 475 Continental Boulevard	330,000 sq. ft. office; 22,500 sq. ft. Research and Development	ES		664	632	No construction per field visit of 8/5/08
~~71~~*81*	El Segundo Athletic Field	2201 E. Mariposa Avenue	Public Recreation Facility (Soccer Field)	ES				Construction complete per field visit 8/5/08; possibly incorrect address?
~~72~~*82*	El Segundo Corporate Campus	700-800 N Nash Street	1,740,000 sq. ft. office; 75,000 sq. ft. retail; 7,000 sq. ft. child care; 7,000 sq. ft. medical office; 19,000 sq. ft. health club; 75,000 sq. ft. restaurant; 100-room hotel; 25,000 sq. ft. light industrial, 75,000 sq. ft. research & development; 65,000 sq. ft. technology/ telecommunications	ES	21,366	2,267	2,795	Construction appears to be complete on Phase I, but no construction on Phase II per field visit 8/5/08
~~73~~*83*	El Segundo Plaza	307-331 N. Sepulveda Boulevard	commercial	ES				Construction complete per field visit 8/5/08; not fully occupied
~~74~~*84*	Electronics Superstore	Aviation Boulevard and Utah Avenue/ 135th Street	152,504 sq. ft. Electronics Superstore in place of 90,243 sq. ft. R&D, 51,209 sq. ft. Office, and 11,502 sq. ft. Warehouse	ES				Existing vacant office building per field visit 8/5/08
~~75~~*85*	Equinox	445 N. Douglas Street	314,000 sq. ft computer Data Center	ES				Construction complete per field visit 8/5/08
~~76~~*86*	Grand Park Plaza	Grand Ave between Arena and Eucalyptus		ES				Construction complete per field visit 8/5/08 if this project is the strip mall on south side.
~~77~~*87*	High Bay Lab	901 N Nash Street	55,772 sq. ft.	ES		69	60	Existing Boeing facility per field visit 8/5/08
~~78~~*88*	LA Air Force Base – Area A	SE corner of El Segundo Boulevard and Aviation Boulevard	625 condominiums	ES		330	405	Under construction as of 8/5/08
~~79~~*89*	LA Air Force Base – Area B	NW corner of El Segundo Boulevard and Aviation Boulevard	63,000 sf warehouse; 560,000 sf office park; 93,750 sf base exchange; 43,125 sf health club; 34,463 sf medical office	ES	7,499	815	711	Existing surface parking lot per field visit of 8/5/08

Table 4.1-11

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
~~80~~*90*	Northrup-Grumman	SE corner of Mariposa Avenue and Douglas Street	190,000 sq ft. industrial uses	ES	1,324	175	186	Existing facility per field visit 8/5/08; no construction
~~81~~*91*	Office	888 N Sepulveda Boulevard	120,000 sq. ft.	ES		217	214	Existing retail per field visit 8/5/08
~~82~~*92*	Office	141 Main Street	commercial	ES				Existing closed restaurant per field visit 8/5/08
~~83~~*93*	Plaza El Segundo, Phase 1B	NE Corner of Sepulveda Boulevard and Rosecrans Avenue	70,000 sq. ft. retail shopping center	ES	2,108	60	197	No construction per field visit 8/5/08
~~84~~*94*	Plaza El Segundo Phase 2A	NE Corner of Sepulveda Boulevard and Rosecrans Avenue	commercial	ES				No construction per field visit 8/5/08
~~85~~*95*	Self Storage Facility (Pacific Planning Group)	Southern California Edison Property at Hughes Way		ES				Could not locate
~~86~~*96*	The Aerospace Corp. (Office and Laboratory)	2350 E El Segundo Boulevard	150,000 sq. ft. office and 15,000 sq. ft lab	ES				Existing Aerospace Corp. facility per field visit 8/5/08; no construction
~~87~~*97*	Xerox Phase IV	1951-1961 El Segundo Boulevard	255,242 sq. ft office; 350-room hotel	ES		629	614	Existing office building per field visit 8/5/08; no construction
~~88~~*98*	Condominiums	13429-31 Kornblum Avenue	6 units	HA				Existing single family home per field visit 8/6/08
~~89~~*99*	Condominiums	14629 Lemoli Avenue	3 units	HA				Under construction per field visit 8/6/08
~~90~~*100*	Condominiums	11533 Freeman Avenue	5 unit conversion	HA				Existing apartment building per field visit 8/6/08
~~91~~*101*	Condominiums	11975 Manor Drive	3 units	HA				Vacant lot per field visit 8/6/08
~~92~~*102*	Condominiums/Office	13806 Hawthorne Boulevard	171 units and 32,500 sq. ft of office space	HA	80	213		Closed mortuary per field visit 8/6/08
~~93~~*103*	Condominiums	13632 Cerise Avenue	6 unit conversion	HA				Completed per field visit 8/6/08
~~94~~*104*	Condominiums	11418 Grevillea Avenue	7 units	HA				Existing lawn mower business per field visit 8/6/08
~~95~~*105*	Hotel Extensions	4334 W. Imperial Highway	165 rooms	HA				Under review by City, per the City's website on 8/6/08
~~96~~*106*	L.A. Air Force Base - Lawndale Annex	East of Aviation Boulevard and South of Rosecrans Avenue	285 condominium units	HA	122	142		Fusion Development at Aviation Boulevard and 149th Place is completed per field visit 8/6/08. No other condominium projects seen.
~~97~~*107*	Prestige Villas	4500 116th Street	116 condominium units	HA	72	85		
~~98~~*108*	Recycling Center at Ralph's Grocery Store	11873 Hawthorne Boulevard	Recycling center	HA				Status listed as "continued" per City's website on 8/6/08
~~99~~*109*	Single Family Homes	14000 Yukon Avenue	6 units	HA				Four existing single family homes per field visit 8/6/08
~~100~~*110*	Wiseburn School District	5403 W. 138th St and 5309 W. 135th St and 13500 Aviation Boulevard	School Renovation. Existing Peter Burnett School at 5403 W. 138th Street	HA				Juan Cabrillo Elementary School under construction at 5309 W. 135th Street per field visit 8/6/08
~~101~~*111*	Adult School and Day Care	106 East Manchester Boulevard	27,477 sq. ft.; office conversion	IN				Existing adult school under renovation per field visit of 8/6/08
~~102~~*112*	Auto Sales and Retail	Prairie Avenue and Imperial Highway, NE Cor	49,000 sq. ft.	IN				Under construction per field visit of 8/6/08
~~103~~*113*	Commercial Building Addition	234 W. Manchester Boulevard	12,029 sq. ft.	IN				Construction nearing completion per field visit of 8/6/08
~~104~~*114*	Condominiums	501 East 99th Street	12 units	IN				Existing home per field visit of 8/6/08
~~105~~*115*	Condominiums	940 North Cedar Street	14 units	IN				Existing apartments per field visit 8/6/08
~~106~~*116*	Condominiums	448 North Edgewood Street	6 units	IN				Existing home per field visit of 8/6/08
~~107~~*117*	Condominium	417- 420 N. Market Street	12 units	IN				Existing home per field visit of 8/6/08
~~108~~*118*	Condominiums	450 N. Market Street	12 units	IN				Not started per field visit of 8/7/08
~~109~~*119*	Condominiums	912 S. Myrtle Avenue	7 units	IN				Existing apartments per field visit 8/6/08
~~110~~*120*	Condominium	546 - 568 W. Olive Street	12 units	IN				Completed, but not fully occupied per field visit of 8/6/08
~~111~~*121*	Condominiums	927 South Osage Avenue	7 units	IN				Existing home per field visit of 8/6/08
~~112~~*122*	Condominium	222 W. Spruce Avenue	10 units	IN				Vacant lot per field visit of 8/6/08
~~113~~*123*	Condominium	311 W. Queen Street	8 units	IN				Completed, but not fully occupied per field visit of 8/6/08
~~114~~*124*	Hollywood Park Mixed-Use	1050 South Prairie Avenue	2,995 dwelling units; 300-room hotel; 620,000 sq. ft. retail; 75,000 sq. ft. office; 10,000 sq. ft. of civic use;	IN				Final EIR scheduled for August 2008

Table 4.1-11

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
	Development		120,000 sq ft. casino					
~~115~~*125*	Mixed retail/restaurant	Florence Avenue and La Brea Avenue, SE corner	49,800 sq. ft.	IN				Vacant lot per field visit of 8/6/08
~~116~~*126*	Mixed retail/restaurant	Southwest corner of Century/Prairie (Haagen)	97,490 sq. ft.	IN				Existing Taco Bell per field visit of 8/6/08
~~117~~*127*	Residential	704 N. Market Street	6 units	IN				Vacant lot per field visit of 8/6/08
~~118~~*128*	Retail and Office	10318 S. Prairie Avenue	10,000 sq. ft.	IN				Under construction per field visit of 8/6/08
~~119~~*129*	Senior Center and Housing	111 N. Locust Street	95,188 sq. ft.	IN				Vacant lot per field visit of 8/6/08
~~120~~*130*	Shopping Center	11441 S. Crenshaw Boulevard	101,323 sq. ft.	IN				Burlington Coat Factory store complete; further construction pending per field visit 8/6/08
~~121~~*131*	Shopping Center	433 North Centinela Avenue	7,384 sq. ft.	IN				Vacant lot per field visit of 8/6/08
~~122~~*132*	Shopping Center	10922 South Prairie Avenue	8,416 sq. ft.	IN				Vacant paved lot per field visit of 8/6/08
~~123~~*133*	Single Family Homes	11901 S. Yukon Avenue	9 units	IN				Existing housing per field visit of 8/6/08
~~124~~*134*	Transitional Housing	733 S. Hindry Avenue	232,966 sq. ft.	IN				Existing transitional housing per field visit of 8/6/08
~~125~~*135*	Transitional Housing	812 S. Osage Avenue	20 units	IN				Vacant lot per field visit of 8/6/08
~~126~~*136*	Ambrose Hotel	901 Abbot Kinney Boulevard	57-room hotel, 1,200 sq. ft. of retail and 4,300 sq. ft. restaurant	LA	723	30	54	No construction per field visit 8/7/08; existing business open
~~127~~*137*	Animo High School	841 California Avenue	402-student Charter School	LA	1,470	332	176	Unsure of status per field visit 8/7/08; fenced and screened lot
138	*Bank of America*	*7215 W. Manchester Avenue*	*Walk-in bank*	*LA*	*607*	*16*	*65*	*Previous building has been demolished*
139	*Car Wash*	*9204 Airport Boulevard*	*15,251 sq. ft. of car rental facility to be removed*	*LA*	*536*	*20*	*74*	
140	*Central Region Elementary School*	*Teale Street E/O Lincoln Boulevard*	*650 students*	*LA*		*221*		
141	*Daycare Center*	*7900 S. Loyola Boulevard*	*16 student daycare center*	*LA*	*72*	*13*	*13*	
~~128~~*142*	Grosvernor Court	5550 Grosvernor Boulevard	~~215~~ *208* condo units	LA	~~1,260~~ *1,219*	~~95~~ *92*	~~112~~ *146*	~~New surface lot for church per field check 8/7/08~~
~~129~~*143*	Lincoln Boulevard Mixed Use	4004 S. Lincoln Boulevard	98 unit condos & 6020 sf retail	LA	1,550	108	101	Nearing end of construction per field visit 8/7/08
144	*Lincoln Boulevard/ Manchester Avenue*	*7280 - 7298 W. Manchester Avenue*	*Apartments to replace specialty retail*	*LA*	*156*	*36*	*32*	
145	*Office Building*	*5901 Center Drive (at Howard Hughes Pkwy)*	*Approximately 250,000 sq. ft, 5 story office building*	*LA*				*Building permit application in review but no start date. Will be built to suit.*
146	*Private School*	*5401 Beethoven Street*	*420 students*	*LA*	*3,171*	*378*	*256*	
~~130~~*147*	Residential Mixed Use Project	8601 Lincoln Boulevard	527 apartments, 12 live/work units, 22,600 sq. ft. of ground retail uses and 8,000 sq, ft. of restaurant.	LA	899	2	105	Under construction
~~131~~*148*	Villa Allegra	Sepulveda Boulevard, W/S, south of Howard Hughes	Townhomes	LA				Under construction with Spring 2009 opening
~~132~~*149*	The Village at Playa Vista *(Playa Vista Phase II)*	Jefferson Boulevard between McConnell Drive and Centinela Avenue	2,600 residential units; 175,000 sq. ft. office; 150,000 sq ft. retail; 40,000 sq. ft. community serving	LA	24,220	1,626	2,302	~~No construction per field visit 8/7/08~~
150	*Warehouse and Office*	*12700 Braddock Drive*	*134,557 sq. ft. warehouse; 1,357 sq. ft. office. 58,323 sq. ft. of University of CA laundry building to be removed*	*LA*	*459*	*20*	*172*	
~~133~~*151*	Washington Square	300 Washington Boulevard (at Via Dolce)	123 unit condominiums; 6,000 sq. ft. office space. (Existing 176,671 sq. ft. office building to be removed)	LA	-1,194	-222	-250	Under construction per field visit of 8/5/08
~~134~~	~~Hotel~~	~~1800 Sepulveda Boulevard~~	~~52 room hotel~~	~~MB~~				~~Existing strip mall per field visit 8/5/08~~
152	*Westchester Lutheran School Expansion*	*7831 Sepulveda Boulevard*	*600 students*	*LA*	*774*	*252*	*168*	
153	*Bank and Retail*	*1129 N. Sepulveda Boulevard*	*4,000 sq. ft. bank and 2,000 sq. ft. retail; demolition of existing gas station*	*MB*				*New project*
~~135~~*154*	Medical Office	~~1008~~ *1000* Sepulveda Boulevard	~~22,790~~ *23,000* sq. ft. medical office; ~~665~~ *700* sq ft. pharmacy; ~~1,715~~ *1,700* sq. ft coffee shop; (existing 5,400 sq. ft. restaurant to be removed)	MB				Construction complete per field visit 8/5/08
~~136~~*155*	Manhattan Village Shopping Center	3200 N. Sepulveda Boulevard	52,000 sq. ft. mall expansion	MB				Existing shopping center per field visit 8/5/08; no construction
~~137~~	~~Medical Office~~	~~2200 Sepulveda Boulevard~~	~~29, 000 sq. ft. medical office (6,700 sq. ft. existing retail to be removed)~~	~~MB~~				~~Existing retail per field visit 8/5/08~~
~~138~~*156*	Mixed-Use Project (former Good Stuff restaurant)	1300 Highland Avenue	15,000 sq. ft. commercial/office/condominium	MB				Under construction as of 8/5/08
~~139~~	~~Mixed Use Development~~	~~2201 Highland Avenue~~	~~1,500 sq. ft. retail/restaurant; 2 condominiums~~	~~MB~~	~~N/A~~	~~25~~	~~34~~	~~Construction complete per field visit 8/5/08~~
~~140~~*157*	Medical Plaza	222 Sepulveda Boulevard (NE Corner of Sepulveda Boulevard and 2nd Street)	~~21~~ *12*,000 sq. ft. medical office building *and 1,000 sq. ft. retail*. (Existing ~~4,770~~ *5,000* sq. ft. auto repair shop to be removed.)	MB				Existing building closed. No construction per field visit 8/5/08.

Table 4.1-11

Planned Development Projects

No.	Project Name	Address	Description	City[1]	Net Daily Trips	Net AM Trips[2]	Net PM Trips[3]	Comments
~~141~~	~~Office Building~~	~~330 S. Sepulveda Boulevard~~	~~56,000 sq. ft. office building~~	~~MB~~				~~Construction complete per field visit 8/5/08~~
~~142~~*158*	Retail	1727 Artesia Boulevard	5,800 sq. ft. retail	MB				In construction as of 8/5/08
159	*Retail*	*1700 Rosecrans Avenue*	*10,000 sq ft. retail (from warehouse)*	*MB*				*New project*
~~143~~*160*	Rite Aid Store	1100 Manhattan Beach Boulevard	13,000 sq. ft. retail (Existing 8,600 sq. ft. gas station to be removed.)	MB				In construction as of 8/5/08
~~144~~*161*	Sketchers Office Building	330 S. Sepulveda Boulevard	56,000 sq. ft. office	MB	N/A	117	142	Construction complete per field visit 8/7/08
~~145~~*162*	Walgreens	2400 Sepulveda Boulevard	15,000 sq. ft. retail *(demolition of vacant Albertsons store)*	MB				Not started per field visit of 8/5/08

[1] CC = Culver City; CO = County of Los Angeles; ES = El Segundo; HA = Hawthorne; IN = Inglewood; LA = City of Los Angeles; MB = Manhattan Beach.
[2] Represents peak hour trips during the am commuter peak hour (8:00 am to 9:00 am).
[3] Represents peak hour trips during the pm commuter peak hour (5:00 pm to 6:00 pm).

Source: ~~Projects in Culver City from "Culver City Related Projects List" updated November 2, 2007 and sent by Culver City staff to LAWA. Projects in County of Los Angeles from "Related Projects List," dated April 3, 2008, developed and prepared by Suen Fei Lau, Associate Civil Engineer, Los Angeles County Department of Public Works. Projects in City of Hawthorne from their website, http://www.cityofhawthorne.com/depts/planningcommdev/pending_applications/default.asp dated August 6, 2008. Projects in Inglewood from "Related Projects" list dated 3/27/08. Projects in Manhattan Beach faxed from Manhattan Beach City staff to LAWA in March 2008. Information regarding Project # 129 from LADOT Revised Traffic Assessment letter dated October 14, 2003. Information regarding Project # 133 provided by Shoko Yoshikawa of LADOT via e-mail on August 6, 2008.~~ *Projects in Culver City from "Culver City Related Projects List" dated April 8, 2008 and sent by Culver City staff to LAWA. Projects in County of Los Angeles from "Related Projects List," dated April 3, 2008, developed and prepared by Suen Fei Lau, Associate Civil Engineer, Los Angeles County Department of Public Works. Projects in City of Hawthorne were based on the the City's website: http://www.cityofhawthorne.com/depts/planningcommdev/pending_applications/default.asp dated August 6, 2008 and updated in a letter from Mr. Christopher Palmer, Planning Assistant, City of Hawthorne, on August 27, 2008. Projects in Inglewood from "Related Projects" list dated 3/27/08. Projects in Manhattan Beach sent from Manhattan Beach City staff to LAWA in May 2008. Information regarding Project # 129 from LADOT Revised Traffic Assessment letter dated October 14, 2003. Information regarding Project # 133 provided by Shoko Yoshikawa of LADOT via e-mail on August 6, 2008. Trips for Projects # 3 and # 17 are included in the total trips listed in Project # 38.*

Finally, for the air dispersion analysis, it was assumed that the total modeled NOx concentrations were equivalent to NO_2 concentrations, implying 100 percent conversion of NOx to NO_2 by the time the construction plumes reached the receptors. This is a very conservative estimate for the closest receptors in the analysis since NOx emitted from construction equipment is only 5 to 10 percent NO_2, typically.

[40] *U.S. Environmental Protection Agency, User's Guide for the AMS/EPA Regulatory Model - AERMOD, EPA-454/B-03-001, September 2004.*

[41] *Receptors represent locations in the vicinity of the airport where people could potentially be exposed to the CFTP construction-related air pollutants by breathing the air.*

5. The first paragraph on page 4-64 of the Draft EIR is hereby revised as follows:

Baseline conditions discussed herein refer to calendar year ~~2006~~ *2007*, the last full calendar year for which existing air quality data was available from SCAQMD when the air quality analysis was prepared. The airport is located within the South Coast Air Basin of California, a 6,745 square-mile area encompassing all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties.

6. Section 4.2.4 of the CFTP Draft EIR is hereby revised as follows:

The SCAQMD has developed operational and construction-related thresholds of significance for air quality impacts of projects proposed in the Basin. These thresholds, which are included in the SCAQMD CEQA Air Quality Handbook *as updated on SCAQMD's website*, are utilized for purposes of CEQA, and are summarized in **Table 4.2-5**. In accordance with the SCAQMD CEQA Air Quality Handbook, a significant air quality impact would occur if the estimated incremental increase in construction-related emissions attributable to the project would be greater than the daily or quarterly construction emission thresholds presented in **Table 4.2-5**. *In addition, a significant impact would occur if the estimated construction-related concentrations would be greater than the concentration thresholds presented in **Table 4.2-5**.*

Table 4.2-5

SCAQMD CEQA Thresholds of Significance for Air Pollutants in the South Coast Air Basin

	Mass Emission Thresholds		
	Construction		Operation
Pollutant	**lbs/day**	**tons/quarter**	**lbs/day**
CO	550	24.75	550
NO_x	100	2.5	55
ROG[1]	75	2.5	55
SO_2	150	6.75	150
PM10	150	6.75	150
PM2.5	55	N/A	55
Lead	3	N/A	3

	Construction Ambient Air Quality Thresholds for Criteria Pollutants		
	Averaging Period	***Concentration***	***Project Only or Total[2]***
CO	*1-Hour*	*20 ppm [3] (23 mg/m^3) [4]*	*Total incl. Background*
CO	*8-Hour*	*9.0 ppm (10 mg/m^3)*	*Total incl. Background*
NO_x (as NO_2)	*1-Hour*	*0.18 ppm (339 ug/m^3) [5]*	*Total incl. Background*
NO_x (as NO_2)	*Annual*	*0.030 ppm (57 ug/m^3)*	*Total incl. Background*
PM10	*24-Hour*	*10.4 ug/m^3*	*Project Only*
PM2.5	*24-Hour*	*10.4 ug/m^3*	*Project Only*

[1] The emissions of volatile organic compounds (VOC) and reactive organic gases (ROG) are essentially the same for the combustion emission sources that are considered in this EIR. This EIR will typically refer to organic emissions as ROG.

[2] *The concentration threshold for attainment pollutants (CO and NO_2) is the CAAQS, which is at least as stringent as the NAAQS. The concentration threshold for nonattainment pollutants (PM10 and PM2.5) has been developed by SCAQMD for project construction impacts only.*

[3] *ppm = parts per million*

[4] *mg/m^3 = milligrams per cubic meter*

[5] *ug/m^3 = micrograms per cubic meter*

Source: SCAQMD, 1993, 2008.

7. The following text and tables are added immediately following Table 4.2-8 in Section 4.2.6.1:

*Uncontrolled peak CFTP construction concentrations at the fence-line are presented in **Tables 4.2-8A and 4.2-8B**. Neither the peak 1-hour and 8-hour average concentrations of CO nor the peak 1-hour and annual average concentrations of NO_2 would cause the respective CAAQS or NAAQS to be exceeded, as shown in **Table 4.2-8A**. The peak 24-hour average concentrations of PM10 and PM2.5 would not exceed the SCAQMD CEQA significance threshold for construction impacts, as shown in **Table 4.2-8B**. Therefore, uncontrolled CFTP construction concentration impacts would not be significant.*

Table 4.2-8A

Concentrations of CO and NO_2 for CFTP Peak Construction

Pollutant	Averaging Period	CFTP Construction Contribution	Back-ground[1]	Total w/CFTP	CAAQS[2]	Significant? (Yes/No)
CO	1-Hour	43 ug/m^3	3,450 ug/m^3	3,493 ug/m^3	23,000 ug/m^3	No
CO	8-Hour	10 ug/m^3	2,667 ug/m^3	2,677 ug/m^3	10,000 ug/m^3	No
NO_2	1-Hour	91 ug/m^3	186 ug/m^3	277 ug/m^3	339 ug/m^3	No
NO_2	Annual	1 ug/m^3	29 ug/m^3	30 ug/m^3	57 ug/m^3	No

[1] *The background concentration for each pollutant is the highest measured value for the previous three years (2005-2007), presented in Table 4.2-4 and converted to ug/m^3 for purposes of this table.*

[2] *The CAAQS for each pollutant and averaging period is at least as stringent as the NAAQS; therefore, the comparison is made to the CAAQS. CAAQS values in parts per million (ppm) are presented in Table 4.2-2.*

Sources: CDM, 2008; SCAQMD 1993.

Table 4.2-8B

Concentrations of PM10 and PM2.5 for CFTP Peak Construction

Pollutant	Averaging Period	CFTP Construction Contribution	SCAQMD Significance Threshold	Significant? (Yes/No)
PM10	24-Hour	2.2 ug/m^3	10.4 ug/m^3	No
PM2.5	24-Hour	0.7 ug/m^3	10.4 ug/m^3	No

Sources: CDM, 2008; SCAQMD 1993.

Chapter 5, Other Environmental Resources

1. The second paragraph on page 5-54 of the Draft EIR is hereby revised as follows:

   As described above, under the LAX Master Plan, in the event of a pool fire at the LAXFUEL Fuel Farm, individuals may be injured on the access road near the operations center, and at adjacent buildings~~, including the new ARFF proposed at the northeast edge of the fuel farm~~. Under the CFTP, ~~two optional sites are proposed for~~ the new ARFF~~; at the northeast corner of World Way West and Coast Guard Road, which would also be within the hazard footprint for a risk of upset at the fuel farm and could be injured; and~~ at the western edge of the proposed (relocated) RON~~, which~~ would be outside the hazard footprint for a risk of upset at the fuel farm. As described above, due to the numerous safety features currently in place and compliance with all applicable setback and regulatory requirements, the risk of a pool fire at the LAXFUEL Fuel Farm would be low. Because the likelihood and consequences of a pool fire under the LAX Master Plan would be the same as or less than under baseline conditions, the risk of upset impact of this scenario would be less than significant.

2. The first full paragraph on page 5-60 (Section 5.13.5.1) of the CFTP Draft EIR is hereby revised as follows:

   Construction of the CFTP would require the relocation of existing water transmission lines in the project area. Specifically, *a* water line~~s~~ that cross*es* beneath World Way West may need to be relocated to allow for the realignment and depression of the road. ~~In addition, construction of the~~

~~proposed Taxiway C13 and associated service road would interrupt an existing north south fire water loop north of World Way West. A new connection is proposed to maintain the fire water service loop north of World Way West. South of World Way West another fire water loop will be protected in place and existing hydrants would be replaced with flush mounted types to meet FAA clearance requirements~~ The~~se~~ proposed ~~facilities are~~ *water line relocation in World Way West is* shown in Figure 2-14.

3. The third paragraph on page 5-60 (Section 5.13.5.1) of the CFTP Draft EIR is hereby revised as follows:

Construction of the CFTP ~~would~~ *may* require *minor relocations of sewer lines in the project area* ~~construction of a short sewer line segment that would connect a new oil/water separator to the existing sewer line in Coast Guard Road~~. The NORS crosses beneath the CFTP project site at depth of approximately 60 feet and would not be adversely affected by project construction. Implementation of Master Plan Commitment PU-1 in the LAX Master Plan MMRP would ensure that impact to wastewater collection facilities would be less than significant.

Chapter 7, List of Preparers, Parties to Whom NOP was Sent, References, NOP Comments, and List of Acronyms

1. The following recipients of the NOP are hereby added to Section 7.2 of the Draft EIR:

Alliance for a Regional Solution to Airport Congestion
Denny Schneider, President
7929 Breen Avenue
Los Angeles, CA 90045

Chatten-Brown & Carstens
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3.3 Corrections and Additions to Appendices to the Draft EIR

Appendix C - Air Quality Data

1. The following section is hereby added to Appendix C, page 1:

1.3 Construction Concentrations (Air Dispersion Modeling)

The AERMOD output files generated for the criteria pollutant air concentration analysis for construction sources are presented in Attachment 2. Included in Attachment 2 are the model run outputs for:

- *1-hour NOx*
- *Annual NOx*
- *1-hour and 8-hour CO*
- *24-hour PM10*
- *24-hour PM2.5*

2. A new attachment, Attachment 2, is hereby added to Appendix C, following Attachment 1. The new attachment is provided on the following pages.

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Attachment 2

CFTP Construction Concentrations
(Air Dispersion Modeling)
AERMOD Output Files

CONC DFAULT ELEV FLGPOL

*** MODEL SETUP OPTIONS SUMMARY ***

- -

**Model Is Setup For Calculation of Average CONCentration Values.

  -- DEPOSITION LOGIC --
**Model Uses NO DRY DEPLETION. DDPLETE = F
**Model Uses NO WET DEPLETION. WDPLETE = F
**NO GAS DRY DEPOSITION Data Provided.

**Model Uses URBAN Dispersion Algorithm for the SBL for 196 Source(s),
  for Total of 1 Urban Area(s):
  Urban Population = 165468.0 ; Urban Roughness Length = 1.000 m

**Model Uses Regulatory DEFAULT Options:
          1. Stack-tip Downwash.
          2. Model Accounts for ELEVated Terrain Effects.
          3. Use Calms Processing Routine.
          4. Use Missing Data Processing Routine.
          5. No Exponential Decay for URBAN/Non-SO2

**Model Accepts FLAGPOLE Receptor Heights.

**Model Calculates 1 Short Term Average(s) of: 1-HR

**This Run Includes: 196 Source(s); 4 Source Group(s); and 120 Receptor(s)

**The Model Assumes A Pollutant Type of: NOX

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
        Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
        Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 0.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
                Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
                Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 1.5 MB of RAM.

**File for Saving Result Arrays: NOx1Hr.sv1

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000001	0	0.19124E-02	368157.3	3755892.2	0.0	0.00	8.74	1.16	YES	HROFDY
L0000002	0	0.19124E-02	368175.7	3755896.0	0.0	0.00	8.74	1.16	YES	HROFDY
L0000003	0	0.19124E-02	368182.2	3755885.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000004	0	0.19124E-02	368184.6	3755868.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000005	0	0.19124E-02	368187.0	3755851.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000006	0	0.19124E-02	368189.3	3755834.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000007	0	0.19124E-02	368191.7	3755817.2	0.0	0.00	7.96	1.16	YES	HROFDY
L0000008	0	0.19124E-02	368194.0	3755800.2	0.0	0.00	7.96	1.16	YES	HROFDY
L0000009	0	0.19124E-02	368209.4	3755797.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000010	0	0.19124E-02	368229.2	3755799.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000011	0	0.19124E-02	368248.8	3755802.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000012	0	0.19124E-02	368268.5	3755804.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000013	0	0.19124E-02	368288.2	3755807.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000014	0	0.19124E-02	368307.9	3755810.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000015	0	0.19124E-02	368327.6	3755812.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000016	0	0.19124E-02	368347.3	3755815.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000017	0	0.19124E-02	368367.0	3755817.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000018	0	0.19124E-02	368386.7	3755820.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000019	0	0.19124E-02	368406.4	3755822.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000020	0	0.19124E-02	368426.1	3755825.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000021	0	0.19124E-02	368445.8	3755827.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000022	0	0.19124E-02	368465.5	3755830.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000023	0	0.19124E-02	368485.2	3755832.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000024	0	0.19124E-02	368504.8	3755835.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000025	0	0.19124E-02	368524.5	3755838.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000026	0	0.19124E-02	368544.2	3755840.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000027	0	0.19124E-02	368563.9	3755843.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000028	0	0.19124E-02	368583.6	3755845.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000029	0	0.19124E-02	368603.3	3755848.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000030	0	0.19124E-02	368623.0	3755850.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000031	0	0.19124E-02	368642.7	3755853.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000032	0	0.19124E-02	368662.4	3755855.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000033	0	0.19124E-02	368682.1	3755858.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000034	0	0.19124E-02	368701.8	3755861.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000035	0	0.19124E-02	368721.5	3755863.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000036	0	0.19124E-02	368741.2	3755866.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000037	0	0.19124E-02	368760.8	3755868.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000038	0	0.19124E-02	368780.5	3755871.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000039	0	0.19124E-02	368800.2	3755873.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000040	0	0.19124E-02	368819.9	3755876.2	0.0	0.00	9.24	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000041	0	0.19124E-02	368839.6	3755878.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000042	0	0.19124E-02	368859.3	3755881.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000043	0	0.19124E-02	368879.0	3755883.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000044	0	0.19124E-02	368898.7	3755886.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000045	0	0.19124E-02	368918.4	3755889.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000046	0	0.19124E-02	368938.1	3755891.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000047	0	0.19124E-02	368957.8	3755894.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000048	0	0.19124E-02	368977.5	3755896.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000049	0	0.19124E-02	368997.2	3755899.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000050	0	0.19124E-02	369001.1	3755914.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000051	0	0.19124E-02	368999.8	3755934.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000052	0	0.19124E-02	368998.5	3755954.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000053	0	0.19124E-02	368997.2	3755974.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000054	0	0.19124E-02	368995.8	3755994.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000055	0	0.19124E-02	368994.5	3756014.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000056	0	0.19124E-02	368993.2	3756034.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000057	0	0.19124E-02	368991.8	3756054.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000058	0	0.19124E-02	368990.5	3756074.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000059	0	0.19124E-02	368989.2	3756094.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000060	0	0.19124E-02	368987.8	3756114.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000061	0	0.19124E-02	368986.5	3756134.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000062	0	0.19124E-02	368985.2	3756153.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000063	0	0.19124E-02	368983.8	3756173.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000064	0	0.19124E-02	368982.5	3756193.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000065	0	0.19124E-02	368981.2	3756213.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000066	0	0.19124E-02	368979.9	3756233.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000067	0	0.19124E-02	368978.5	3756253.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000068	0	0.19124E-02	368977.2	3756273.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000069	0	0.19124E-02	368975.9	3756293.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000070	0	0.19124E-02	368974.6	3756313.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000071	0	0.19124E-02	368973.2	3756333.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000072	0	0.19124E-02	368971.9	3756353.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000073	0	0.19124E-02	368970.6	3756373.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000074	0	0.19124E-02	368969.2	3756393.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000075	0	0.19124E-02	368967.9	3756413.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000076	0	0.19124E-02	368966.6	3756433.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000077	0	0.19124E-02	368965.2	3756452.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000078	0	0.19124E-02	368963.9	3756472.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000079	0	0.19124E-02	368962.6	3756492.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000080	0	0.19124E-02	368961.3	3756512.8	0.0	0.00	9.29	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000081	0	0.19124E-02	368959.9	3756532.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000082	0	0.19124E-02	368958.6	3756552.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000083	0	0.19124E-02	368957.3	3756572.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000084	0	0.19124E-02	368956.0	3756592.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000085	0	0.19124E-02	368954.6	3756612.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000086	0	0.19124E-02	368953.3	3756632.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000087	0	0.19124E-02	368952.0	3756652.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000088	0	0.19124E-02	368950.7	3756672.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000089	0	0.19124E-02	368949.3	3756692.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000090	0	0.19124E-02	368948.0	3756712.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000091	0	0.19124E-02	368946.7	3756732.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000092	0	0.19124E-02	368945.3	3756751.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000093	0	0.19124E-02	368944.0	3756771.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000094	0	0.19124E-02	368942.7	3756791.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000095	0	0.19124E-02	368941.3	3756811.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000096	0	0.19124E-02	368940.0	3756831.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000097	0	0.19124E-02	368938.7	3756851.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000098	0	0.19124E-02	368937.4	3756871.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000099	0	0.19124E-02	368936.0	3756891.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000100	0	0.19124E-02	368934.7	3756911.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000101	0	0.19124E-02	368919.5	3756914.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000102	0	0.19124E-02	368899.7	3756912.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000103	0	0.19124E-02	368879.9	3756910.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000104	0	0.19124E-02	368860.0	3756907.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000105	0	0.19124E-02	368840.2	3756905.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000106	0	0.19124E-02	368820.4	3756903.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000107	0	0.19124E-02	368800.6	3756901.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000108	0	0.19124E-02	368780.8	3756898.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000109	0	0.19124E-02	368760.9	3756896.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000110	0	0.19124E-02	368741.1	3756894.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000111	0	0.19124E-02	368721.3	3756892.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000112	0	0.19124E-02	368701.4	3756889.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000113	0	0.19124E-02	368681.6	3756887.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000114	0	0.19124E-02	368661.8	3756885.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000115	0	0.19124E-02	368642.0	3756883.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000116	0	0.19124E-02	368622.2	3756880.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000117	0	0.19124E-02	368602.3	3756878.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000118	0	0.19124E-02	368582.5	3756876.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000119	0	0.19124E-02	368562.7	3756873.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000120	0	0.19124E-02	368542.8	3756871.5	0.0	0.00	9.28	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000121	0	0.19124E-02	368523.0	3756869.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000122	0	0.19124E-02	368503.2	3756867.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000123	0	0.19124E-02	368483.4	3756864.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000124	0	0.19124E-02	368463.5	3756862.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000125	0	0.19124E-02	368443.7	3756860.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000126	0	0.19124E-02	368423.9	3756858.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000127	0	0.19124E-02	368404.1	3756855.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000128	0	0.19124E-02	368384.2	3756853.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000129	0	0.19124E-02	368364.4	3756851.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000130	0	0.19124E-02	368344.6	3756849.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000131	0	0.19124E-02	368324.8	3756846.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000132	0	0.19124E-02	368304.9	3756844.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000133	0	0.19124E-02	368285.1	3756842.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000134	0	0.19124E-02	368265.3	3756840.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000135	0	0.19124E-02	368245.5	3756837.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000136	0	0.19124E-02	368225.7	3756835.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000137	0	0.19124E-02	368205.8	3756833.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000138	0	0.19124E-02	368186.0	3756831.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000139	0	0.19124E-02	368166.2	3756828.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000140	0	0.19124E-02	368146.3	3756826.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000141	0	0.19124E-02	368126.5	3756824.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000142	0	0.19124E-02	368106.7	3756821.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000143	0	0.19124E-02	368086.9	3756819.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000144	0	0.19124E-02	368067.0	3756817.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000145	0	0.19124E-02	368047.2	3756815.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000146	0	0.19124E-02	368044.1	3756800.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000147	0	0.19124E-02	368046.5	3756780.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000148	0	0.19124E-02	368048.9	3756761.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000149	0	0.19124E-02	368051.3	3756742.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000150	0	0.19124E-02	368053.8	3756722.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000151	0	0.19124E-02	368056.2	3756703.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000152	0	0.19124E-02	368058.6	3756684.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000153	0	0.19124E-02	368061.0	3756664.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000154	0	0.19124E-02	368063.4	3756645.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000155	0	0.19124E-02	368065.8	3756626.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000156	0	0.19124E-02	368068.2	3756606.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000157	0	0.19124E-02	368070.7	3756587.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000158	0	0.19124E-02	368073.1	3756567.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000159	0	0.19124E-02	368075.5	3756548.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000160	0	0.19124E-02	368077.9	3756529.0	0.0	0.00	9.07	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000161	0	0.19124E-02	368080.4	3756509.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000162	0	0.19124E-02	368082.8	3756490.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000163	0	0.19124E-02	368085.2	3756471.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000164	0	0.19124E-02	368087.6	3756451.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000165	0	0.19124E-02	368090.1	3756432.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000166	0	0.19124E-02	368092.5	3756413.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000167	0	0.19124E-02	368090.2	3756397.2	0.0	0.00	7.47	1.16	YES	HROFDY
L0000168	0	0.19124E-02	368085.9	3756381.8	0.0	0.00	7.47	1.16	YES	HROFDY
L0000169	0	0.19124E-02	368086.6	3756365.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000170	0	0.19124E-02	368089.4	3756348.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000171	0	0.19124E-02	368092.2	3756331.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000172	0	0.19124E-02	368095.1	3756314.2	0.0	0.00	7.99	1.16	YES	HROFDY
L0000173	0	0.19124E-02	368097.9	3756297.2	0.0	0.00	7.99	1.16	YES	HROFDY
L0000174	0	0.19124E-02	368107.4	3756283.5	0.0	0.00	8.05	1.16	YES	HROFDY
L0000175	0	0.19124E-02	368119.7	3756271.2	0.0	0.00	8.05	1.16	YES	HROFDY
L0000176	0	0.19124E-02	368131.9	3756259.0	0.0	0.00	8.05	1.16	YES	HROFDY
L0000177	0	0.19124E-02	368137.3	3756240.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000178	0	0.19124E-02	368139.8	3756221.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000179	0	0.19124E-02	368142.3	3756201.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000180	0	0.19124E-02	368144.8	3756181.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000181	0	0.19124E-02	368147.3	3756161.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000182	0	0.19124E-02	368149.8	3756142.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000183	0	0.19124E-02	368152.3	3756122.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000184	0	0.19124E-02	368154.9	3756102.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000185	0	0.19124E-02	368157.4	3756082.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000186	0	0.19124E-02	368159.9	3756062.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000187	0	0.19124E-02	368162.4	3756043.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000188	0	0.19124E-02	368164.9	3756023.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000189	0	0.19124E-02	368167.4	3756003.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000190	0	0.19124E-02	368169.9	3755983.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000191	0	0.19124E-02	368172.4	3755964.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000192	0	0.19124E-02	368174.9	3755944.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000193	0	0.19124E-02	368177.4	3755924.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000194	0	0.19124E-02	368180.0	3755904.8	0.0	0.00	9.27	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** AREAPOLY SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC /METER**2)	LOCATION OF AREA X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	NUMBER OF VERTS.	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
PAREA01	0	0.30500E-04	368974.5	3755931.8	0.0	5.00	23	1.16	YES	HROFDY
PAREA02	0	0.85000E-05	368158.2	3755835.2	0.0	5.00	16	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID	SOURCE IDs
TAXIWAY	PAREA01 ,
STAGING	PAREA02 ,
HAULING	L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, L0000031, L0000032, L0000033, L0000034, L0000035, L0000036, L0000037, L0000038, L0000039, L0000040, L0000041, L0000042, L0000043, L0000044, L0000045, L0000046, L0000047, L0000048, L0000049, L0000050, L0000051, L0000052, L0000053, L0000054, L0000055, L0000056, L0000057, L0000058, L0000059, L0000060, L0000061, L0000062, L0000063, L0000064, L0000065, L0000066, L0000067, L0000068, L0000069, L0000070, L0000071, L0000072, L0000073, L0000074, L0000075, L0000076, L0000077, L0000078, L0000079, L0000080, L0000081, L0000082, L0000083, L0000084, L0000085, L0000086, L0000087, L0000088, L0000089, L0000090, L0000091, L0000092, L0000093, L0000094, L0000095, L0000096, L0000097, L0000098, L0000099, L0000100, L0000101, L0000102, L0000103, L0000104, L0000105, L0000106, L0000107, L0000108, L0000109, L0000110, L0000111, L0000112, L0000113, L0000114, L0000115, L0000116, L0000117, L0000118, L0000119, L0000120, L0000121, L0000122, L0000123, L0000124, L0000125, L0000126, L0000127, L0000128, L0000129, L0000130, L0000131, L0000132, L0000133, L0000134, L0000135, L0000136, L0000137, L0000138, L0000139, L0000140, L0000141, L0000142, L0000143, L0000144, L0000145, L0000146, L0000147, L0000148, L0000149, L0000150, L0000151, L0000152, L0000153, L0000154, L0000155, L0000156, L0000157, L0000158, L0000159, L0000160, L0000161, L0000162, L0000163, L0000164, L0000165, L0000166, L0000167, L0000168, L0000169, L0000170, L0000171, L0000172, L0000173, L0000174, L0000175, L0000176, L0000177, L0000178, L0000179, L0000180, L0000181, L0000182, L0000183, L0000184, L0000185, L0000186, L0000187, L0000188, L0000189, L0000190, L0000191, L0000192, L0000193, L0000194,
ALL	PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010,

CONC DFAULT ELEV FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022,
L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, L0000031, L0000032, L0000033, L0000034,
L0000035, L0000036, L0000037, L0000038, L0000039, L0000040, L0000041, L0000042, L0000043, L0000044, L0000045, L0000046,
L0000047, L0000048, L0000049, L0000050, L0000051, L0000052, L0000053, L0000054, L0000055, L0000056, L0000057, L0000058,
L0000059, L0000060, L0000061, L0000062, L0000063, L0000064, L0000065, L0000066, L0000067, L0000068, L0000069, L0000070,
L0000071, L0000072, L0000073, L0000074, L0000075, L0000076, L0000077, L0000078, L0000079, L0000080, L0000081, L0000082,
L0000083, L0000084, L0000085, L0000086, L0000087, L0000088, L0000089, L0000090, L0000091, L0000092, L0000093, L0000094,
L0000095, L0000096, L0000097, L0000098, L0000099, L0000100, L0000101, L0000102, L0000103, L0000104, L0000105, L0000106,
L0000107, L0000108, L0000109, L0000110, L0000111, L0000112, L0000113, L0000114, L0000115, L0000116, L0000117, L0000118,
L0000119, L0000120, L0000121, L0000122, L0000123, L0000124, L0000125, L0000126, L0000127, L0000128, L0000129, L0000130,
L0000131, L0000132, L0000133, L0000134, L0000135, L0000136, L0000137, L0000138, L0000139, L0000140, L0000141, L0000142,
L0000143, L0000144, L0000145, L0000146, L0000147, L0000148, L0000149, L0000150, L0000151, L0000152, L0000153, L0000154,
L0000155, L0000156, L0000157, L0000158, L0000159, L0000160, L0000161, L0000162, L0000163, L0000164, L0000165, L0000166,
L0000167, L0000168, L0000169, L0000170, L0000171, L0000172, L0000173, L0000174, L0000175, L0000176, L0000177, L0000178,
L0000179, L0000180, L0000181, L0000182, L0000183, L0000184, L0000185, L0000186, L0000187, L0000188, L0000189, L0000190,
L0000191, L0000192, L0000193, L0000194,

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR
SOURCE ID = PAREA01 ; SOURCE TYPE = AREAPOLY :											
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00
SOURCE ID = PAREA02 ; SOURCE TYPE = AREAPOLY :											
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00
SOURCE ID = L0000001 ; SOURCE TYPE = VOLUME :											
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00
SOURCE ID = L0000002 ; SOURCE TYPE = VOLUME :											
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00
SOURCE ID = L0000003 ; SOURCE TYPE = VOLUME :											
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

The following 38 pages have been deleted from the original AERMOD output file. The source emission rate scalars are identical for Source IDs L0000001 through L0000194, so pages 11 through 48 have been deleted since the data above are simply repeated for these 194 sources.

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = L0000194 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

CONC DFAULT ELEV FLGPOL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	367483.7,	3755199.0,	0.0,	0.0,	1.8);	(	367300.9,	3755623.2,	0.0,	0.0,	1.8);
(	367114.3,	3756056.2,	0.0,	0.0,	1.8);	(	366984.5,	3756357.5,	0.0,	0.0,	1.8);
(	366852.9,	3756663.0,	0.0,	0.0,	1.8);	(	366902.3,	3756692.0,	0.0,	0.0,	1.8);
(	366875.5,	3756760.0,	0.0,	0.0,	1.8);	(	366812.7,	3756738.5,	0.0,	0.0,	1.8);
(	366677.2,	3757024.5,	0.0,	0.0,	1.8);	(	366536.2,	3757322.0,	0.0,	0.0,	1.8);
(	366437.3,	3757530.8,	0.0,	0.0,	1.8);	(	366486.9,	3757537.2,	0.0,	0.0,	1.8);
(	366623.9,	3757468.0,	0.0,	0.0,	1.8);	(	366644.4,	3757530.8,	0.0,	0.0,	1.8);
(	366777.1,	3757519.8,	0.0,	0.0,	1.8);	(	366998.6,	3757642.2,	0.0,	0.0,	1.8);
(	367174.2,	3757739.5,	0.0,	0.0,	1.8);	(	367290.7,	3757694.2,	0.0,	0.0,	1.8);
(	367412.7,	3757694.8,	0.0,	0.0,	1.8);	(	367409.8,	3757735.8,	0.0,	0.0,	1.8);
(	367517.8,	3757796.2,	0.0,	0.0,	1.8);	(	367539.2,	3757802.0,	0.0,	0.0,	1.8);
(	367609.1,	3757676.8,	0.0,	0.0,	1.8);	(	367769.1,	3757644.2,	0.0,	0.0,	1.8);
(	367774.8,	3757718.5,	0.0,	0.0,	1.8);	(	367809.5,	3757834.5,	0.0,	0.0,	1.8);
(	367807.1,	3757935.5,	0.0,	0.0,	1.8);	(	367774.9,	3757958.5,	0.0,	0.0,	1.8);
(	367798.1,	3758011.0,	0.0,	0.0,	1.8);	(	367914.4,	3757961.5,	0.0,	0.0,	1.8);
(	367904.5,	3757930.2,	0.0,	0.0,	1.8);	(	368108.7,	3757840.2,	0.0,	0.0,	1.8);
(	368232.8,	3757790.2,	0.0,	0.0,	1.8);	(	368308.9,	3757761.5,	0.0,	0.0,	1.8);
(	368603.4,	3757765.0,	0.0,	0.0,	1.8);	(	368603.8,	3757718.5,	0.0,	0.0,	1.8);
(	368769.7,	3757798.5,	0.0,	0.0,	1.8);	(	369017.2,	3757954.2,	0.0,	0.0,	1.8);
(	369080.3,	3757864.0,	0.0,	0.0,	1.8);	(	369224.0,	3757952.2,	0.0,	0.0,	1.8);
(	369408.7,	3757730.0,	0.0,	0.0,	1.8);	(	369454.2,	3757776.0,	0.0,	0.0,	1.8);
(	369265.0,	3757996.5,	0.0,	0.0,	1.8);	(	369451.6,	3758128.0,	0.0,	0.0,	1.8);
(	369460.0,	3758394.2,	0.0,	0.0,	1.8);	(	369853.1,	3758394.2,	0.0,	0.0,	1.8);
(	369850.4,	3758078.0,	0.0,	0.0,	1.8);	(	370298.6,	3758078.2,	0.0,	0.0,	1.8);
(	370297.5,	3757962.8,	0.0,	0.0,	1.8);	(	370382.3,	3757966.0,	0.0,	0.0,	1.8);
(	370510.1,	3758027.2,	0.0,	0.0,	1.8);	(	370505.6,	3758087.8,	0.0,	0.0,	1.8);
(	370886.4,	3758089.0,	0.0,	0.0,	1.8);	(	370885.1,	3757750.5,	0.0,	0.0,	1.8);
(	370907.3,	3757701.5,	0.0,	0.0,	1.8);	(	370944.9,	3757670.0,	0.0,	0.0,	1.8);
(	371045.8,	3757667.5,	0.0,	0.0,	1.8);	(	371046.3,	3757585.0,	0.0,	0.0,	1.8);
(	371121.7,	3757583.5,	0.0,	0.0,	1.8);	(	371192.6,	3757720.2,	0.0,	0.0,	1.8);
(	371254.0,	3757762.2,	0.0,	0.0,	1.8);	(	371263.7,	3757782.5,	0.0,	0.0,	1.8);
(	371372.3,	3757782.2,	0.0,	0.0,	1.8);	(	371399.4,	3757806.2,	0.0,	0.0,	1.8);
(	371798.3,	3758080.2,	0.0,	0.0,	1.8);	(	371908.2,	3757933.5,	0.0,	0.0,	1.8);
(	371964.2,	3757921.8,	0.0,	0.0,	1.8);	(	371970.2,	3757841.5,	0.0,	0.0,	1.8);
(	372023.3,	3757843.2,	0.0,	0.0,	1.8);	(	372019.9,	3757551.5,	0.0,	0.0,	1.8);
(	372002.4,	3757140.2,	0.0,	0.0,	1.8);	(	371514.1,	3757136.2,	0.0,	0.0,	1.8);
(	371034.6,	3757132.5,	0.0,	0.0,	1.8);	(	371034.4,	3757085.2,	0.0,	0.0,	1.8);
(	370764.2,	3757087.0,	0.0,	0.0,	1.8);	(	370754.0,	3756817.8,	0.0,	0.0,	1.8);
(	371031.5,	3756807.2,	0.0,	0.0,	1.8);	(	371033.1,	3756780.2,	0.0,	0.0,	1.8);
(	371483.1,	3756770.2,	0.0,	0.0,	1.8);	(	371817.2,	3756763.0,	0.0,	0.0,	1.8);
(	372274.4,	3756752.8,	0.0,	0.0,	1.8);	(	372713.4,	3756743.0,	0.0,	0.0,	1.8);
(	372702.6,	3756552.5,	0.0,	0.0,	1.8);	(	372818.8,	3756548.8,	0.0,	0.0,	1.8);
(	372814.4,	3756455.0,	0.0,	0.0,	1.8);	(	372796.8,	3756367.5,	0.0,	0.0,	1.8);
(	372704.8,	3756371.5,	0.0,	0.0,	1.8);	(	372706.3,	3756326.8,	0.0,	0.0,	1.8);
(	372927.1,	3756319.2,	0.0,	0.0,	1.8);	(	372926.2,	3756245.0,	0.0,	0.0,	1.8);

CONC DFAULT ELEV FLGPOL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	373456.8,	3756235.5,	0.0,	0.0,	1.8);	(	373448.0,	3755559.8,	0.0,	0.0,	1.8);
(	373222.5,	3755568.8,	0.0,	0.0,	1.8);	(	373219.3,	3755705.0,	0.0,	0.0,	1.8);
(	373134.7,	3755704.0,	0.0,	0.0,	1.8);	(	373131.2,	3755566.8,	0.0,	0.0,	1.8);
(	373054.1,	3755562.8,	0.0,	0.0,	1.8);	(	373046.2,	3755174.0,	0.0,	0.0,	1.8);
(	372725.5,	3755177.0,	0.0,	0.0,	1.8);	(	372624.1,	3755182.2,	0.0,	0.0,	1.8);
(	372237.7,	3755185.5,	0.0,	0.0,	1.8);	(	371843.0,	3755188.8,	0.0,	0.0,	1.8);
(	371462.8,	3755192.0,	0.0,	0.0,	1.8);	(	371049.0,	3755195.5,	0.0,	0.0,	1.8);
(	371056.3,	3755349.0,	0.0,	0.0,	1.8);	(	371043.4,	3755384.0,	0.0,	0.0,	1.8);
(	371042.4,	3755556.2,	0.0,	0.0,	1.8);	(	370995.8,	3755560.2,	0.0,	0.0,	1.8);
(	371001.0,	3755419.2,	0.0,	0.0,	1.8);	(	370801.4,	3755275.5,	0.0,	0.0,	1.8);
(	370666.7,	3755261.8,	0.0,	0.0,	1.8);	(	370380.3,	3755263.2,	0.0,	0.0,	1.8);
(	370075.9,	3755265.0,	0.0,	0.0,	1.8);	(	369786.9,	3755266.5,	0.0,	0.0,	1.8);
(	369498.0,	3755268.2,	0.0,	0.0,	1.8);	(	369193.6,	3755269.8,	0.0,	0.0,	1.8);
(	368889.2,	3755271.5,	0.0,	0.0,	1.8);	(	368569.3,	3755273.2,	0.0,	0.0,	1.8);
(	368274.8,	3755274.8,	0.0,	0.0,	1.8);	(	367936.4,	3755213.2,	0.0,	0.0,	1.8);

CONC DFAULT ELEV FLGPOL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 0 0 0 0
AND END DATE: 9999 99 99 24

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,

CONC DFAULT ELEV FLGPOL

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: C:\Lakes\Projects\OS_96.SFC Met Version: 07026
Profile file: C:\Lakes\Projects\OS_96.PFL
Surface format: (3(I2,1X),I3,1X,I2,1X,F6.1,1X,3(F6.3,1X),2(F5.0,1X),F8.1,1X,F6.3,1X,2(F6.2,1X),F7.2,1X,F5.0,3(1X,F6.1))
Profile format: (4(I2,1X),F6.1,1X,I1,1X,F5.0,1X,F7.2,1X,F7.2,1X,F6.1,1X,F7.2)
Surface station no.: 23174 Upper air station no.: 3190
Name: LOS_ANGELES/INT'L_ARPT Name: UNKNOWN
Year: 1996 Year: 1996

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
96	01	01	1	01	-64.0	0.658	-9.000	-9.000	-999.	1228.	400.6	1.00	1.50	1.00	3.10	61.	6.1	291.4	2.0
96	01	01	1	02	-45.5	0.415	-9.000	-9.000	-999.	669.	141.3	1.00	1.50	1.00	2.10	38.	6.1	288.1	2.0
96	01	01	1	03	-27.5	0.248	-9.000	-9.000	-999.	311.	50.0	1.00	1.50	1.00	1.50	34.	6.1	285.4	2.0
96	01	01	1	04	-27.5	0.248	-9.000	-9.000	-999.	284.	50.0	1.00	1.50	1.00	1.50	233.	6.1	285.4	2.0
96	01	01	1	05	-27.5	0.248	-9.000	-9.000	-999.	285.	50.2	1.00	1.50	1.00	1.50	293.	6.1	285.9	2.0
96	01	01	1	06	-45.8	0.415	-9.000	-9.000	-999.	614.	140.2	1.00	1.50	1.00	2.10	162.	6.1	286.4	2.0
96	01	01	1	07	-57.3	0.538	-9.000	-9.000	-999.	907.	245.1	1.00	1.50	1.00	2.60	185.	6.1	285.4	2.0
96	01	01	1	08	-64.0	0.892	-9.000	-9.000	-999.	1936.	1000.6	1.00	1.50	0.68	4.10	183.	6.1	289.2	2.0
96	01	01	1	09	22.5	0.910	0.371	0.005	82.	1995.	-998.0	1.00	1.50	0.47	4.10	237.	6.1	290.4	2.0
96	01	01	1	10	70.3	0.917	1.041	0.005	580.	2019.	-990.8	1.00	1.50	0.40	4.10	181.	6.1	293.8	2.0
96	01	01	1	11	101.2	0.814	1.300	0.005	785.	1707.	-481.9	1.00	1.50	0.38	3.60	234.	6.1	294.9	2.0
96	01	01	1	12	119.0	1.270	1.378	0.007	795.	3284.	-998.0	1.00	1.50	0.37	5.70	236.	6.1	294.9	2.0
96	01	01	1	13	117.5	1.270	1.378	0.007	804.	3290.	-998.0	1.00	1.50	0.37	5.70	243.	6.1	293.8	2.0
96	01	01	1	14	98.4	1.029	1.303	0.005	811.	2494.	-998.1	1.00	1.50	0.38	4.60	249.	6.1	293.8	2.0
96	01	01	1	15	64.2	0.916	1.132	0.005	816.	2051.	-998.0	1.00	1.50	0.41	4.10	252.	6.1	293.8	2.0
96	01	01	1	16	13.6	0.689	0.676	0.005	817.	1381.	-998.0	1.00	1.50	0.49	3.10	254.	6.1	293.1	2.0
96	01	01	1	17	-25.2	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.50	0.72	0.00	0.	6.1	291.4	2.0
96	01	01	1	18	-64.0	0.658	-9.000	-9.000	-999.	1228.	401.4	1.00	1.50	1.00	3.10	237.	6.1	290.4	2.0
96	01	01	1	19	-27.4	0.250	-9.000	-9.000	-999.	505.	51.2	1.00	1.50	1.00	1.50	4.	6.1	288.8	2.0
96	01	01	1	20	-27.3	0.250	-9.000	-9.000	-999.	294.	51.6	1.00	1.50	1.00	1.50	67.	6.1	289.9	2.0
96	01	01	1	21	-27.4	0.250	-9.000	-9.000	-999.	287.	51.2	1.00	1.50	1.00	1.50	30.	6.1	288.8	2.0
96	01	01	1	22	-27.2	0.251	-9.000	-9.000	-999.	290.	52.8	1.00	1.50	1.00	1.50	52.	6.1	288.8	2.0
96	01	01	1	23	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.50	1.00	0.00	0.	6.1	288.1	2.0
96	01	01	1	24	-59.6	0.536	-9.000	-9.000	-999.	904.	233.4	1.00	1.50	1.00	2.60	90.	6.1	286.4	2.0

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
96	01	01	01	6.1	1	61.	3.10	291.5	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: TAXIWAY ***
INCLUDING SOURCE(S): PAREA01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	40.44429	(96020707)	367300.88	3755623.25	45.53434	(96031406)
367114.28	3756056.25	47.08177	(96030207)	366984.53	3756357.50	44.79538	(96020407)
366852.91	3756663.00	41.12833	(96012907)	366902.28	3756692.00	42.06081	(96012907)
366875.53	3756760.00	41.04454	(96012907)	366812.69	3756738.50	40.08038	(96012907)
366677.25	3757024.50	32.31454	(96012907)	366536.22	3757322.00	32.60058	(96101006)
366437.28	3757530.75	31.83880	(96101006)	366486.94	3757537.25	32.45117	(96101006)
366623.91	3757468.00	34.55236	(96101006)	366644.38	3757530.75	34.48804	(96101006)
366777.06	3757519.75	36.28803	(96101006)	366998.56	3757642.25	35.89580	(96101006)
367174.25	3757739.50	32.79216	(96101006)	367290.72	3757694.25	34.70134	(96101006)
367412.66	3757694.75	34.39381	(96101006)	367409.81	3757735.75	32.19906	(96101006)
367517.78	3757796.25	29.26946	(96020108)	367539.25	3757802.00	30.02917	(96020108)
367609.12	3757676.75	34.35182	(96101006)	367769.06	3757644.25	36.67686	(96020108)
367774.81	3757718.50	37.52381	(96020108)	367809.47	3757834.50	38.68516	(96020108)
367807.06	3757935.50	37.76556	(96020108)	367774.94	3757958.50	36.82257	(96020108)
367798.12	3758011.00	36.58058	(96020108)	367914.41	3757961.50	39.27448	(96020108)
367904.53	3757930.25	39.75393	(96020108)	368108.69	3757840.25	45.15982	(96020108)
368232.75	3757790.25	49.68012	(96020206)	368308.88	3757761.50	55.94599	(96020206)
368603.38	3757765.00	74.80582	(96020206)	368603.84	3757718.50	77.79498	(96020206)
368769.72	3757798.50	70.52652	(96020206)	369017.16	3757954.25	61.52585	(96032207)
369080.28	3757864.00	65.50671	(96032207)	369224.00	3757952.25	50.30104	(96032207)
369408.72	3757730.00	41.45039	(96032207)	369454.22	3757776.00	34.06147	(96040807)
369264.97	3757996.50	44.59206	(96032207)	369451.62	3758128.00	24.54537	(96032207)
369459.97	3758394.25	19.69544	(96032207)	369853.09	3758394.25	18.43773	(96040807)
369850.44	3758078.00	22.36567	(96040807)	370298.62	3758078.25	35.79560	(96092907)
370297.53	3757962.75	40.79470	(96092907)	370382.34	3757966.00	40.25195	(96092907)
370510.12	3758027.25	37.16620	(96092907)	370505.62	3758087.75	35.69619	(96092907)
370886.41	3758089.00	30.59680	(96100807)	370885.06	3757750.50	39.87143	(96041506)
370907.31	3757701.50	40.49565	(96041506)	370944.91	3757670.00	40.15837	(96041506)
371045.81	3757667.50	37.92822	(96041506)	371046.34	3757585.00	37.84460	(96041506)
371121.66	3757583.50	35.81018	(96041506)	371192.59	3757720.25	34.64915	(96041506)
371253.97	3757762.25	33.39067	(96041506)	371263.66	3757782.50	33.16647	(96041506)
371372.34	3757782.25	31.18285	(96041506)	371399.44	3757806.25	30.72577	(96041506)
371798.31	3758080.25	24.96892	(96041506)	371908.19	3757933.50	23.21580	(96041506)
371964.22	3757921.75	22.33921	(96041506)	371970.19	3757841.50	21.47941	(96041506)
372023.31	3757843.25	20.71019	(96041506)	372019.88	3757551.50	18.05547	(96021407)
372002.41	3757140.25	22.79518	(96021407)	371514.12	3757136.25	28.03492	(96021407)
371034.56	3757132.50	35.08767	(96021407)	371034.44	3757085.25	35.97348	(96021407)
370764.19	3757087.00	41.67944	(96021407)	370754.00	3756817.75	43.62912	(96021407)
371031.47	3756807.25	36.19636	(96021407)	371033.12	3756780.25	35.73487	(96021407)
371483.09	3756770.25	27.17599	(96021407)	371817.25	3756763.00	22.63320	(96021407)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: TAXIWAY ***
INCLUDING SOURCE(S): PAREA01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	18.35334	(96100606)	372713.41	3756743.00	15.62291	(96100606)
372702.62	3756552.50	15.93326	(96100606)	372818.81	3756548.75	15.29310	(96100606)
372814.44	3756455.00	15.14911	(96100606)	372796.75	3756367.50	14.93142	(96100606)
372704.81	3756371.50	15.42051	(96100606)	372706.31	3756326.75	15.18902	(96100606)
372927.09	3756319.25	14.08884	(96100606)	372926.22	3756245.00	13.68968	(96100606)
373456.81	3756235.50	11.66924	(96100606)	373448.00	3755559.75	7.04101	(96100606)
373222.47	3755568.75	7.33174	(96100606)	373219.34	3755705.00	8.52999	(96100606)
373134.66	3755704.00	8.64449	(96100606)	373131.22	3755566.75	7.40616	(96100606)
373054.09	3755562.75	7.44407	(96100606)	373046.22	3755174.00	6.35133	(96010208)
372725.47	3755177.00	7.36859	(96010208)	372624.12	3755182.25	7.70646	(96010208)
372237.69	3755185.50	9.10161	(96010208)	371843.00	3755188.75	10.57030	(96010208)
371462.81	3755192.00	11.84894	(96010208)	371049.03	3755195.50	12.70504	(96010208)
371056.31	3755349.00	14.31487	(96010208)	371043.41	3755384.00	14.69266	(96010208)
371042.38	3755556.25	15.96495	(96010208)	370995.81	3755560.25	16.31860	(96010208)
371001.00	3755419.25	15.19207	(96010208)	370801.41	3755275.50	13.90731	(96010208)
370666.66	3755261.75	13.62101	(96010208)	370380.28	3755263.25	19.53615	(96020306)
370075.88	3755265.00	36.60598	(96020306)	369786.91	3755266.50	56.09214	(96020306)
369498.00	3755268.25	68.27375	(96020306)	369193.59	3755269.75	47.84825	(96020306)
368889.16	3755271.50	62.56376	(96011009)	368569.28	3755273.25	89.83305	(96012607)
368274.84	3755274.75	84.68020	(96020406)	367936.44	3755213.25	67.23091	(96020707)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: STAGING ***
INCLUDING SOURCE(S): PAREA02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	20.01947	(96012607)	367300.88	3755623.25	24.22508	(96020707)
367114.28	3756056.25	29.73277	(96020407)	366984.53	3756357.50	23.59104	(96101006)
366852.91	3756663.00	13.73061	(96101006)	366902.28	3756692.00	12.52086	(96101006)
366875.53	3756760.00	10.13162	(96101006)	366812.69	3756738.50	11.22158	(96101006)
366677.25	3757024.50	7.62192	(96020108)	366536.22	3757322.00	6.48920	(96020108)
366437.28	3757530.75	5.65587	(96020108)	366486.94	3757537.25	5.76027	(96020108)
366623.91	3757468.00	6.29090	(96020108)	366644.38	3757530.75	5.97746	(96020108)
366777.06	3757519.75	6.12869	(96020206)	366998.56	3757642.25	7.92164	(96020206)
367174.25	3757739.50	7.53007	(96020206)	367290.72	3757694.25	7.35797	(96020206)
367412.66	3757694.75	6.56717	(96032207)	367409.81	3757735.75	6.39901	(96032207)
367517.78	3757796.25	6.62161	(96032207)	367539.25	3757802.00	6.64123	(96032207)
367609.12	3757676.75	7.38303	(96032207)	367769.06	3757644.25	7.11493	(96032207)
367774.81	3757718.50	6.62066	(96032207)	367809.47	3757834.50	5.78888	(96032207)
367807.06	3757935.50	5.34493	(96032207)	367774.94	3757958.50	5.41953	(96032207)
367798.12	3758011.00	5.08656	(96032207)	367914.41	3757961.50	4.54260	(96032207)
367904.53	3757930.25	4.72533	(96032207)	368108.69	3757840.25	3.30830	(96032207)
368232.75	3757790.25	2.57173	(96040807)	368308.88	3757761.50	2.75343	(96040807)
368603.38	3757765.00	2.68084	(96040807)	368603.84	3757718.50	2.75125	(96040807)
368769.72	3757798.50	2.34239	(96040807)	369017.16	3757954.25	2.53746	(96092907)
369080.28	3757864.00	3.16373	(96092907)	369224.00	3757952.25	3.16121	(96092907)
369408.72	3757730.00	4.30479	(96092907)	369454.22	3757776.00	4.15160	(96092907)
369264.97	3757996.50	3.07417	(96092907)	369451.62	3758128.00	2.95561	(96092907)
369459.97	3758394.25	2.14467	(96092907)	369853.09	3758394.25	2.67813	(96092907)
369850.44	3758078.00	3.31544	(96092907)	370298.62	3758078.25	2.90917	(96100807)
370297.53	3757962.75	3.08321	(96100807)	370382.34	3757966.00	3.01503	(96100807)
370510.12	3758027.25	2.85090	(96100807)	370505.62	3758087.75	2.80147	(96100807)
370886.41	3758089.00	2.74296	(96041506)	370885.06	3757750.50	3.17362	(96041506)
370907.31	3757701.50	3.16528	(96041506)	370944.91	3757670.00	3.11669	(96041506)
371045.81	3757667.50	2.97151	(96041506)	371046.34	3757585.00	2.92457	(96041506)
371121.66	3757583.50	2.79913	(96041506)	371192.59	3757720.25	2.78319	(96041506)
371253.97	3757762.25	2.71874	(96041506)	371263.66	3757782.50	2.71372	(96041506)
371372.34	3757782.25	2.57447	(96041506)	371399.44	3757806.25	2.55209	(96041506)
371798.31	3758080.25	2.22489	(96041506)	371908.19	3757933.50	2.04389	(96041506)
371964.22	3757921.75	1.97398	(96041506)	371970.19	3757841.50	1.89509	(96041506)
372023.31	3757843.25	1.83855	(96041506)	372019.88	3757551.50	1.51152	(96022008)
372002.41	3757140.25	1.93522	(96021407)	371514.12	3757136.25	2.09634	(96021407)
371034.56	3757132.50	2.21249	(96021407)	371034.44	3757085.25	2.33916	(96021407)
370764.19	3757087.00	2.64337	(96041506)	370754.00	3756817.75	3.19053	(96021407)
371031.47	3756807.25	2.96327	(96021407)	371033.12	3756780.25	3.00483	(96021407)
371483.09	3756770.25	2.60859	(96021407)	371817.25	3756763.00	2.34211	(96021407)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: STAGING ***
INCLUDING SOURCE(S): PAREA02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	2.02513	(96021407)	372713.41	3756743.00	1.76685	(96021407)
372702.62	3756552.50	1.68752	(96021407)	372818.81	3756548.75	1.62181	(96021407)
372814.44	3756455.00	1.55554	(96021407)	372796.75	3756367.50	1.49402	(96100606)
372704.81	3756371.50	1.53878	(96021407)	372706.31	3756326.75	1.54976	(96100606)
372927.09	3756319.25	1.46539	(96100606)	372926.22	3756245.00	1.49247	(96100606)
373456.81	3756235.50	1.30842	(96100606)	373448.00	3755559.75	1.20521	(96100606)
373222.47	3755568.75	1.27289	(96100606)	373219.34	3755705.00	1.34194	(96100606)
373134.66	3755704.00	1.36958	(96100606)	373131.22	3755566.75	1.29874	(96100606)
373054.09	3755562.75	1.31996	(96100606)	373046.22	3755174.00	1.02576	(96100606)
372725.47	3755177.00	1.08555	(96100606)	372624.12	3755182.25	1.11036	(96100606)
372237.69	3755185.50	1.18948	(96100606)	371843.00	3755188.75	1.27721	(96100606)
371462.81	3755192.00	1.36353	(96100606)	371049.03	3755195.50	1.45610	(96100606)
371056.31	3755349.00	1.82640	(96100606)	371043.41	3755384.00	1.91572	(96100606)
371042.38	3755556.25	2.31712	(96100606)	370995.81	3755560.25	2.36278	(96100606)
371001.00	3755419.25	2.02488	(96100606)	370801.41	3755275.50	1.72473	(96100606)
370666.66	3755261.75	1.72065	(96100606)	370380.28	3755263.25	1.78902	(96100606)
370075.88	3755265.00	2.21521	(96010208)	369786.91	3755266.50	2.80199	(96010208)
369498.00	3755268.25	3.50550	(96010208)	369193.59	3755269.75	4.28053	(96010208)
368889.16	3755271.50	4.73376	(96010208)	368569.28	3755273.25	10.05457	(96020306)
368274.84	3755274.75	20.45619	(96020306)	367936.44	3755213.25	10.87068	(96011009)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: HAULING ***
INCLUDING SOURCE(S): L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	1.07345	(96020707)	367300.88	3755623.25	1.30233	(96011206)
367114.28	3756056.25	1.10258	(96012907)	366984.53	3756357.50	1.02603	(96011206)
366852.91	3756663.00	1.02611	(96020407)	366902.28	3756692.00	1.07633	(96020407)
366875.53	3756760.00	1.02517	(96020407)	366812.69	3756738.50	0.99122	(96020407)
366677.25	3757024.50	0.72935	(96101006)	366536.22	3757322.00	0.72236	(96101006)
366437.28	3757530.75	0.65082	(96101006)	366486.94	3757537.25	0.65349	(96101006)
366623.91	3757468.00	0.71646	(96101006)	366644.38	3757530.75	0.67131	(96101006)
366777.06	3757519.75	0.68459	(96101006)	366998.56	3757642.25	0.56677	(96020108)
367174.25	3757739.50	0.58870	(96020108)	367290.72	3757694.25	0.62273	(96020206)
367412.66	3757694.75	0.79878	(96020206)	367409.81	3757735.75	0.79353	(96020206)
367517.78	3757796.25	0.83685	(96020206)	367539.25	3757802.00	0.83344	(96020206)
367609.12	3757676.75	0.92430	(96020206)	367769.06	3757644.25	0.86521	(96020206)
367774.81	3757718.50	0.79433	(96020206)	367809.47	3757834.50	0.71256	(96020206)
367807.06	3757935.50	0.67205	(96020206)	367774.94	3757958.50	0.66243	(96020206)
367798.12	3758011.00	0.64777	(96020206)	367914.41	3757961.50	0.69672	(96032207)
367904.53	3757930.25	0.71350	(96032207)	368108.69	3757840.25	0.82692	(96020206)
368232.75	3757790.25	0.91242	(96020206)	368308.88	3757761.50	0.95042	(96020206)
368603.38	3757765.00	0.82777	(96032207)	368603.84	3757718.50	0.85668	(96032207)
368769.72	3757798.50	0.78967	(96032207)	369017.16	3757954.25	0.32632	(96020509)
369080.28	3757864.00	0.36814	(96092907)	369224.00	3757952.25	0.36422	(96092907)
369408.72	3757730.00	0.60229	(96092907)	369454.22	3757776.00	0.57428	(96092907)
369264.97	3757996.50	0.34751	(96092907)	369451.62	3758128.00	0.33109	(96092907)
369459.97	3758394.25	0.25021	(96040807)	369853.09	3758394.25	0.30915	(96092907)
369850.44	3758078.00	0.44637	(96092907)	370298.62	3758078.25	0.40937	(96100807)
370297.53	3757962.75	0.44063	(96041506)	370382.34	3757966.00	0.44959	(96041506)
370510.12	3758027.25	0.42633	(96041506)	370505.62	3758087.75	0.39174	(96100807)
370886.41	3758089.00	0.40524	(96041506)	370885.06	3757750.50	0.42297	(96041506)
370907.31	3757701.50	0.41829	(96041506)	370944.91	3757670.00	0.41250	(96041506)
371045.81	3757667.50	0.39860	(96041506)	371046.34	3757585.00	0.40000	(96041506)
371121.66	3757583.50	0.38919	(96041506)	371192.59	3757720.25	0.37897	(96041506)
371253.97	3757762.25	0.37118	(96041506)	371263.66	3757782.50	0.37005	(96041506)
371372.34	3757782.25	0.35627	(96041506)	371399.44	3757806.25	0.35323	(96041506)
371798.31	3758080.25	0.31354	(96041506)	371908.19	3757933.50	0.29051	(96041506)
371964.22	3757921.75	0.28057	(96041506)	371970.19	3757841.50	0.26822	(96041506)
372023.31	3757843.25	0.25872	(96041506)	372019.88	3757551.50	0.22065	(96021407)
372002.41	3757140.25	0.28099	(96021407)	371514.12	3757136.25	0.32455	(96021407)
371034.56	3757132.50	0.38922	(96021407)	371034.44	3757085.25	0.38903	(96021407)
370764.19	3757087.00	0.44182	(96021407)	370754.00	3756817.75	0.41776	(96100606)
371031.47	3756807.25	0.36737	(96021407)	371033.12	3756780.25	0.37027	(96100606)
371483.09	3756770.25	0.32364	(96021407)	371817.25	3756763.00	0.29563	(96021407)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: HAULING ***
INCLUDING SOURCE(S): L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.25813	(96021407)	372713.41	3756743.00	0.22285	(96021407)
372702.62	3756552.50	0.23029	(96100606)	372818.81	3756548.75	0.22402	(96100606)
372814.44	3756455.00	0.22849	(96100606)	372796.75	3756367.50	0.23099	(96100606)
372704.81	3756371.50	0.23612	(96100606)	372706.31	3756326.75	0.23600	(96100606)
372927.09	3756319.25	0.22382	(96100606)	372926.22	3756245.00	0.22223	(96100606)
373456.81	3756235.50	0.19652	(96100606)	373448.00	3755559.75	0.11325	(96100606)
373222.47	3755568.75	0.11961	(96100606)	373219.34	3755705.00	0.14499	(96100606)
373134.66	3755704.00	0.14748	(96100606)	373131.22	3755566.75	0.12130	(96100606)
373054.09	3755562.75	0.12230	(96100606)	373046.22	3755174.00	0.10243	(96032006)
372725.47	3755177.00	0.10666	(96030209)	372624.12	3755182.25	0.10832	(96032006)
372237.69	3755185.50	0.11477	(96010208)	371843.00	3755188.75	0.15015	(96010208)
371462.81	3755192.00	0.18498	(96010208)	371049.03	3755195.50	0.22229	(96010208)
371056.31	3755349.00	0.21711	(96010208)	371043.41	3755384.00	0.21697	(96010208)
371042.38	3755556.25	0.20579	(96010208)	370995.81	3755560.25	0.21175	(96010208)
371001.00	3755419.25	0.22004	(96010208)	370801.41	3755275.50	0.24591	(96010208)
370666.66	3755261.75	0.26129	(96010208)	370380.28	3755263.25	0.29866	(96010208)
370075.88	3755265.00	0.34205	(96010208)	369786.91	3755266.50	0.37044	(96010208)
369498.00	3755268.25	0.79529	(96020306)	369193.59	3755269.75	0.96803	(96020306)
368889.16	3755271.50	0.96502	(96020306)	368569.28	3755273.25	1.41733	(96020306)
368274.84	3755274.75	1.54946	(96012607)	367936.44	3755213.25	1.35118	(96012607)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005,
L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017,
L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	56.65126	(96020707)	367300.88	3755623.25	67.77174	(96031406)
367114.28	3756056.25	74.58696	(96030207)	366984.53	3756357.50	56.10785	(96020407)
366852.91	3756663.00	44.93107	(96012907)	366902.28	3756692.00	45.13685	(96012907)
366875.53	3756760.00	43.32222	(96012907)	366812.69	3756738.50	42.79609	(96012907)
366677.25	3757024.50	35.30780	(96101006)	366536.22	3757322.00	35.09732	(96101006)
366437.28	3757530.75	33.37334	(96101006)	366486.94	3757537.25	33.84495	(96101006)
366623.91	3757468.00	35.94248	(96101006)	366644.38	3757530.75	35.60323	(96101006)
366777.06	3757519.75	37.23580	(96101006)	366998.56	3757642.25	36.39711	(96101006)
367174.25	3757739.50	33.08941	(96101006)	367290.72	3757694.25	35.01611	(96101006)
367412.66	3757694.75	34.67893	(96101006)	367409.81	3757735.75	32.44939	(96101006)
367517.78	3757796.25	30.40383	(96020108)	367539.25	3757802.00	31.09852	(96020108)
367609.12	3757676.75	34.62144	(96101006)	367769.06	3757644.25	37.56094	(96020108)
367774.81	3757718.50	38.32253	(96020108)	367809.47	3757834.50	39.33664	(96020108)
367807.06	3757935.50	38.31562	(96020108)	367774.94	3757958.50	37.37678	(96020108)
367798.12	3758011.00	37.06273	(96020108)	367914.41	3757961.50	39.71280	(96020108)
367904.53	3757930.25	40.23185	(96020108)	368108.69	3757840.25	45.57864	(96020108)
368232.75	3757790.25	50.72615	(96020206)	368308.88	3757761.50	56.96846	(96020206)
368603.38	3757765.00	75.33784	(96020206)	368603.84	3757718.50	78.40138	(96020206)
368769.72	3757798.50	70.79427	(96020206)	369017.16	3757954.25	61.83075	(96032207)
369080.28	3757864.00	65.75950	(96032207)	369224.00	3757952.25	50.46799	(96032207)
369408.72	3757730.00	41.62224	(96032207)	369454.22	3757776.00	35.14668	(96040807)
369264.97	3757996.50	44.74498	(96032207)	369451.62	3758128.00	24.66363	(96032207)
369459.97	3758394.25	19.79471	(96032207)	369853.09	3758394.25	19.14969	(96040807)
369850.44	3758078.00	25.50825	(96092907)	370298.62	3758078.25	38.98007	(96092907)
370297.53	3757962.75	43.94862	(96092907)	370382.34	3757966.00	43.21737	(96092907)
370510.12	3758027.25	39.89963	(96092907)	370505.62	3758087.75	38.48314	(96092907)
370886.41	3758089.00	33.37836	(96100807)	370885.06	3757750.50	43.46802	(96041506)
370907.31	3757701.50	44.07924	(96041506)	370944.91	3757670.00	43.68756	(96041506)
371045.81	3757667.50	41.29836	(96041506)	371046.34	3757585.00	41.16917	(96041506)
371121.66	3757583.50	38.99853	(96041506)	371192.59	3757720.25	37.81133	(96041506)
371253.97	3757762.25	36.48058	(96041506)	371263.66	3757782.50	36.25021	(96041506)
371372.34	3757782.25	34.11359	(96041506)	371399.44	3757806.25	33.63112	(96041506)
371798.31	3758080.25	27.50737	(96041506)	371908.19	3757933.50	25.55019	(96041506)
371964.22	3757921.75	24.59377	(96041506)	371970.19	3757841.50	23.64273	(96041506)
372023.31	3757843.25	22.80745	(96041506)	372019.88	3757551.50	19.60243	(96021407)
372002.41	3757140.25	25.01140	(96021407)	371514.12	3757136.25	30.45581	(96021407)
371034.56	3757132.50	37.68936	(96021407)	371034.44	3757085.25	38.70166	(96021407)
370764.19	3757087.00	44.50373	(96021407)	370754.00	3756817.75	47.22630	(96021407)
371031.47	3756807.25	39.52699	(96021407)	371033.12	3756780.25	39.10694	(96021407)
371483.09	3756770.25	30.10822	(96021407)	371817.25	3756763.00	25.27094	(96021407)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005,
L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017,
L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	20.28910	(96021407)	372713.41	3756743.00	17.07279	(96100606)
372702.62	3756552.50	17.57053	(96100606)	372818.81	3756548.75	16.88727	(96100606)
372814.44	3756455.00	16.81321	(96100606)	372796.75	3756367.50	16.65644	(96100606)
372704.81	3756371.50	17.18597	(96100606)	372706.31	3756326.75	16.97477	(96100606)
372927.09	3756319.25	15.77806	(96100606)	372926.22	3756245.00	15.40440	(96100606)
373456.81	3756235.50	13.17417	(96100606)	373448.00	3755559.75	8.35947	(96100606)
373222.47	3755568.75	8.72426	(96100606)	373219.34	3755705.00	10.01692	(96100606)
373134.66	3755704.00	10.16155	(96100606)	373131.22	3755566.75	8.82619	(96100606)
373054.09	3755562.75	8.88634	(96100606)	373046.22	3755174.00	6.70311	(96010208)
372725.47	3755177.00	7.80194	(96010208)	372624.12	3755182.25	8.16669	(96010208)
372237.69	3755185.50	9.69571	(96010208)	371843.00	3755188.75	11.34192	(96010208)
371462.81	3755192.00	12.84210	(96010208)	371049.03	3755195.50	14.01321	(96010208)
371056.31	3755349.00	15.45332	(96010208)	371043.41	3755384.00	15.80249	(96010208)
371042.38	3755556.25	16.86888	(96010208)	370995.81	3755560.25	17.25208	(96010208)
371001.00	3755419.25	16.29510	(96010208)	370801.41	3755275.50	15.37307	(96010208)
370666.66	3755261.75	15.25631	(96010208)	370380.28	3755263.25	19.64420	(96020306)
370075.88	3755265.00	36.76407	(96020306)	369786.91	3755266.50	56.44840	(96020306)
369498.00	3755268.25	69.12607	(96020306)	369193.59	3755269.75	49.20670	(96020306)
368889.16	3755271.50	63.15261	(96011009)	368569.28	3755273.25	91.05181	(96012607)
368274.84	3755274.75	86.18266	(96020406)	367936.44	3755213.25	70.01894	(96020707)

CONC DFAULT ELEV FLGPOL

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	NETWORK OF TYPE	GRID-ID
TAXIWAY	HIGH 1ST HIGH VALUE IS 89.83305	ON 96012607:	AT (368569.28, 3755273.25, 0.00, 0.00, 1.80)	DC	
STAGING	HIGH 1ST HIGH VALUE IS 29.73277	ON 96020407:	AT (367114.28, 3756056.25, 0.00, 0.00, 1.80)	DC	
HAULING	HIGH 1ST HIGH VALUE IS 1.54946	ON 96012607:	AT (368274.84, 3755274.75, 0.00, 0.00, 1.80)	DC	
ALL	HIGH 1ST HIGH VALUE IS 91.05181	ON 96012607:	AT (368569.28, 3755273.25, 0.00, 0.00, 1.80)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

CONC   DFAULT ELEV   FLGPOL

*** Message Summary : AERMOD Model Execution ***

 --------- Summary of Total Messages --------

A Total of   0 Fatal Error Message(s)
A Total of   0 Warning Message(s)
A Total of   2275 Informational Message(s)

A Total of   920 Calm Hours Identified

A Total of   1355 Missing Hours Identified (15.43 Percent)

CAUTION!: Number of Missing Hours Exceeds 10 Percent of Total!
           Data May Not Be Acceptable for Regulatory Applications.
           See Section 5.3.2 of "Meteorological Monitoring Guidance
           for Regulatory Modeling Applications" (EPA-454/R-99-005).

   ******** FATAL ERROR MESSAGES ********
              *** NONE ***

   ********   WARNING MESSAGES   ********
              *** NONE ***

   ****
   *** AERMOD Finishes Successfully ***
   ****

CONC DFAULT ELEV FLGPOL

*** MODEL SETUP OPTIONS SUMMARY ***

- -

**Model Is Setup For Calculation of Average CONCentration Values.

  -- DEPOSITION LOGIC --
**Model Uses NO DRY DEPLETION. DDPLETE = F
**Model Uses NO WET DEPLETION. WDPLETE = F
**NO GAS DRY DEPOSITION Data Provided.

**Model Uses URBAN Dispersion Algorithm for the SBL for 196 Source(s),
  for Total of 1 Urban Area(s):
  Urban Population = 165468.0 ; Urban Roughness Length = 1.000 m

**Model Uses Regulatory DEFAULT Options:
          1. Stack-tip Downwash.
          2. Model Accounts for ELEVated Terrain Effects.
          3. Use Calms Processing Routine.
          4. Use Missing Data Processing Routine.
          5. No Exponential Decay for URBAN/Non-SO2

**Model Accepts FLAGPOLE Receptor Heights.

**Model Calculates ANNUAL Averages Only

**This Run Includes: 196 Source(s); 4 Source Group(s); and 120 Receptor(s)

**The Model Assumes A Pollutant Type of: NOX

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
        Model Outputs Tables of ANNUAL Averages by Receptor
        Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
                                                               m for Missing Hours
                                                               b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 0.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
                 Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
                 Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 1.5 MB of RAM.

**File for Saving Result Arrays: NOxAnn.sv1

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000001	0	0.15309E-02	368157.3	3755892.2	0.0	0.00	8.74	1.16	YES	HROFDY
L0000002	0	0.15309E-02	368175.7	3755896.0	0.0	0.00	8.74	1.16	YES	HROFDY
L0000003	0	0.15309E-02	368182.2	3755885.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000004	0	0.15309E-02	368184.6	3755868.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000005	0	0.15309E-02	368187.0	3755851.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000006	0	0.15309E-02	368189.3	3755834.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000007	0	0.15309E-02	368191.7	3755817.2	0.0	0.00	7.96	1.16	YES	HROFDY
L0000008	0	0.15309E-02	368194.0	3755800.2	0.0	0.00	7.96	1.16	YES	HROFDY
L0000009	0	0.15309E-02	368209.4	3755797.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000010	0	0.15309E-02	368229.2	3755799.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000011	0	0.15309E-02	368248.8	3755802.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000012	0	0.15309E-02	368268.5	3755804.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000013	0	0.15309E-02	368288.2	3755807.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000014	0	0.15309E-02	368307.9	3755810.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000015	0	0.15309E-02	368327.6	3755812.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000016	0	0.15309E-02	368347.3	3755815.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000017	0	0.15309E-02	368367.0	3755817.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000018	0	0.15309E-02	368386.7	3755820.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000019	0	0.15309E-02	368406.4	3755822.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000020	0	0.15309E-02	368426.1	3755825.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000021	0	0.15309E-02	368445.8	3755827.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000022	0	0.15309E-02	368465.5	3755830.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000023	0	0.15309E-02	368485.2	3755832.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000024	0	0.15309E-02	368504.8	3755835.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000025	0	0.15309E-02	368524.5	3755838.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000026	0	0.15309E-02	368544.2	3755840.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000027	0	0.15309E-02	368563.9	3755843.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000028	0	0.15309E-02	368583.6	3755845.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000029	0	0.15309E-02	368603.3	3755848.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000030	0	0.15309E-02	368623.0	3755850.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000031	0	0.15309E-02	368642.7	3755853.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000032	0	0.15309E-02	368662.4	3755855.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000033	0	0.15309E-02	368682.1	3755858.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000034	0	0.15309E-02	368701.8	3755861.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000035	0	0.15309E-02	368721.5	3755863.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000036	0	0.15309E-02	368741.2	3755866.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000037	0	0.15309E-02	368760.8	3755868.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000038	0	0.15309E-02	368780.5	3755871.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000039	0	0.15309E-02	368800.2	3755873.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000040	0	0.15309E-02	368819.9	3755876.2	0.0	0.00	9.24	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000041	0	0.15309E-02	368839.6	3755878.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000042	0	0.15309E-02	368859.3	3755881.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000043	0	0.15309E-02	368879.0	3755883.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000044	0	0.15309E-02	368898.7	3755886.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000045	0	0.15309E-02	368918.4	3755889.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000046	0	0.15309E-02	368938.1	3755891.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000047	0	0.15309E-02	368957.8	3755894.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000048	0	0.15309E-02	368977.5	3755896.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000049	0	0.15309E-02	368997.2	3755899.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000050	0	0.15309E-02	369001.1	3755914.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000051	0	0.15309E-02	368999.8	3755934.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000052	0	0.15309E-02	368998.5	3755954.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000053	0	0.15309E-02	368997.2	3755974.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000054	0	0.15309E-02	368995.8	3755994.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000055	0	0.15309E-02	368994.5	3756014.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000056	0	0.15309E-02	368993.2	3756034.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000057	0	0.15309E-02	368991.8	3756054.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000058	0	0.15309E-02	368990.5	3756074.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000059	0	0.15309E-02	368989.2	3756094.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000060	0	0.15309E-02	368987.8	3756114.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000061	0	0.15309E-02	368986.5	3756134.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000062	0	0.15309E-02	368985.2	3756153.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000063	0	0.15309E-02	368983.8	3756173.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000064	0	0.15309E-02	368982.5	3756193.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000065	0	0.15309E-02	368981.2	3756213.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000066	0	0.15309E-02	368979.9	3756233.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000067	0	0.15309E-02	368978.5	3756253.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000068	0	0.15309E-02	368977.2	3756273.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000069	0	0.15309E-02	368975.9	3756293.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000070	0	0.15309E-02	368974.6	3756313.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000071	0	0.15309E-02	368973.2	3756333.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000072	0	0.15309E-02	368971.9	3756353.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000073	0	0.15309E-02	368970.6	3756373.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000074	0	0.15309E-02	368969.2	3756393.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000075	0	0.15309E-02	368967.9	3756413.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000076	0	0.15309E-02	368966.6	3756433.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000077	0	0.15309E-02	368965.2	3756452.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000078	0	0.15309E-02	368963.9	3756472.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000079	0	0.15309E-02	368962.6	3756492.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000080	0	0.15309E-02	368961.3	3756512.8	0.0	0.00	9.29	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000081	0	0.15309E-02	368959.9	3756532.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000082	0	0.15309E-02	368958.6	3756552.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000083	0	0.15309E-02	368957.3	3756572.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000084	0	0.15309E-02	368956.0	3756592.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000085	0	0.15309E-02	368954.6	3756612.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000086	0	0.15309E-02	368953.3	3756632.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000087	0	0.15309E-02	368952.0	3756652.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000088	0	0.15309E-02	368950.7	3756672.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000089	0	0.15309E-02	368949.3	3756692.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000090	0	0.15309E-02	368948.0	3756712.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000091	0	0.15309E-02	368946.7	3756732.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000092	0	0.15309E-02	368945.3	3756751.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000093	0	0.15309E-02	368944.0	3756771.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000094	0	0.15309E-02	368942.7	3756791.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000095	0	0.15309E-02	368941.3	3756811.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000096	0	0.15309E-02	368940.0	3756831.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000097	0	0.15309E-02	368938.7	3756851.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000098	0	0.15309E-02	368937.4	3756871.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000099	0	0.15309E-02	368936.0	3756891.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000100	0	0.15309E-02	368934.7	3756911.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000101	0	0.15309E-02	368919.5	3756914.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000102	0	0.15309E-02	368899.7	3756912.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000103	0	0.15309E-02	368879.9	3756910.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000104	0	0.15309E-02	368860.0	3756907.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000105	0	0.15309E-02	368840.2	3756905.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000106	0	0.15309E-02	368820.4	3756903.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000107	0	0.15309E-02	368800.6	3756901.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000108	0	0.15309E-02	368780.8	3756898.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000109	0	0.15309E-02	368760.9	3756896.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000110	0	0.15309E-02	368741.1	3756894.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000111	0	0.15309E-02	368721.3	3756892.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000112	0	0.15309E-02	368701.4	3756889.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000113	0	0.15309E-02	368681.6	3756887.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000114	0	0.15309E-02	368661.8	3756885.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000115	0	0.15309E-02	368642.0	3756883.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000116	0	0.15309E-02	368622.2	3756880.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000117	0	0.15309E-02	368602.3	3756878.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000118	0	0.15309E-02	368582.5	3756876.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000119	0	0.15309E-02	368562.7	3756873.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000120	0	0.15309E-02	368542.8	3756871.5	0.0	0.00	9.28	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000121	0	0.15309E-02	368523.0	3756869.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000122	0	0.15309E-02	368503.2	3756867.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000123	0	0.15309E-02	368483.4	3756864.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000124	0	0.15309E-02	368463.5	3756862.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000125	0	0.15309E-02	368443.7	3756860.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000126	0	0.15309E-02	368423.9	3756858.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000127	0	0.15309E-02	368404.1	3756855.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000128	0	0.15309E-02	368384.2	3756853.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000129	0	0.15309E-02	368364.4	3756851.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000130	0	0.15309E-02	368344.6	3756849.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000131	0	0.15309E-02	368324.8	3756846.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000132	0	0.15309E-02	368304.9	3756844.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000133	0	0.15309E-02	368285.1	3756842.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000134	0	0.15309E-02	368265.3	3756840.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000135	0	0.15309E-02	368245.5	3756837.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000136	0	0.15309E-02	368225.7	3756835.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000137	0	0.15309E-02	368205.8	3756833.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000138	0	0.15309E-02	368186.0	3756831.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000139	0	0.15309E-02	368166.2	3756828.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000140	0	0.15309E-02	368146.3	3756826.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000141	0	0.15309E-02	368126.5	3756824.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000142	0	0.15309E-02	368106.7	3756821.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000143	0	0.15309E-02	368086.9	3756819.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000144	0	0.15309E-02	368067.0	3756817.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000145	0	0.15309E-02	368047.2	3756815.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000146	0	0.15309E-02	368044.1	3756800.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000147	0	0.15309E-02	368046.5	3756780.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000148	0	0.15309E-02	368048.9	3756761.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000149	0	0.15309E-02	368051.3	3756742.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000150	0	0.15309E-02	368053.8	3756722.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000151	0	0.15309E-02	368056.2	3756703.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000152	0	0.15309E-02	368058.6	3756684.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000153	0	0.15309E-02	368061.0	3756664.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000154	0	0.15309E-02	368063.4	3756645.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000155	0	0.15309E-02	368065.8	3756626.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000156	0	0.15309E-02	368068.2	3756606.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000157	0	0.15309E-02	368070.7	3756587.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000158	0	0.15309E-02	368073.1	3756567.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000159	0	0.15309E-02	368075.5	3756548.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000160	0	0.15309E-02	368077.9	3756529.0	0.0	0.00	9.07	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000161	0	0.15309E-02	368080.4	3756509.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000162	0	0.15309E-02	368082.8	3756490.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000163	0	0.15309E-02	368085.2	3756471.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000164	0	0.15309E-02	368087.6	3756451.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000165	0	0.15309E-02	368090.1	3756432.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000166	0	0.15309E-02	368092.5	3756413.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000167	0	0.15309E-02	368090.2	3756397.2	0.0	0.00	7.47	1.16	YES	HROFDY
L0000168	0	0.15309E-02	368085.9	3756381.8	0.0	0.00	7.47	1.16	YES	HROFDY
L0000169	0	0.15309E-02	368086.6	3756365.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000170	0	0.15309E-02	368089.4	3756348.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000171	0	0.15309E-02	368092.2	3756331.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000172	0	0.15309E-02	368095.1	3756314.2	0.0	0.00	7.99	1.16	YES	HROFDY
L0000173	0	0.15309E-02	368097.9	3756297.2	0.0	0.00	7.99	1.16	YES	HROFDY
L0000174	0	0.15309E-02	368107.4	3756283.5	0.0	0.00	8.05	1.16	YES	HROFDY
L0000175	0	0.15309E-02	368119.7	3756271.2	0.0	0.00	8.05	1.16	YES	HROFDY
L0000176	0	0.15309E-02	368131.9	3756259.0	0.0	0.00	8.05	1.16	YES	HROFDY
L0000177	0	0.15309E-02	368137.3	3756240.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000178	0	0.15309E-02	368139.8	3756221.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000179	0	0.15309E-02	368142.3	3756201.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000180	0	0.15309E-02	368144.8	3756181.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000181	0	0.15309E-02	368147.3	3756161.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000182	0	0.15309E-02	368149.8	3756142.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000183	0	0.15309E-02	368152.3	3756122.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000184	0	0.15309E-02	368154.9	3756102.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000185	0	0.15309E-02	368157.4	3756082.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000186	0	0.15309E-02	368159.9	3756062.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000187	0	0.15309E-02	368162.4	3756043.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000188	0	0.15309E-02	368164.9	3756023.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000189	0	0.15309E-02	368167.4	3756003.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000190	0	0.15309E-02	368169.9	3755983.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000191	0	0.15309E-02	368172.4	3755964.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000192	0	0.15309E-02	368174.9	3755944.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000193	0	0.15309E-02	368177.4	3755924.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000194	0	0.15309E-02	368180.0	3755904.8	0.0	0.00	9.27	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** AREAPOLY SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC /METER**2)	LOCATION OF AREA X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	NUMBER OF VERTS.	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
PAREA01	0	0.15199E-04	368974.5	3755931.8	0.0	5.00	23	1.16	YES	HROFDY
PAREA02	0	0.42399E-05	368158.2	3755835.2	0.0	5.00	16	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID	SOURCE IDs
TAXIWAY	PAREA01 ,
STAGING	PAREA02 ,
HAULING	L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, L0000031, L0000032, L0000033, L0000034, L0000035, L0000036, L0000037, L0000038, L0000039, L0000040, L0000041, L0000042, L0000043, L0000044, L0000045, L0000046, L0000047, L0000048, L0000049, L0000050, L0000051, L0000052, L0000053, L0000054, L0000055, L0000056, L0000057, L0000058, L0000059, L0000060, L0000061, L0000062, L0000063, L0000064, L0000065, L0000066, L0000067, L0000068, L0000069, L0000070, L0000071, L0000072, L0000073, L0000074, L0000075, L0000076, L0000077, L0000078, L0000079, L0000080, L0000081, L0000082, L0000083, L0000084, L0000085, L0000086, L0000087, L0000088, L0000089, L0000090, L0000091, L0000092, L0000093, L0000094, L0000095, L0000096, L0000097, L0000098, L0000099, L0000100, L0000101, L0000102, L0000103, L0000104, L0000105, L0000106, L0000107, L0000108, L0000109, L0000110, L0000111, L0000112, L0000113, L0000114, L0000115, L0000116, L0000117, L0000118, L0000119, L0000120, L0000121, L0000122, L0000123, L0000124, L0000125, L0000126, L0000127, L0000128, L0000129, L0000130, L0000131, L0000132, L0000133, L0000134, L0000135, L0000136, L0000137, L0000138, L0000139, L0000140, L0000141, L0000142, L0000143, L0000144, L0000145, L0000146, L0000147, L0000148, L0000149, L0000150, L0000151, L0000152, L0000153, L0000154, L0000155, L0000156, L0000157, L0000158, L0000159, L0000160, L0000161, L0000162, L0000163, L0000164, L0000165, L0000166, L0000167, L0000168, L0000169, L0000170, L0000171, L0000172, L0000173, L0000174, L0000175, L0000176, L0000177, L0000178, L0000179, L0000180, L0000181, L0000182, L0000183, L0000184, L0000185, L0000186, L0000187, L0000188, L0000189, L0000190, L0000191, L0000192, L0000193, L0000194,
ALL	PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010,

CONC DFAULT ELEV FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022,
L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, L0000031, L0000032, L0000033, L0000034,
L0000035, L0000036, L0000037, L0000038, L0000039, L0000040, L0000041, L0000042, L0000043, L0000044, L0000045, L0000046,
L0000047, L0000048, L0000049, L0000050, L0000051, L0000052, L0000053, L0000054, L0000055, L0000056, L0000057, L0000058,
L0000059, L0000060, L0000061, L0000062, L0000063, L0000064, L0000065, L0000066, L0000067, L0000068, L0000069, L0000070,
L0000071, L0000072, L0000073, L0000074, L0000075, L0000076, L0000077, L0000078, L0000079, L0000080, L0000081, L0000082,
L0000083, L0000084, L0000085, L0000086, L0000087, L0000088, L0000089, L0000090, L0000091, L0000092, L0000093, L0000094,
L0000095, L0000096, L0000097, L0000098, L0000099, L0000100, L0000101, L0000102, L0000103, L0000104, L0000105, L0000106,
L0000107, L0000108, L0000109, L0000110, L0000111, L0000112, L0000113, L0000114, L0000115, L0000116, L0000117, L0000118,
L0000119, L0000120, L0000121, L0000122, L0000123, L0000124, L0000125, L0000126, L0000127, L0000128, L0000129, L0000130,
L0000131, L0000132, L0000133, L0000134, L0000135, L0000136, L0000137, L0000138, L0000139, L0000140, L0000141, L0000142,
L0000143, L0000144, L0000145, L0000146, L0000147, L0000148, L0000149, L0000150, L0000151, L0000152, L0000153, L0000154,
L0000155, L0000156, L0000157, L0000158, L0000159, L0000160, L0000161, L0000162, L0000163, L0000164, L0000165, L0000166,
L0000167, L0000168, L0000169, L0000170, L0000171, L0000172, L0000173, L0000174, L0000175, L0000176, L0000177, L0000178,
L0000179, L0000180, L0000181, L0000182, L0000183, L0000184, L0000185, L0000186, L0000187, L0000188, L0000189, L0000190,
L0000191, L0000192, L0000193, L0000194,

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

SOURCE ID = PAREA01 ; SOURCE TYPE = AREAPOLY :

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = PAREA02 ; SOURCE TYPE = AREAPOLY :

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = L0000001 ; SOURCE TYPE = VOLUME :

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = L0000002 ; SOURCE TYPE = VOLUME :

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = L0000003 ; SOURCE TYPE = VOLUME :

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

The following 38 pages have been deleted from the original AERMOD output file. The source emission rate scalars are identical for Source IDs L0000001 through L0000194, so pages 11 through 48 have been deleted since the data above are simply repeated for these 194 sources.

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = L0000194 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

CONC DFAULT ELEV FLGPOL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	367483.7,	3755199.0,	0.0,	0.0,	1.8);	(	367300.9,	3755623.2,	0.0,	0.0,	1.8);
(	367114.3,	3756056.2,	0.0,	0.0,	1.8);	(	366984.5,	3756357.5,	0.0,	0.0,	1.8);
(	366852.9,	3756663.0,	0.0,	0.0,	1.8);	(	366902.3,	3756692.0,	0.0,	0.0,	1.8);
(	366875.5,	3756760.0,	0.0,	0.0,	1.8);	(	366812.7,	3756738.5,	0.0,	0.0,	1.8);
(	366677.2,	3757024.5,	0.0,	0.0,	1.8);	(	366536.2,	3757322.0,	0.0,	0.0,	1.8);
(	366437.3,	3757530.8,	0.0,	0.0,	1.8);	(	366486.9,	3757537.2,	0.0,	0.0,	1.8);
(	366623.9,	3757468.0,	0.0,	0.0,	1.8);	(	366644.4,	3757530.8,	0.0,	0.0,	1.8);
(	366777.1,	3757519.8,	0.0,	0.0,	1.8);	(	366998.6,	3757642.2,	0.0,	0.0,	1.8);
(	367174.2,	3757739.5,	0.0,	0.0,	1.8);	(	367290.7,	3757694.2,	0.0,	0.0,	1.8);
(	367412.7,	3757694.8,	0.0,	0.0,	1.8);	(	367409.8,	3757735.8,	0.0,	0.0,	1.8);
(	367517.8,	3757796.2,	0.0,	0.0,	1.8);	(	367539.2,	3757802.0,	0.0,	0.0,	1.8);
(	367609.1,	3757676.8,	0.0,	0.0,	1.8);	(	367769.1,	3757644.2,	0.0,	0.0,	1.8);
(	367774.8,	3757718.5,	0.0,	0.0,	1.8);	(	367809.5,	3757834.5,	0.0,	0.0,	1.8);
(	367807.1,	3757935.5,	0.0,	0.0,	1.8);	(	367774.9,	3757958.5,	0.0,	0.0,	1.8);
(	367798.1,	3758011.0,	0.0,	0.0,	1.8);	(	367914.4,	3757961.5,	0.0,	0.0,	1.8);
(	367904.5,	3757930.2,	0.0,	0.0,	1.8);	(	368108.7,	3757840.2,	0.0,	0.0,	1.8);
(	368232.8,	3757790.2,	0.0,	0.0,	1.8);	(	368308.9,	3757761.5,	0.0,	0.0,	1.8);
(	368603.4,	3757765.0,	0.0,	0.0,	1.8);	(	368603.8,	3757718.5,	0.0,	0.0,	1.8);
(	368769.7,	3757798.5,	0.0,	0.0,	1.8);	(	369017.2,	3757954.2,	0.0,	0.0,	1.8);
(	369080.3,	3757864.0,	0.0,	0.0,	1.8);	(	369224.0,	3757952.2,	0.0,	0.0,	1.8);
(	369408.7,	3757730.0,	0.0,	0.0,	1.8);	(	369454.2,	3757776.0,	0.0,	0.0,	1.8);
(	369265.0,	3757996.5,	0.0,	0.0,	1.8);	(	369451.6,	3758128.0,	0.0,	0.0,	1.8);
(	369460.0,	3758394.2,	0.0,	0.0,	1.8);	(	369853.1,	3758394.2,	0.0,	0.0,	1.8);
(	369850.4,	3758078.0,	0.0,	0.0,	1.8);	(	370298.6,	3758078.2,	0.0,	0.0,	1.8);
(	370297.5,	3757962.8,	0.0,	0.0,	1.8);	(	370382.3,	3757966.0,	0.0,	0.0,	1.8);
(	370510.1,	3758027.2,	0.0,	0.0,	1.8);	(	370505.6,	3758087.8,	0.0,	0.0,	1.8);
(	370886.4,	3758089.0,	0.0,	0.0,	1.8);	(	370885.1,	3757750.5,	0.0,	0.0,	1.8);
(	370907.3,	3757701.5,	0.0,	0.0,	1.8);	(	370944.9,	3757670.0,	0.0,	0.0,	1.8);
(	371045.8,	3757667.5,	0.0,	0.0,	1.8);	(	371046.3,	3757585.0,	0.0,	0.0,	1.8);
(	371121.7,	3757583.5,	0.0,	0.0,	1.8);	(	371192.6,	3757720.2,	0.0,	0.0,	1.8);
(	371254.0,	3757762.2,	0.0,	0.0,	1.8);	(	371263.7,	3757782.5,	0.0,	0.0,	1.8);
(	371372.3,	3757782.2,	0.0,	0.0,	1.8);	(	371399.4,	3757806.2,	0.0,	0.0,	1.8);
(	371798.3,	3758080.2,	0.0,	0.0,	1.8);	(	371908.2,	3757933.5,	0.0,	0.0,	1.8);
(	371964.2,	3757921.8,	0.0,	0.0,	1.8);	(	371970.2,	3757841.5,	0.0,	0.0,	1.8);
(	372023.3,	3757843.2,	0.0,	0.0,	1.8);	(	372019.9,	3757551.5,	0.0,	0.0,	1.8);
(	372002.4,	3757140.2,	0.0,	0.0,	1.8);	(	371514.1,	3757136.2,	0.0,	0.0,	1.8);
(	371034.6,	3757132.5,	0.0,	0.0,	1.8);	(	371034.4,	3757085.2,	0.0,	0.0,	1.8);
(	370764.2,	3757087.0,	0.0,	0.0,	1.8);	(	370754.0,	3756817.8,	0.0,	0.0,	1.8);
(	371031.5,	3756807.2,	0.0,	0.0,	1.8);	(	371033.1,	3756780.2,	0.0,	0.0,	1.8);
(	371483.1,	3756770.2,	0.0,	0.0,	1.8);	(	371817.2,	3756763.0,	0.0,	0.0,	1.8);
(	372274.4,	3756752.8,	0.0,	0.0,	1.8);	(	372713.4,	3756743.0,	0.0,	0.0,	1.8);
(	372702.6,	3756552.5,	0.0,	0.0,	1.8);	(	372818.8,	3756548.8,	0.0,	0.0,	1.8);
(	372814.4,	3756455.0,	0.0,	0.0,	1.8);	(	372796.8,	3756367.5,	0.0,	0.0,	1.8);
(	372704.8,	3756371.5,	0.0,	0.0,	1.8);	(	372706.3,	3756326.8,	0.0,	0.0,	1.8);
(	372927.1,	3756319.2,	0.0,	0.0,	1.8);	(	372926.2,	3756245.0,	0.0,	0.0,	1.8);

CONC DFAULT ELEV FLGPOL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	373456.8,	3756235.5,	0.0,	0.0,	1.8);	(	373448.0,	3755559.8,	0.0,	0.0,	1.8);
(	373222.5,	3755568.8,	0.0,	0.0,	1.8);	(	373219.3,	3755705.0,	0.0,	0.0,	1.8);
(	373134.7,	3755704.0,	0.0,	0.0,	1.8);	(	373131.2,	3755566.8,	0.0,	0.0,	1.8);
(	373054.1,	3755562.8,	0.0,	0.0,	1.8);	(	373046.2,	3755174.0,	0.0,	0.0,	1.8);
(	372725.5,	3755177.0,	0.0,	0.0,	1.8);	(	372624.1,	3755182.2,	0.0,	0.0,	1.8);
(	372237.7,	3755185.5,	0.0,	0.0,	1.8);	(	371843.0,	3755188.8,	0.0,	0.0,	1.8);
(	371462.8,	3755192.0,	0.0,	0.0,	1.8);	(	371049.0,	3755195.5,	0.0,	0.0,	1.8);
(	371056.3,	3755349.0,	0.0,	0.0,	1.8);	(	371043.4,	3755384.0,	0.0,	0.0,	1.8);
(	371042.4,	3755556.2,	0.0,	0.0,	1.8);	(	370995.8,	3755560.2,	0.0,	0.0,	1.8);
(	371001.0,	3755419.2,	0.0,	0.0,	1.8);	(	370801.4,	3755275.5,	0.0,	0.0,	1.8);
(	370666.7,	3755261.8,	0.0,	0.0,	1.8);	(	370380.3,	3755263.2,	0.0,	0.0,	1.8);
(	370075.9,	3755265.0,	0.0,	0.0,	1.8);	(	369786.9,	3755266.5,	0.0,	0.0,	1.8);
(	369498.0,	3755268.2,	0.0,	0.0,	1.8);	(	369193.6,	3755269.8,	0.0,	0.0,	1.8);
(	368889.2,	3755271.5,	0.0,	0.0,	1.8);	(	368569.3,	3755273.2,	0.0,	0.0,	1.8);
(	368274.8,	3755274.8,	0.0,	0.0,	1.8);	(	367936.4,	3755213.2,	0.0,	0.0,	1.8);

CONC DFAULT ELEV FLGPOL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 0 0 0 0
AND END DATE: 9999 99 99 24

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,

CONC DFAULT ELEV FLGPOL

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: C:\Lakes\Projects\OS_96.SFC Met Version: 07026
Profile file: C:\Lakes\Projects\OS_96.PFL
Surface format: (3(I2,1X),I3,1X,I2,1X,F6.1,1X,3(F6.3,1X),2(F5.0,1X),F8.1,1X,F6.3,1X,2(F6.2,1X),F7.2,1X,F5.0,3(1X,F6.1))
Profile format: (4(I2,1X),F6.1,1X,I1,1X,F5.0,1X,F7.2,1X,F7.2,1X,F6.1,1X,F7.2)
Surface station no.: 23174 Upper air station no.: 3190
Name: LOS_ANGELES/INT'L_ARPT Name: UNKNOWN
Year: 1996 Year: 1996

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
96	01	01	1	01	-64.0	0.658	-9.000	-9.000	-999.	1228.	400.6	1.00	1.50	1.00	3.10	61.	6.1	291.4	2.0
96	01	01	1	02	-45.5	0.415	-9.000	-9.000	-999.	669.	141.3	1.00	1.50	1.00	2.10	38.	6.1	288.1	2.0
96	01	01	1	03	-27.5	0.248	-9.000	-9.000	-999.	311.	50.0	1.00	1.50	1.00	1.50	34.	6.1	285.4	2.0
96	01	01	1	04	-27.5	0.248	-9.000	-9.000	-999.	284.	50.0	1.00	1.50	1.00	1.50	233.	6.1	285.4	2.0
96	01	01	1	05	-27.5	0.248	-9.000	-9.000	-999.	285.	50.2	1.00	1.50	1.00	1.50	293.	6.1	285.9	2.0
96	01	01	1	06	-45.8	0.415	-9.000	-9.000	-999.	614.	140.2	1.00	1.50	1.00	2.10	162.	6.1	286.4	2.0
96	01	01	1	07	-57.3	0.538	-9.000	-9.000	-999.	907.	245.1	1.00	1.50	1.00	2.60	185.	6.1	285.4	2.0
96	01	01	1	08	-64.0	0.892	-9.000	-9.000	-999.	1936.	1000.6	1.00	1.50	0.68	4.10	183.	6.1	289.2	2.0
96	01	01	1	09	22.5	0.910	0.371	0.005	82.	1995.	-998.0	1.00	1.50	0.47	4.10	237.	6.1	290.4	2.0
96	01	01	1	10	70.3	0.917	1.041	0.005	580.	2019.	-990.8	1.00	1.50	0.40	4.10	181.	6.1	293.8	2.0
96	01	01	1	11	101.2	0.814	1.300	0.005	785.	1707.	-481.9	1.00	1.50	0.38	3.60	234.	6.1	294.9	2.0
96	01	01	1	12	119.0	1.270	1.378	0.007	795.	3284.	-998.0	1.00	1.50	0.37	5.70	236.	6.1	294.9	2.0
96	01	01	1	13	117.5	1.270	1.378	0.007	804.	3290.	-998.0	1.00	1.50	0.37	5.70	243.	6.1	293.8	2.0
96	01	01	1	14	98.4	1.029	1.303	0.005	811.	2494.	-998.1	1.00	1.50	0.38	4.60	249.	6.1	293.8	2.0
96	01	01	1	15	64.2	0.916	1.132	0.005	816.	2051.	-998.0	1.00	1.50	0.41	4.10	252.	6.1	293.8	2.0
96	01	01	1	16	13.6	0.689	0.676	0.005	817.	1381.	-998.0	1.00	1.50	0.49	3.10	254.	6.1	293.1	2.0
96	01	01	1	17	-25.2	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.50	0.72	0.00	0.	6.1	291.4	2.0
96	01	01	1	18	-64.0	0.658	-9.000	-9.000	-999.	1228.	401.4	1.00	1.50	1.00	3.10	237.	6.1	290.4	2.0
96	01	01	1	19	-27.4	0.250	-9.000	-9.000	-999.	505.	51.2	1.00	1.50	1.00	1.50	4.	6.1	288.8	2.0
96	01	01	1	20	-27.3	0.250	-9.000	-9.000	-999.	294.	51.6	1.00	1.50	1.00	1.50	67.	6.1	289.9	2.0
96	01	01	1	21	-27.4	0.250	-9.000	-9.000	-999.	287.	51.2	1.00	1.50	1.00	1.50	30.	6.1	288.8	2.0
96	01	01	1	22	-27.2	0.251	-9.000	-9.000	-999.	290.	52.8	1.00	1.50	1.00	1.50	52.	6.1	288.8	2.0
96	01	01	1	23	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.50	1.00	0.00	0.	6.1	288.1	2.0
96	01	01	1	24	-59.6	0.536	-9.000	-9.000	-999.	904.	233.4	1.00	1.50	1.00	2.60	90.	6.1	286.4	2.0

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
96	01	01	01	6.1	1	61.	3.10	291.5	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

CONC DFAULT ELEV FLGPOL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: TAXIWAY ***
INCLUDING SOURCE(S): PAREA01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
367483.66	3755199.00	0.12364	367300.88	3755623.25	0.18067
367114.28	3756056.25	0.21895	366984.53	3756357.50	0.21711
366852.91	3756663.00	0.19530	366902.28	3756692.00	0.20110
366875.53	3756760.00	0.19423	366812.69	3756738.50	0.18701
366677.25	3757024.50	0.15579	366536.22	3757322.00	0.12475
366437.28	3757530.75	0.10583	366486.94	3757537.25	0.10767
366623.91	3757468.00	0.11945	366644.38	3757530.75	0.11580
366777.06	3757519.75	0.12385	366998.56	3757642.25	0.12431
367174.25	3757739.50	0.12231	367290.72	3757694.25	0.13367
367412.66	3757694.75	0.14020	367409.81	3757735.75	0.13405
367517.78	3757796.25	0.13012	367539.25	3757802.00	0.13015
367609.12	3757676.75	0.15455	367769.06	3757644.25	0.17146
367774.81	3757718.50	0.15572	367809.47	3757834.50	0.13469
367807.06	3757935.50	0.11777	367774.94	3757958.50	0.11372
367798.12	3758011.00	0.10668	367914.41	3757961.50	0.11541
367904.53	3757930.25	0.12032	368108.69	3757840.25	0.14077
368232.75	3757790.25	0.15464	368308.88	3757761.50	0.16356
368603.38	3757765.00	0.16056	368603.84	3757718.50	0.17685
368769.72	3757798.50	0.14609	369017.16	3757954.25	0.10723
369080.28	3757864.00	0.12596	369224.00	3757952.25	0.11150
369408.72	3757730.00	0.20344	369454.22	3757776.00	0.19084
369264.97	3757996.50	0.10523	369451.62	3758128.00	0.09429
369459.97	3758394.25	0.06515	369853.09	3758394.25	0.08403
369850.44	3758078.00	0.14997	370298.62	3758078.25	0.22324
370297.53	3757962.75	0.28259	370382.34	3757966.00	0.29125
370510.12	3758027.25	0.27114	370505.62	3758087.75	0.24307
370886.41	3758089.00	0.25914	370885.06	3757750.50	0.38380
370907.31	3757701.50	0.39674	370944.91	3757670.00	0.39858
371045.81	3757667.50	0.37691	371046.34	3757585.00	0.39399
371121.66	3757583.50	0.37481	371192.59	3757720.25	0.33631
371253.97	3757762.25	0.31790	371263.66	3757782.50	0.31272
371372.34	3757782.25	0.29564	371399.44	3757806.25	0.28814
371798.31	3758080.25	0.21088	371908.19	3757933.50	0.21322
371964.22	3757921.75	0.20817	371970.19	3757841.50	0.21109
372023.31	3757843.25	0.20516	372019.88	3757551.50	0.20508
372002.41	3757140.25	0.17629	371514.12	3757136.25	0.25990
371034.56	3757132.50	0.40389	371034.44	3757085.25	0.39518
370764.19	3757087.00	0.52699	370754.00	3756817.75	0.44161
371031.47	3756807.25	0.31906	371033.12	3756780.25	0.30943
371483.09	3756770.25	0.19740	371817.25	3756763.00	0.14806

CONC DFAULT ELEV FLGPOL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: TAXIWAY ***
INCLUDING SOURCE(S): PAREA01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
372274.41	3756752.75	0.10499	372713.41	3756743.00	0.07885
372702.62	3756552.50	0.06546	372818.81	3756548.75	0.06117
372814.44	3756455.00	0.05547	372796.75	3756367.50	0.05079
372704.81	3756371.50	0.05348	372706.31	3756326.75	0.05073
372927.09	3756319.25	0.04514	372926.22	3756245.00	0.04152
373456.81	3756235.50	0.03276	373448.00	3755559.75	0.01627
373222.47	3755568.75	0.01750	373219.34	3755705.00	0.02019
373134.66	3755704.00	0.02071	373131.22	3755566.75	0.01793
373054.09	3755562.75	0.01826	373046.22	3755174.00	0.01278
372725.47	3755177.00	0.01400	372624.12	3755182.25	0.01449
372237.69	3755185.50	0.01646	371843.00	3755188.75	0.01917
371462.81	3755192.00	0.02283	371049.03	3755195.50	0.02885
371056.31	3755349.00	0.03217	371043.41	3755384.00	0.03345
371042.38	3755556.25	0.04047	370995.81	3755560.25	0.04182
371001.00	3755419.25	0.03549	370801.41	3755275.50	0.03580
370666.66	3755261.75	0.03906	370380.28	3755263.25	0.04884
370075.88	3755265.00	0.06290	369786.91	3755266.50	0.08017
369498.00	3755268.25	0.10046	369193.59	3755269.75	0.12107
368889.16	3755271.50	0.14276	368569.28	3755273.25	0.16332
368274.84	3755274.75	0.16574	367936.44	3755213.25	0.14208

CONC DFAULT ELEV FLGPOL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: STAGING ***
INCLUDING SOURCE(S): PAREA02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
367483.66	3755199.00	0.04320	367300.88	3755623.25	0.12494
367114.28	3756056.25	0.18910	366984.53	3756357.50	0.11645
366852.91	3756663.00	0.05806	366902.28	3756692.00	0.05700
366875.53	3756760.00	0.04905	366812.69	3756738.50	0.04912
366677.25	3757024.50	0.02833	366536.22	3757322.00	0.01777
366437.28	3757530.75	0.01349	366486.94	3757537.25	0.01342
366623.91	3757468.00	0.01470	366644.38	3757530.75	0.01354
366777.06	3757519.75	0.01361	366998.56	3757642.25	0.01103
367174.25	3757739.50	0.00926	367290.72	3757694.25	0.00954
367412.66	3757694.75	0.00935	367409.81	3757735.75	0.00891
367517.78	3757796.25	0.00828	367539.25	3757802.00	0.00823
367609.12	3757676.75	0.00950	367769.06	3757644.25	0.01004
367774.81	3757718.50	0.00923	367809.47	3757834.50	0.00819
367807.06	3757935.50	0.00740	367774.94	3757958.50	0.00720
367798.12	3758011.00	0.00688	367914.41	3757961.50	0.00734
367904.53	3757930.25	0.00755	368108.69	3757840.25	0.00870
368232.75	3757790.25	0.00970	368308.88	3757761.50	0.01050
368603.38	3757765.00	0.01297	368603.84	3757718.50	0.01400
368769.72	3757798.50	0.01415	369017.16	3757954.25	0.01348
369080.28	3757864.00	0.01633	369224.00	3757952.25	0.01573
369408.72	3757730.00	0.02489	369454.22	3757776.00	0.02366
369264.97	3757996.50	0.01511	369451.62	3758128.00	0.01403
369459.97	3758394.25	0.00986	369853.09	3758394.25	0.01224
369850.44	3758078.00	0.01815	370298.62	3758078.25	0.02000
370297.53	3757962.75	0.02245	370382.34	3757966.00	0.02241
370510.12	3758027.25	0.02117	370505.62	3758087.75	0.02006
370886.41	3758089.00	0.01966	370885.06	3757750.50	0.02425
370907.31	3757701.50	0.02469	370944.91	3757670.00	0.02474
371045.81	3757667.50	0.02391	371046.34	3757585.00	0.02461
371121.66	3757583.50	0.02389	371192.59	3757720.25	0.02227
371253.97	3757762.25	0.02149	371263.66	3757782.50	0.02127
371372.34	3757782.25	0.02050	371399.44	3757806.25	0.02016
371798.31	3758080.25	0.01636	371908.19	3757933.50	0.01645
371964.22	3757921.75	0.01618	371970.19	3757841.50	0.01636
372023.31	3757843.25	0.01604	372019.88	3757551.50	0.01624
372002.41	3757140.25	0.01514	371514.12	3757136.25	0.01976
371034.56	3757132.50	0.02613	371034.44	3757085.25	0.02598
370764.19	3757087.00	0.03075	370754.00	3756817.75	0.02930
371031.47	3756807.25	0.02390	371033.12	3756780.25	0.02357
371483.09	3756770.25	0.01738	371817.25	3756763.00	0.01413

CONC DFAULT ELEV FLGPOL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: STAGING ***
INCLUDING SOURCE(S): PAREA02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
372274.41	3756752.75	0.01091	372713.41	3756743.00	0.00872
372702.62	3756552.50	0.00776	372818.81	3756548.75	0.00734
372814.44	3756455.00	0.00689	372796.75	3756367.50	0.00651
372704.81	3756371.50	0.00680	372706.31	3756326.75	0.00657
372927.09	3756319.25	0.00593	372926.22	3756245.00	0.00561
373456.81	3756235.50	0.00452	373448.00	3755559.75	0.00260
373222.47	3755568.75	0.00280	373219.34	3755705.00	0.00317
373134.66	3755704.00	0.00326	373131.22	3755566.75	0.00287
373054.09	3755562.75	0.00292	373046.22	3755174.00	0.00202
372725.47	3755177.00	0.00219	372624.12	3755182.25	0.00226
372237.69	3755185.50	0.00252	371843.00	3755188.75	0.00282
371462.81	3755192.00	0.00318	371049.03	3755195.50	0.00364
371056.31	3755349.00	0.00448	371043.41	3755384.00	0.00473
371042.38	3755556.25	0.00610	370995.81	3755560.25	0.00626
371001.00	3755419.25	0.00506	370801.41	3755275.50	0.00443
370666.66	3755261.75	0.00456	370380.28	3755263.25	0.00510
370075.88	3755265.00	0.00579	369786.91	3755266.50	0.00661
369498.00	3755268.25	0.00773	369193.59	3755269.75	0.00955
368889.16	3755271.50	0.01288	368569.28	3755273.25	0.02001
368274.84	3755274.75	0.03029	367936.44	3755213.25	0.03569

CONC DFAULT ELEV FLGPOL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: HAULING ***
INCLUDING SOURCE(S): L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007,
L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019,
L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
367483.66	3755199.00	0.01222	367300.88	3755623.25	0.01783
367114.28	3756056.25	0.01949	366984.53	3756357.50	0.01824
366852.91	3756663.00	0.01536	366902.28	3756692.00	0.01607
366875.53	3756760.00	0.01525	366812.69	3756738.50	0.01440
366677.25	3757024.50	0.01102	366536.22	3757322.00	0.00824
366437.28	3757530.75	0.00678	366486.94	3757537.25	0.00694
366623.91	3757468.00	0.00789	366644.38	3757530.75	0.00764
366777.06	3757519.75	0.00835	366998.56	3757642.25	0.00857
367174.25	3757739.50	0.00859	367290.72	3757694.25	0.00954
367412.66	3757694.75	0.01013	367409.81	3757735.75	0.00966
367517.78	3757796.25	0.00943	367539.25	3757802.00	0.00945
367609.12	3757676.75	0.01136	367769.06	3757644.25	0.01285
367774.81	3757718.50	0.01161	367809.47	3757834.50	0.01012
367807.06	3757935.50	0.00894	367774.94	3757958.50	0.00861
367798.12	3758011.00	0.00818	367914.41	3757961.50	0.00897
367904.53	3757930.25	0.00929	368108.69	3757840.25	0.01111
368232.75	3757790.25	0.01221	368308.88	3757761.50	0.01286
368603.38	3757765.00	0.01301	368603.84	3757718.50	0.01407
368769.72	3757798.50	0.01245	369017.16	3757954.25	0.00989
369080.28	3757864.00	0.01137	369224.00	3757952.25	0.00994
369408.72	3757730.00	0.01554	369454.22	3757776.00	0.01429
369264.97	3757996.50	0.00932	369451.62	3758128.00	0.00786
369459.97	3758394.25	0.00568	369853.09	3758394.25	0.00590
369850.44	3758078.00	0.00916	370298.62	3758078.25	0.00993
370297.53	3757962.75	0.01167	370382.34	3757966.00	0.01161
370510.12	3758027.25	0.01071	370505.62	3758087.75	0.00994
370886.41	3758089.00	0.00973	370885.06	3757750.50	0.01289
370907.31	3757701.50	0.01315	370944.91	3757670.00	0.01314
371045.81	3757667.50	0.01254	371046.34	3757585.00	0.01289
371121.66	3757583.50	0.01240	371192.59	3757720.25	0.01148
371253.97	3757762.25	0.01100	371263.66	3757782.50	0.01087
371372.34	3757782.25	0.01038	371399.44	3757806.25	0.01018
371798.31	3758080.25	0.00790	371908.19	3757933.50	0.00798
371964.22	3757921.75	0.00781	371970.19	3757841.50	0.00787
372023.31	3757843.25	0.00768	372019.88	3757551.50	0.00764
372002.41	3757140.25	0.00694	371514.12	3757136.25	0.00953
371034.56	3757132.50	0.01338	371034.44	3757085.25	0.01325
370764.19	3757087.00	0.01626	370754.00	3756817.75	0.01531
371031.47	3756807.25	0.01195	371033.12	3756780.25	0.01175
371483.09	3756770.25	0.00805	371817.25	3756763.00	0.00620

CONC DFAULT ELEV FLGPOL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: HAULING ***
INCLUDING SOURCE(S): L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
372274.41	3756752.75	0.00453	372713.41	3756743.00	0.00349
372702.62	3756552.50	0.00309	372818.81	3756548.75	0.00291
372814.44	3756455.00	0.00273	372796.75	3756367.50	0.00258
372704.81	3756371.50	0.00270	372706.31	3756326.75	0.00261
372927.09	3756319.25	0.00234	372926.22	3756245.00	0.00222
373456.81	3756235.50	0.00177	373448.00	3755559.75	0.00127
373222.47	3755568.75	0.00137	373219.34	3755705.00	0.00146
373134.66	3755704.00	0.00151	373131.22	3755566.75	0.00142
373054.09	3755562.75	0.00145	373046.22	3755174.00	0.00128
372725.47	3755177.00	0.00143	372624.12	3755182.25	0.00149
372237.69	3755185.50	0.00173	371843.00	3755188.75	0.00204
371462.81	3755192.00	0.00245	371049.03	3755195.50	0.00307
371056.31	3755349.00	0.00324	371043.41	3755384.00	0.00331
371042.38	3755556.25	0.00363	370995.81	3755560.25	0.00375
371001.00	3755419.25	0.00345	370801.41	3755275.50	0.00367
370666.66	3755261.75	0.00399	370380.28	3755263.25	0.00489
370075.88	3755265.00	0.00628	369786.91	3755266.50	0.00822
369498.00	3755268.25	0.01098	369193.59	3755269.75	0.01485
368889.16	3755271.50	0.01930	368569.28	3755273.25	0.02288
368274.84	3755274.75	0.02294	367936.44	3755213.25	0.01716

CONC DFAULT ELEV FLGPOL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005,
L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017,
L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
367483.66	3755199.00	0.17819	367300.88	3755623.25	0.32196
367114.28	3756056.25	0.42552	366984.53	3756357.50	0.35039
366852.91	3756663.00	0.26763	366902.28	3756692.00	0.27304
366875.53	3756760.00	0.25746	366812.69	3756738.50	0.24949
366677.25	3757024.50	0.19446	366536.22	3757322.00	0.15027
366437.28	3757530.75	0.12568	366486.94	3757537.25	0.12761
366623.91	3757468.00	0.14157	366644.38	3757530.75	0.13650
366777.06	3757519.75	0.14533	366998.56	3757642.25	0.14341
367174.25	3757739.50	0.13965	367290.72	3757694.25	0.15220
367412.66	3757694.75	0.15911	367409.81	3757735.75	0.15205
367517.78	3757796.25	0.14727	367539.25	3757802.00	0.14727
367609.12	3757676.75	0.17471	367769.06	3757644.25	0.19356
367774.81	3757718.50	0.17584	367809.47	3757834.50	0.15239
367807.06	3757935.50	0.13355	367774.94	3757958.50	0.12899
367798.12	3758011.00	0.12122	367914.41	3757961.50	0.13115
367904.53	3757930.25	0.13659	368108.69	3757840.25	0.15992
368232.75	3757790.25	0.17576	368308.88	3757761.50	0.18612
368603.38	3757765.00	0.18577	368603.84	3757718.50	0.20404
368769.72	3757798.50	0.17195	369017.16	3757954.25	0.13004
369080.28	3757864.00	0.15302	369224.00	3757952.25	0.13662
369408.72	3757730.00	0.24305	369454.22	3757776.00	0.22800
369264.97	3757996.50	0.12914	369451.62	3758128.00	0.11575
369459.97	3758394.25	0.08041	369853.09	3758394.25	0.10189
369850.44	3758078.00	0.17678	370298.62	3758078.25	0.25257
370297.53	3757962.75	0.31602	370382.34	3757966.00	0.32456
370510.12	3758027.25	0.30237	370505.62	3758087.75	0.27246
370886.41	3758089.00	0.28786	370885.06	3757750.50	0.41993
370907.31	3757701.50	0.43346	370944.91	3757670.00	0.43535
371045.81	3757667.50	0.41232	371046.34	3757585.00	0.43037
371121.66	3757583.50	0.41003	371192.59	3757720.25	0.36914
371253.97	3757762.25	0.34952	371263.66	3757782.50	0.34402
371372.34	3757782.25	0.32578	371399.44	3757806.25	0.31778
371798.31	3758080.25	0.23459	371908.19	3757933.50	0.23708
371964.22	3757921.75	0.23163	371970.19	3757841.50	0.23476
372023.31	3757843.25	0.22833	372019.88	3757551.50	0.22845
372002.41	3757140.25	0.19790	371514.12	3757136.25	0.28841
371034.56	3757132.50	0.44227	371034.44	3757085.25	0.43331
370764.19	3757087.00	0.57252	370754.00	3756817.75	0.48497
371031.47	3756807.25	0.35398	371033.12	3756780.25	0.34385
371483.09	3756770.25	0.22226	371817.25	3756763.00	0.16801

CONC DFAULT ELEV FLGPOL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005,
L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017,
L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
372274.41	3756752.75	0.12015	372713.41	3756743.00	0.09086
372702.62	3756552.50	0.07617	372818.81	3756548.75	0.07128
372814.44	3756455.00	0.06495	372796.75	3756367.50	0.05975
372704.81	3756371.50	0.06285	372706.31	3756326.75	0.05978
372927.09	3756319.25	0.05330	372926.22	3756245.00	0.04926
373456.81	3756235.50	0.03899	373448.00	3755559.75	0.02010
373222.47	3755568.75	0.02162	373219.34	3755705.00	0.02478
373134.66	3755704.00	0.02543	373131.22	3755566.75	0.02216
373054.09	3755562.75	0.02259	373046.22	3755174.00	0.01604
372725.47	3755177.00	0.01758	372624.12	3755182.25	0.01819
372237.69	3755185.50	0.02063	371843.00	3755188.75	0.02395
371462.81	3755192.00	0.02835	371049.03	3755195.50	0.03542
371056.31	3755349.00	0.03973	371043.41	3755384.00	0.04133
371042.38	3755556.25	0.05003	370995.81	3755560.25	0.05165
371001.00	3755419.25	0.04383	370801.41	3755275.50	0.04371
370666.66	3755261.75	0.04740	370380.28	3755263.25	0.05856
370075.88	3755265.00	0.07464	369786.91	3755266.50	0.09459
369498.00	3755268.25	0.11864	369193.59	3755269.75	0.14492
368889.16	3755271.50	0.17429	368569.28	3755273.25	0.20535
368274.84	3755274.75	0.21789	367936.44	3755213.25	0.19389

CONC DFAULT ELEV FLGPOL

*** THE SUMMARY OF MAXIMUM ANNUAL (1 YRS) RESULTS ***

** CONC OF NOX IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)				NETWORK OF TYPE	GRID-ID
TAXIWAY	1ST HIGHEST VALUE IS	0.52699 AT	(370764.19,	3757087.00,	0.00,	0.00, 1.80)	DC	
	2ND HIGHEST VALUE IS	0.44161 AT	(370754.00,	3756817.75,	0.00,	0.00, 1.80)	DC	
	3RD HIGHEST VALUE IS	0.40389 AT	(371034.56,	3757132.50,	0.00,	0.00, 1.80)	DC	
	4TH HIGHEST VALUE IS	0.39858 AT	(370944.91,	3757670.00,	0.00,	0.00, 1.80)	DC	
	5TH HIGHEST VALUE IS	0.39674 AT	(370907.31,	3757701.50,	0.00,	0.00, 1.80)	DC	
	6TH HIGHEST VALUE IS	0.39518 AT	(371034.44,	3757085.25,	0.00,	0.00, 1.80)	DC	
	7TH HIGHEST VALUE IS	0.39399 AT	(371046.34,	3757585.00,	0.00,	0.00, 1.80)	DC	
	8TH HIGHEST VALUE IS	0.38380 AT	(370885.06,	3757750.50,	0.00,	0.00, 1.80)	DC	
	9TH HIGHEST VALUE IS	0.37691 AT	(371045.81,	3757667.50,	0.00,	0.00, 1.80)	DC	
	10TH HIGHEST VALUE IS	0.37481 AT	(371121.66,	3757583.50,	0.00,	0.00, 1.80)	DC	
STAGING	1ST HIGHEST VALUE IS	0.18910 AT	(367114.28,	3756056.25,	0.00,	0.00, 1.80)	DC	
	2ND HIGHEST VALUE IS	0.12494 AT	(367300.88,	3755623.25,	0.00,	0.00, 1.80)	DC	
	3RD HIGHEST VALUE IS	0.11645 AT	(366984.53,	3756357.50,	0.00,	0.00, 1.80)	DC	
	4TH HIGHEST VALUE IS	0.05806 AT	(366852.91,	3756663.00,	0.00,	0.00, 1.80)	DC	
	5TH HIGHEST VALUE IS	0.05700 AT	(366902.28,	3756692.00,	0.00,	0.00, 1.80)	DC	
	6TH HIGHEST VALUE IS	0.04912 AT	(366812.69,	3756738.50,	0.00,	0.00, 1.80)	DC	
	7TH HIGHEST VALUE IS	0.04905 AT	(366875.53,	3756760.00,	0.00,	0.00, 1.80)	DC	
	8TH HIGHEST VALUE IS	0.04320 AT	(367483.66,	3755199.00,	0.00,	0.00, 1.80)	DC	
	9TH HIGHEST VALUE IS	0.03569 AT	(367936.44,	3755213.25,	0.00,	0.00, 1.80)	DC	
	10TH HIGHEST VALUE IS	0.03075 AT	(370764.19,	3757087.00,	0.00,	0.00, 1.80)	DC	
HAULING	1ST HIGHEST VALUE IS	0.02294 AT	(368274.84,	3755274.75,	0.00,	0.00, 1.80)	DC	
	2ND HIGHEST VALUE IS	0.02288 AT	(368569.28,	3755273.25,	0.00,	0.00, 1.80)	DC	
	3RD HIGHEST VALUE IS	0.01949 AT	(367114.28,	3756056.25,	0.00,	0.00, 1.80)	DC	
	4TH HIGHEST VALUE IS	0.01930 AT	(368889.16,	3755271.50,	0.00,	0.00, 1.80)	DC	
	5TH HIGHEST VALUE IS	0.01824 AT	(366984.53,	3756357.50,	0.00,	0.00, 1.80)	DC	
	6TH HIGHEST VALUE IS	0.01783 AT	(367300.88,	3755623.25,	0.00,	0.00, 1.80)	DC	
	7TH HIGHEST VALUE IS	0.01716 AT	(367936.44,	3755213.25,	0.00,	0.00, 1.80)	DC	
	8TH HIGHEST VALUE IS	0.01626 AT	(370764.19,	3757087.00,	0.00,	0.00, 1.80)	DC	
	9TH HIGHEST VALUE IS	0.01607 AT	(366902.28,	3756692.00,	0.00,	0.00, 1.80)	DC	
	10TH HIGHEST VALUE IS	0.01554 AT	(369408.72,	3757730.00,	0.00,	0.00, 1.80)	DC	

CONC   DFAULT ELEV   FLGPOL

*** THE SUMMARY OF MAXIMUM ANNUAL (1 YRS) RESULTS ***

** CONC OF NOX   IN MICROGRAMS/M**3   **

GROUP ID		AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)					NETWORK OF TYPE	GRID-ID
ALL	1ST HIGHEST VALUE IS	0.57252 AT	(370764.19,	3757087.00,	0.00,	0.00,	1.80)	DC	
	2ND HIGHEST VALUE IS	0.48497 AT	(370754.00,	3756817.75,	0.00,	0.00,	1.80)	DC	
	3RD HIGHEST VALUE IS	0.44227 AT	(371034.56,	3757132.50,	0.00,	0.00,	1.80)	DC	
	4TH HIGHEST VALUE IS	0.43535 AT	(370944.91,	3757670.00,	0.00,	0.00,	1.80)	DC	
	5TH HIGHEST VALUE IS	0.43346 AT	(370907.31,	3757701.50,	0.00,	0.00,	1.80)	DC	
	6TH HIGHEST VALUE IS	0.43331 AT	(371034.44,	3757085.25,	0.00,	0.00,	1.80)	DC	
	7TH HIGHEST VALUE IS	0.43037 AT	(371046.34,	3757585.00,	0.00,	0.00,	1.80)	DC	
	8TH HIGHEST VALUE IS	0.42552 AT	(367114.28,	3756056.25,	0.00,	0.00,	1.80)	DC	
	9TH HIGHEST VALUE IS	0.41993 AT	(370885.06,	3757750.50,	0.00,	0.00,	1.80)	DC	
	10TH HIGHEST VALUE IS	0.41232 AT	(371045.81,	3757667.50,	0.00,	0.00,	1.80)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
                     GP = GRIDPOLR
                     DC = DISCCART
                     DP = DISCPOLR

CONC   DFAULT ELEV   FLGPOL

*** Message Summary : AERMOD Model Execution ***

 --------- Summary of Total Messages --------

A Total of   0 Fatal Error Message(s)
A Total of   0 Warning Message(s)
A Total of   2275 Informational Message(s)

A Total of   920 Calm Hours Identified

A Total of   1355 Missing Hours Identified (15.43 Percent)

CAUTION!: Number of Missing Hours Exceeds 10 Percent of Total!
           Data May Not Be Acceptable for Regulatory Applications.
           See Section 5.3.2 of "Meteorological Monitoring Guidance
           for Regulatory Modeling Applications" (EPA-454/R-99-005).

   ******** FATAL ERROR MESSAGES ********
              *** NONE ***

   ********   WARNING MESSAGES   ********
              *** NONE ***

   ****
   *** AERMOD Finishes Successfully ***
   ****

CONC DFAULT ELEV FLGPOL

*** MODEL SETUP OPTIONS SUMMARY ***

- -

**Model Is Setup For Calculation of Average CONCentration Values.

  -- DEPOSITION LOGIC --
**Model Uses NO DRY DEPLETION. DDPLETE = F
**Model Uses NO WET DEPLETION. WDPLETE = F
**NO GAS DRY DEPOSITION Data Provided.

**Model Uses URBAN Dispersion Algorithm for the SBL for 196 Source(s),
  for Total of 1 Urban Area(s):
  Urban Population = 165468.0 ; Urban Roughness Length = 1.000 m

**Model Uses Regulatory DEFAULT Options:
          1. Stack-tip Downwash.
          2. Model Accounts for ELEVated Terrain Effects.
          3. Use Calms Processing Routine.
          4. Use Missing Data Processing Routine.
          5. No Exponential Decay for URBAN/Non-SO2

**Model Accepts FLAGPOLE Receptor Heights.

**Model Calculates 2 Short Term Average(s) of: 1-HR 8-HR

**This Run Includes: 196 Source(s); 4 Source Group(s); and 120 Receptor(s)

**The Model Assumes A Pollutant Type of: CO

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
        Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
        Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 0.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
                 Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
                 Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 1.5 MB of RAM.

**File for Saving Result Arrays: CO1Hr8Hr.sv1

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000001	0	0.60309E-03	368157.3	3755892.2	0.0	0.00	8.74	1.16	YES	HROFDY
L0000002	0	0.60309E-03	368175.7	3755896.0	0.0	0.00	8.74	1.16	YES	HROFDY
L0000003	0	0.60309E-03	368182.2	3755885.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000004	0	0.60309E-03	368184.6	3755868.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000005	0	0.60309E-03	368187.0	3755851.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000006	0	0.60309E-03	368189.3	3755834.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000007	0	0.60309E-03	368191.7	3755817.2	0.0	0.00	7.96	1.16	YES	HROFDY
L0000008	0	0.60309E-03	368194.0	3755800.2	0.0	0.00	7.96	1.16	YES	HROFDY
L0000009	0	0.60309E-03	368209.4	3755797.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000010	0	0.60309E-03	368229.2	3755799.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000011	0	0.60309E-03	368248.8	3755802.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000012	0	0.60309E-03	368268.5	3755804.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000013	0	0.60309E-03	368288.2	3755807.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000014	0	0.60309E-03	368307.9	3755810.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000015	0	0.60309E-03	368327.6	3755812.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000016	0	0.60309E-03	368347.3	3755815.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000017	0	0.60309E-03	368367.0	3755817.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000018	0	0.60309E-03	368386.7	3755820.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000019	0	0.60309E-03	368406.4	3755822.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000020	0	0.60309E-03	368426.1	3755825.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000021	0	0.60309E-03	368445.8	3755827.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000022	0	0.60309E-03	368465.5	3755830.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000023	0	0.60309E-03	368485.2	3755832.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000024	0	0.60309E-03	368504.8	3755835.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000025	0	0.60309E-03	368524.5	3755838.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000026	0	0.60309E-03	368544.2	3755840.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000027	0	0.60309E-03	368563.9	3755843.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000028	0	0.60309E-03	368583.6	3755845.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000029	0	0.60309E-03	368603.3	3755848.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000030	0	0.60309E-03	368623.0	3755850.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000031	0	0.60309E-03	368642.7	3755853.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000032	0	0.60309E-03	368662.4	3755855.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000033	0	0.60309E-03	368682.1	3755858.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000034	0	0.60309E-03	368701.8	3755861.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000035	0	0.60309E-03	368721.5	3755863.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000036	0	0.60309E-03	368741.2	3755866.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000037	0	0.60309E-03	368760.8	3755868.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000038	0	0.60309E-03	368780.5	3755871.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000039	0	0.60309E-03	368800.2	3755873.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000040	0	0.60309E-03	368819.9	3755876.2	0.0	0.00	9.24	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000041	0	0.60309E-03	368839.6	3755878.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000042	0	0.60309E-03	368859.3	3755881.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000043	0	0.60309E-03	368879.0	3755883.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000044	0	0.60309E-03	368898.7	3755886.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000045	0	0.60309E-03	368918.4	3755889.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000046	0	0.60309E-03	368938.1	3755891.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000047	0	0.60309E-03	368957.8	3755894.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000048	0	0.60309E-03	368977.5	3755896.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000049	0	0.60309E-03	368997.2	3755899.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000050	0	0.60309E-03	369001.1	3755914.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000051	0	0.60309E-03	368999.8	3755934.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000052	0	0.60309E-03	368998.5	3755954.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000053	0	0.60309E-03	368997.2	3755974.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000054	0	0.60309E-03	368995.8	3755994.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000055	0	0.60309E-03	368994.5	3756014.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000056	0	0.60309E-03	368993.2	3756034.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000057	0	0.60309E-03	368991.8	3756054.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000058	0	0.60309E-03	368990.5	3756074.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000059	0	0.60309E-03	368989.2	3756094.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000060	0	0.60309E-03	368987.8	3756114.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000061	0	0.60309E-03	368986.5	3756134.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000062	0	0.60309E-03	368985.2	3756153.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000063	0	0.60309E-03	368983.8	3756173.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000064	0	0.60309E-03	368982.5	3756193.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000065	0	0.60309E-03	368981.2	3756213.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000066	0	0.60309E-03	368979.9	3756233.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000067	0	0.60309E-03	368978.5	3756253.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000068	0	0.60309E-03	368977.2	3756273.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000069	0	0.60309E-03	368975.9	3756293.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000070	0	0.60309E-03	368974.6	3756313.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000071	0	0.60309E-03	368973.2	3756333.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000072	0	0.60309E-03	368971.9	3756353.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000073	0	0.60309E-03	368970.6	3756373.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000074	0	0.60309E-03	368969.2	3756393.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000075	0	0.60309E-03	368967.9	3756413.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000076	0	0.60309E-03	368966.6	3756433.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000077	0	0.60309E-03	368965.2	3756452.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000078	0	0.60309E-03	368963.9	3756472.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000079	0	0.60309E-03	368962.6	3756492.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000080	0	0.60309E-03	368961.3	3756512.8	0.0	0.00	9.29	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000081	0	0.60309E-03	368959.9	3756532.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000082	0	0.60309E-03	368958.6	3756552.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000083	0	0.60309E-03	368957.3	3756572.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000084	0	0.60309E-03	368956.0	3756592.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000085	0	0.60309E-03	368954.6	3756612.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000086	0	0.60309E-03	368953.3	3756632.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000087	0	0.60309E-03	368952.0	3756652.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000088	0	0.60309E-03	368950.7	3756672.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000089	0	0.60309E-03	368949.3	3756692.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000090	0	0.60309E-03	368948.0	3756712.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000091	0	0.60309E-03	368946.7	3756732.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000092	0	0.60309E-03	368945.3	3756751.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000093	0	0.60309E-03	368944.0	3756771.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000094	0	0.60309E-03	368942.7	3756791.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000095	0	0.60309E-03	368941.3	3756811.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000096	0	0.60309E-03	368940.0	3756831.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000097	0	0.60309E-03	368938.7	3756851.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000098	0	0.60309E-03	368937.4	3756871.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000099	0	0.60309E-03	368936.0	3756891.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000100	0	0.60309E-03	368934.7	3756911.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000101	0	0.60309E-03	368919.5	3756914.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000102	0	0.60309E-03	368899.7	3756912.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000103	0	0.60309E-03	368879.9	3756910.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000104	0	0.60309E-03	368860.0	3756907.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000105	0	0.60309E-03	368840.2	3756905.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000106	0	0.60309E-03	368820.4	3756903.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000107	0	0.60309E-03	368800.6	3756901.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000108	0	0.60309E-03	368780.8	3756898.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000109	0	0.60309E-03	368760.9	3756896.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000110	0	0.60309E-03	368741.1	3756894.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000111	0	0.60309E-03	368721.3	3756892.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000112	0	0.60309E-03	368701.4	3756889.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000113	0	0.60309E-03	368681.6	3756887.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000114	0	0.60309E-03	368661.8	3756885.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000115	0	0.60309E-03	368642.0	3756883.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000116	0	0.60309E-03	368622.2	3756880.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000117	0	0.60309E-03	368602.3	3756878.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000118	0	0.60309E-03	368582.5	3756876.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000119	0	0.60309E-03	368562.7	3756873.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000120	0	0.60309E-03	368542.8	3756871.5	0.0	0.00	9.28	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000121	0	0.60309E-03	368523.0	3756869.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000122	0	0.60309E-03	368503.2	3756867.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000123	0	0.60309E-03	368483.4	3756864.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000124	0	0.60309E-03	368463.5	3756862.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000125	0	0.60309E-03	368443.7	3756860.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000126	0	0.60309E-03	368423.9	3756858.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000127	0	0.60309E-03	368404.1	3756855.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000128	0	0.60309E-03	368384.2	3756853.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000129	0	0.60309E-03	368364.4	3756851.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000130	0	0.60309E-03	368344.6	3756849.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000131	0	0.60309E-03	368324.8	3756846.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000132	0	0.60309E-03	368304.9	3756844.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000133	0	0.60309E-03	368285.1	3756842.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000134	0	0.60309E-03	368265.3	3756840.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000135	0	0.60309E-03	368245.5	3756837.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000136	0	0.60309E-03	368225.7	3756835.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000137	0	0.60309E-03	368205.8	3756833.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000138	0	0.60309E-03	368186.0	3756831.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000139	0	0.60309E-03	368166.2	3756828.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000140	0	0.60309E-03	368146.3	3756826.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000141	0	0.60309E-03	368126.5	3756824.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000142	0	0.60309E-03	368106.7	3756821.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000143	0	0.60309E-03	368086.9	3756819.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000144	0	0.60309E-03	368067.0	3756817.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000145	0	0.60309E-03	368047.2	3756815.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000146	0	0.60309E-03	368044.1	3756800.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000147	0	0.60309E-03	368046.5	3756780.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000148	0	0.60309E-03	368048.9	3756761.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000149	0	0.60309E-03	368051.3	3756742.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000150	0	0.60309E-03	368053.8	3756722.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000151	0	0.60309E-03	368056.2	3756703.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000152	0	0.60309E-03	368058.6	3756684.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000153	0	0.60309E-03	368061.0	3756664.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000154	0	0.60309E-03	368063.4	3756645.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000155	0	0.60309E-03	368065.8	3756626.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000156	0	0.60309E-03	368068.2	3756606.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000157	0	0.60309E-03	368070.7	3756587.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000158	0	0.60309E-03	368073.1	3756567.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000159	0	0.60309E-03	368075.5	3756548.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000160	0	0.60309E-03	368077.9	3756529.0	0.0	0.00	9.07	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000161	0	0.60309E-03	368080.4	3756509.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000162	0	0.60309E-03	368082.8	3756490.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000163	0	0.60309E-03	368085.2	3756471.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000164	0	0.60309E-03	368087.6	3756451.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000165	0	0.60309E-03	368090.1	3756432.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000166	0	0.60309E-03	368092.5	3756413.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000167	0	0.60309E-03	368090.2	3756397.2	0.0	0.00	7.47	1.16	YES	HROFDY
L0000168	0	0.60309E-03	368085.9	3756381.8	0.0	0.00	7.47	1.16	YES	HROFDY
L0000169	0	0.60309E-03	368086.6	3756365.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000170	0	0.60309E-03	368089.4	3756348.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000171	0	0.60309E-03	368092.2	3756331.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000172	0	0.60309E-03	368095.1	3756314.2	0.0	0.00	7.99	1.16	YES	HROFDY
L0000173	0	0.60309E-03	368097.9	3756297.2	0.0	0.00	7.99	1.16	YES	HROFDY
L0000174	0	0.60309E-03	368107.4	3756283.5	0.0	0.00	8.05	1.16	YES	HROFDY
L0000175	0	0.60309E-03	368119.7	3756271.2	0.0	0.00	8.05	1.16	YES	HROFDY
L0000176	0	0.60309E-03	368131.9	3756259.0	0.0	0.00	8.05	1.16	YES	HROFDY
L0000177	0	0.60309E-03	368137.3	3756240.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000178	0	0.60309E-03	368139.8	3756221.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000179	0	0.60309E-03	368142.3	3756201.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000180	0	0.60309E-03	368144.8	3756181.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000181	0	0.60309E-03	368147.3	3756161.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000182	0	0.60309E-03	368149.8	3756142.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000183	0	0.60309E-03	368152.3	3756122.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000184	0	0.60309E-03	368154.9	3756102.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000185	0	0.60309E-03	368157.4	3756082.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000186	0	0.60309E-03	368159.9	3756062.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000187	0	0.60309E-03	368162.4	3756043.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000188	0	0.60309E-03	368164.9	3756023.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000189	0	0.60309E-03	368167.4	3756003.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000190	0	0.60309E-03	368169.9	3755983.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000191	0	0.60309E-03	368172.4	3755964.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000192	0	0.60309E-03	368174.9	3755944.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000193	0	0.60309E-03	368177.4	3755924.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000194	0	0.60309E-03	368180.0	3755904.8	0.0	0.00	9.27	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** AREAPOLY SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC /METER**2)	LOCATION OF AREA X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	NUMBER OF VERTS.	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
PAREA01	0	0.14305E-04	368974.5	3755931.8	0.0	5.00	23	1.16	YES	HROFDY
PAREA02	0	0.39902E-05	368158.2	3755835.2	0.0	5.00	16	1.16	YES	HROFDY

CONC   DFAULT ELEV   FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID	SOURCE IDs
TAXIWAY	PAREA01 ,
STAGING	PAREA02 ,
HAULING	L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, L0000031, L0000032, L0000033, L0000034, L0000035, L0000036, L0000037, L0000038, L0000039, L0000040, L0000041, L0000042, L0000043, L0000044, L0000045, L0000046, L0000047, L0000048, L0000049, L0000050, L0000051, L0000052, L0000053, L0000054, L0000055, L0000056, L0000057, L0000058, L0000059, L0000060, L0000061, L0000062, L0000063, L0000064, L0000065, L0000066, L0000067, L0000068, L0000069, L0000070, L0000071, L0000072, L0000073, L0000074, L0000075, L0000076, L0000077, L0000078, L0000079, L0000080, L0000081, L0000082, L0000083, L0000084, L0000085, L0000086, L0000087, L0000088, L0000089, L0000090, L0000091, L0000092, L0000093, L0000094, L0000095, L0000096, L0000097, L0000098, L0000099, L0000100, L0000101, L0000102, L0000103, L0000104, L0000105, L0000106, L0000107, L0000108, L0000109, L0000110, L0000111, L0000112, L0000113, L0000114, L0000115, L0000116, L0000117, L0000118, L0000119, L0000120, L0000121, L0000122, L0000123, L0000124, L0000125, L0000126, L0000127, L0000128, L0000129, L0000130, L0000131, L0000132, L0000133, L0000134, L0000135, L0000136, L0000137, L0000138, L0000139, L0000140, L0000141, L0000142, L0000143, L0000144, L0000145, L0000146, L0000147, L0000148, L0000149, L0000150, L0000151, L0000152, L0000153, L0000154, L0000155, L0000156, L0000157, L0000158, L0000159, L0000160, L0000161, L0000162, L0000163, L0000164, L0000165, L0000166, L0000167, L0000168, L0000169, L0000170, L0000171, L0000172, L0000173, L0000174, L0000175, L0000176, L0000177, L0000178, L0000179, L0000180, L0000181, L0000182, L0000183, L0000184, L0000185, L0000186, L0000187, L0000188, L0000189, L0000190, L0000191, L0000192, L0000193, L0000194,
ALL	PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010,

**MODELOPTs:
CONC DFAULT ELEV FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022,
L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, L0000031, L0000032, L0000033, L0000034,
L0000035, L0000036, L0000037, L0000038, L0000039, L0000040, L0000041, L0000042, L0000043, L0000044, L0000045, L0000046,
L0000047, L0000048, L0000049, L0000050, L0000051, L0000052, L0000053, L0000054, L0000055, L0000056, L0000057, L0000058,
L0000059, L0000060, L0000061, L0000062, L0000063, L0000064, L0000065, L0000066, L0000067, L0000068, L0000069, L0000070,
L0000071, L0000072, L0000073, L0000074, L0000075, L0000076, L0000077, L0000078, L0000079, L0000080, L0000081, L0000082,
L0000083, L0000084, L0000085, L0000086, L0000087, L0000088, L0000089, L0000090, L0000091, L0000092, L0000093, L0000094,
L0000095, L0000096, L0000097, L0000098, L0000099, L0000100, L0000101, L0000102, L0000103, L0000104, L0000105, L0000106,
L0000107, L0000108, L0000109, L0000110, L0000111, L0000112, L0000113, L0000114, L0000115, L0000116, L0000117, L0000118,
L0000119, L0000120, L0000121, L0000122, L0000123, L0000124, L0000125, L0000126, L0000127, L0000128, L0000129, L0000130,
L0000131, L0000132, L0000133, L0000134, L0000135, L0000136, L0000137, L0000138, L0000139, L0000140, L0000141, L0000142,
L0000143, L0000144, L0000145, L0000146, L0000147, L0000148, L0000149, L0000150, L0000151, L0000152, L0000153, L0000154,
L0000155, L0000156, L0000157, L0000158, L0000159, L0000160, L0000161, L0000162, L0000163, L0000164, L0000165, L0000166,
L0000167, L0000168, L0000169, L0000170, L0000171, L0000172, L0000173, L0000174, L0000175, L0000176, L0000177, L0000178,
L0000179, L0000180, L0000181, L0000182, L0000183, L0000184, L0000185, L0000186, L0000187, L0000188, L0000189, L0000190,
L0000191, L0000192, L0000193, L0000194,

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = PAREA01 ; SOURCE TYPE = AREAPOLY :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = PAREA02 ; SOURCE TYPE = AREAPOLY :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = L0000001 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = L0000002 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = L0000003 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

The following 38 pages have been deleted from the original AERMOD output file. The source emission rate scalars are identical for Source IDs L0000001 through L0000194, so pages 11 through 48 have been deleted since the data above are simply repeated for these 194 sources.

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = L0000194 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.80000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.80000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

CONC DFAULT ELEV FLGPOL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	367483.7,	3755199.0,	0.0,	0.0,	1.8);	(	367300.9,	3755623.2,	0.0,	0.0,	1.8);
(	367114.3,	3756056.2,	0.0,	0.0,	1.8);	(	366984.5,	3756357.5,	0.0,	0.0,	1.8);
(	366852.9,	3756663.0,	0.0,	0.0,	1.8);	(	366902.3,	3756692.0,	0.0,	0.0,	1.8);
(	366875.5,	3756760.0,	0.0,	0.0,	1.8);	(	366812.7,	3756738.5,	0.0,	0.0,	1.8);
(	366677.2,	3757024.5,	0.0,	0.0,	1.8);	(	366536.2,	3757322.0,	0.0,	0.0,	1.8);
(	366437.3,	3757530.8,	0.0,	0.0,	1.8);	(	366486.9,	3757537.2,	0.0,	0.0,	1.8);
(	366623.9,	3757468.0,	0.0,	0.0,	1.8);	(	366644.4,	3757530.8,	0.0,	0.0,	1.8);
(	366777.1,	3757519.8,	0.0,	0.0,	1.8);	(	366998.6,	3757642.2,	0.0,	0.0,	1.8);
(	367174.2,	3757739.5,	0.0,	0.0,	1.8);	(	367290.7,	3757694.2,	0.0,	0.0,	1.8);
(	367412.7,	3757694.8,	0.0,	0.0,	1.8);	(	367409.8,	3757735.8,	0.0,	0.0,	1.8);
(	367517.8,	3757796.2,	0.0,	0.0,	1.8);	(	367539.2,	3757802.0,	0.0,	0.0,	1.8);
(	367609.1,	3757676.8,	0.0,	0.0,	1.8);	(	367769.1,	3757644.2,	0.0,	0.0,	1.8);
(	367774.8,	3757718.5,	0.0,	0.0,	1.8);	(	367809.5,	3757834.5,	0.0,	0.0,	1.8);
(	367807.1,	3757935.5,	0.0,	0.0,	1.8);	(	367774.9,	3757958.5,	0.0,	0.0,	1.8);
(	367798.1,	3758011.0,	0.0,	0.0,	1.8);	(	367914.4,	3757961.5,	0.0,	0.0,	1.8);
(	367904.5,	3757930.2,	0.0,	0.0,	1.8);	(	368108.7,	3757840.2,	0.0,	0.0,	1.8);
(	368232.8,	3757790.2,	0.0,	0.0,	1.8);	(	368308.9,	3757761.5,	0.0,	0.0,	1.8);
(	368603.4,	3757765.0,	0.0,	0.0,	1.8);	(	368603.8,	3757718.5,	0.0,	0.0,	1.8);
(	368769.7,	3757798.5,	0.0,	0.0,	1.8);	(	369017.2,	3757954.2,	0.0,	0.0,	1.8);
(	369080.3,	3757864.0,	0.0,	0.0,	1.8);	(	369224.0,	3757952.2,	0.0,	0.0,	1.8);
(	369408.7,	3757730.0,	0.0,	0.0,	1.8);	(	369454.2,	3757776.0,	0.0,	0.0,	1.8);
(	369265.0,	3757996.5,	0.0,	0.0,	1.8);	(	369451.6,	3758128.0,	0.0,	0.0,	1.8);
(	369460.0,	3758394.2,	0.0,	0.0,	1.8);	(	369853.1,	3758394.2,	0.0,	0.0,	1.8);
(	369850.4,	3758078.0,	0.0,	0.0,	1.8);	(	370298.6,	3758078.2,	0.0,	0.0,	1.8);
(	370297.5,	3757962.8,	0.0,	0.0,	1.8);	(	370382.3,	3757966.0,	0.0,	0.0,	1.8);
(	370510.1,	3758027.2,	0.0,	0.0,	1.8);	(	370505.6,	3758087.8,	0.0,	0.0,	1.8);
(	370886.4,	3758089.0,	0.0,	0.0,	1.8);	(	370885.1,	3757750.5,	0.0,	0.0,	1.8);
(	370907.3,	3757701.5,	0.0,	0.0,	1.8);	(	370944.9,	3757670.0,	0.0,	0.0,	1.8);
(	371045.8,	3757667.5,	0.0,	0.0,	1.8);	(	371046.3,	3757585.0,	0.0,	0.0,	1.8);
(	371121.7,	3757583.5,	0.0,	0.0,	1.8);	(	371192.6,	3757720.2,	0.0,	0.0,	1.8);
(	371254.0,	3757762.2,	0.0,	0.0,	1.8);	(	371263.7,	3757782.5,	0.0,	0.0,	1.8);
(	371372.3,	3757782.2,	0.0,	0.0,	1.8);	(	371399.4,	3757806.2,	0.0,	0.0,	1.8);
(	371798.3,	3758080.2,	0.0,	0.0,	1.8);	(	371908.2,	3757933.5,	0.0,	0.0,	1.8);
(	371964.2,	3757921.8,	0.0,	0.0,	1.8);	(	371970.2,	3757841.5,	0.0,	0.0,	1.8);
(	372023.3,	3757843.2,	0.0,	0.0,	1.8);	(	372019.9,	3757551.5,	0.0,	0.0,	1.8);
(	372002.4,	3757140.2,	0.0,	0.0,	1.8);	(	371514.1,	3757136.2,	0.0,	0.0,	1.8);
(	371034.6,	3757132.5,	0.0,	0.0,	1.8);	(	371034.4,	3757085.2,	0.0,	0.0,	1.8);
(	370764.2,	3757087.0,	0.0,	0.0,	1.8);	(	370754.0,	3756817.8,	0.0,	0.0,	1.8);
(	371031.5,	3756807.2,	0.0,	0.0,	1.8);	(	371033.1,	3756780.2,	0.0,	0.0,	1.8);
(	371483.1,	3756770.2,	0.0,	0.0,	1.8);	(	371817.2,	3756763.0,	0.0,	0.0,	1.8);
(	372274.4,	3756752.8,	0.0,	0.0,	1.8);	(	372713.4,	3756743.0,	0.0,	0.0,	1.8);
(	372702.6,	3756552.5,	0.0,	0.0,	1.8);	(	372818.8,	3756548.8,	0.0,	0.0,	1.8);
(	372814.4,	3756455.0,	0.0,	0.0,	1.8);	(	372796.8,	3756367.5,	0.0,	0.0,	1.8);
(	372704.8,	3756371.5,	0.0,	0.0,	1.8);	(	372706.3,	3756326.8,	0.0,	0.0,	1.8);
(	372927.1,	3756319.2,	0.0,	0.0,	1.8);	(	372926.2,	3756245.0,	0.0,	0.0,	1.8);

CONC DFAULT ELEV FLGPOL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	373456.8,	3756235.5,	0.0,	0.0,	1.8);	(373448.0,	3755559.8,	0.0,	0.0,	1.8);
(	373222.5,	3755568.8,	0.0,	0.0,	1.8);	(373219.3,	3755705.0,	0.0,	0.0,	1.8);
(	373134.7,	3755704.0,	0.0,	0.0,	1.8);	(373131.2,	3755566.8,	0.0,	0.0,	1.8);
(	373054.1,	3755562.8,	0.0,	0.0,	1.8);	(373046.2,	3755174.0,	0.0,	0.0,	1.8);
(	372725.5,	3755177.0,	0.0,	0.0,	1.8);	(372624.1,	3755182.2,	0.0,	0.0,	1.8);
(	372237.7,	3755185.5,	0.0,	0.0,	1.8);	(371843.0,	3755188.8,	0.0,	0.0,	1.8);
(	371462.8,	3755192.0,	0.0,	0.0,	1.8);	(371049.0,	3755195.5,	0.0,	0.0,	1.8);
(	371056.3,	3755349.0,	0.0,	0.0,	1.8);	(371043.4,	3755384.0,	0.0,	0.0,	1.8);
(	371042.4,	3755556.2,	0.0,	0.0,	1.8);	(370995.8,	3755560.2,	0.0,	0.0,	1.8);
(	371001.0,	3755419.2,	0.0,	0.0,	1.8);	(370801.4,	3755275.5,	0.0,	0.0,	1.8);
(	370666.7,	3755261.8,	0.0,	0.0,	1.8);	(370380.3,	3755263.2,	0.0,	0.0,	1.8);
(	370075.9,	3755265.0,	0.0,	0.0,	1.8);	(369786.9,	3755266.5,	0.0,	0.0,	1.8);
(	369498.0,	3755268.2,	0.0,	0.0,	1.8);	(369193.6,	3755269.8,	0.0,	0.0,	1.8);
(	368889.2,	3755271.5,	0.0,	0.0,	1.8);	(368569.3,	3755273.2,	0.0,	0.0,	1.8);
(	368274.8,	3755274.8,	0.0,	0.0,	1.8);	(367936.4,	3755213.2,	0.0,	0.0,	1.8);

CONC DFAULT ELEV FLGPOL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 0 0 0 0
AND END DATE: 9999 99 99 24

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,

CONC DFAULT ELEV FLGPOL

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: C:\Lakes\Projects\OS_96.SFC Met Version: 07026
Profile file: C:\Lakes\Projects\OS_96.PFL
Surface format: (3(I2,1X),I3,1X,I2,1X,F6.1,1X,3(F6.3,1X),2(F5.0,1X),F8.1,1X,F6.3,1X,2(F6.2,1X),F7.2,1X,F5.0,3(1X,F6.1))
Profile format: (4(I2,1X),F6.1,1X,I1,1X,F5.0,1X,F7.2,1X,F7.2,1X,F6.1,1X,F7.2)
Surface station no.: 23174 Upper air station no.: 3190
Name: LOS_ANGELES/INT'L_ARPT Name: UNKNOWN
Year: 1996 Year: 1996

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
96	01	01	1	01	-64.0	0.658	-9.000	-9.000	-999.	1228.	400.6	1.00	1.50	1.00	3.10	61.	6.1	291.4	2.0
96	01	01	1	02	-45.5	0.415	-9.000	-9.000	-999.	669.	141.3	1.00	1.50	1.00	2.10	38.	6.1	288.1	2.0
96	01	01	1	03	-27.5	0.248	-9.000	-9.000	-999.	311.	50.0	1.00	1.50	1.00	1.50	34.	6.1	285.4	2.0
96	01	01	1	04	-27.5	0.248	-9.000	-9.000	-999.	284.	50.0	1.00	1.50	1.00	1.50	233.	6.1	285.4	2.0
96	01	01	1	05	-27.5	0.248	-9.000	-9.000	-999.	285.	50.2	1.00	1.50	1.00	1.50	293.	6.1	285.9	2.0
96	01	01	1	06	-45.8	0.415	-9.000	-9.000	-999.	614.	140.2	1.00	1.50	1.00	2.10	162.	6.1	286.4	2.0
96	01	01	1	07	-57.3	0.538	-9.000	-9.000	-999.	907.	245.1	1.00	1.50	1.00	2.60	185.	6.1	285.4	2.0
96	01	01	1	08	-64.0	0.892	-9.000	-9.000	-999.	1936.	1000.6	1.00	1.50	0.68	4.10	183.	6.1	289.2	2.0
96	01	01	1	09	22.5	0.910	0.371	0.005	82.	1995.	-998.0	1.00	1.50	0.47	4.10	237.	6.1	290.4	2.0
96	01	01	1	10	70.3	0.917	1.041	0.005	580.	2019.	-990.8	1.00	1.50	0.40	4.10	181.	6.1	293.8	2.0
96	01	01	1	11	101.2	0.814	1.300	0.005	785.	1707.	-481.9	1.00	1.50	0.38	3.60	234.	6.1	294.9	2.0
96	01	01	1	12	119.0	1.270	1.378	0.007	795.	3284.	-998.0	1.00	1.50	0.37	5.70	236.	6.1	294.9	2.0
96	01	01	1	13	117.5	1.270	1.378	0.007	804.	3290.	-998.0	1.00	1.50	0.37	5.70	243.	6.1	293.8	2.0
96	01	01	1	14	98.4	1.029	1.303	0.005	811.	2494.	-998.1	1.00	1.50	0.38	4.60	249.	6.1	293.8	2.0
96	01	01	1	15	64.2	0.916	1.132	0.005	816.	2051.	-998.0	1.00	1.50	0.41	4.10	252.	6.1	293.8	2.0
96	01	01	1	16	13.6	0.689	0.676	0.005	817.	1381.	-998.0	1.00	1.50	0.49	3.10	254.	6.1	293.1	2.0
96	01	01	1	17	-25.2	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.50	0.72	0.00	0.	6.1	291.4	2.0
96	01	01	1	18	-64.0	0.658	-9.000	-9.000	-999.	1228.	401.4	1.00	1.50	1.00	3.10	237.	6.1	290.4	2.0
96	01	01	1	19	-27.4	0.250	-9.000	-9.000	-999.	505.	51.2	1.00	1.50	1.00	1.50	4.	6.1	288.8	2.0
96	01	01	1	20	-27.3	0.250	-9.000	-9.000	-999.	294.	51.6	1.00	1.50	1.00	1.50	67.	6.1	289.9	2.0
96	01	01	1	21	-27.4	0.250	-9.000	-9.000	-999.	287.	51.2	1.00	1.50	1.00	1.50	30.	6.1	288.8	2.0
96	01	01	1	22	-27.2	0.251	-9.000	-9.000	-999.	290.	52.8	1.00	1.50	1.00	1.50	52.	6.1	288.8	2.0
96	01	01	1	23	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.50	1.00	0.00	0.	6.1	288.1	2.0
96	01	01	1	24	-59.6	0.536	-9.000	-9.000	-999.	904.	233.4	1.00	1.50	1.00	2.60	90.	6.1	286.4	2.0

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
96	01	01	01	6.1	1	61.	3.10	291.5	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: TAXIWAY ***
INCLUDING SOURCE(S): PAREA01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	18.96935	(96020707)	367300.88	3755623.25	21.35670	(96031406)
367114.28	3756056.25	22.08249	(96030207)	366984.53	3756357.50	21.01012	(96020407)
366852.91	3756663.00	19.29018	(96012907)	366902.28	3756692.00	19.72754	(96012907)
366875.53	3756760.00	19.25088	(96012907)	366812.69	3756738.50	18.79867	(96012907)
366677.25	3757024.50	15.15630	(96012907)	366536.22	3757322.00	15.29046	(96101006)
366437.28	3757530.75	14.93317	(96101006)	366486.94	3757537.25	15.22038	(96101006)
366623.91	3757468.00	16.20589	(96101006)	366644.38	3757530.75	16.17572	(96101006)
366777.06	3757519.75	17.01996	(96101006)	366998.56	3757642.25	16.83600	(96101006)
367174.25	3757739.50	15.38031	(96101006)	367290.72	3757694.25	16.27577	(96101006)
367412.66	3757694.75	16.13153	(96101006)	367409.81	3757735.75	15.10214	(96101006)
367517.78	3757796.25	13.72808	(96020108)	367539.25	3757802.00	14.08441	(96020108)
367609.12	3757676.75	16.11184	(96101006)	367769.06	3757644.25	17.20234	(96020108)
367774.81	3757718.50	17.59957	(96020108)	367809.47	3757834.50	18.14428	(96020108)
367807.06	3757935.50	17.71296	(96020108)	367774.94	3757958.50	17.27068	(96020108)
367798.12	3758011.00	17.15718	(96020108)	367914.41	3757961.50	18.42068	(96020108)
367904.53	3757930.25	18.64556	(96020108)	368108.69	3757840.25	21.18105	(96020108)
368232.75	3757790.25	23.30118	(96020206)	368308.88	3757761.50	26.24002	(96020206)
368603.38	3757765.00	35.08574	(96020206)	368603.84	3757718.50	36.48772	(96020206)
368769.72	3757798.50	33.07864	(96020206)	369017.16	3757954.25	28.85711	(96032207)
369080.28	3757864.00	30.72423	(96032207)	369224.00	3757952.25	23.59241	(96032207)
369408.72	3757730.00	19.44123	(96032207)	369454.22	3757776.00	15.97565	(96040807)
369264.97	3757996.50	20.91476	(96032207)	369451.62	3758128.00	11.51237	(96032207)
369459.97	3758394.25	9.23764	(96032207)	369853.09	3758394.25	8.64774	(96040807)
369850.44	3758078.00	10.49004	(96040807)	370298.62	3758078.25	16.78900	(96092907)
370297.53	3757962.75	19.13370	(96092907)	370382.34	3757966.00	18.87914	(96092907)
370510.12	3758027.25	17.43184	(96092907)	370505.62	3758087.75	16.74238	(96092907)
370886.41	3758089.00	14.35064	(96100807)	370885.06	3757750.50	18.70066	(96041506)
370907.31	3757701.50	18.99344	(96041506)	370944.91	3757670.00	18.83525	(96041506)
371045.81	3757667.50	17.78925	(96041506)	371046.34	3757585.00	17.75003	(96041506)
371121.66	3757583.50	16.79584	(96041506)	371192.59	3757720.25	16.25129	(96041506)
371253.97	3757762.25	15.66103	(96041506)	371263.66	3757782.50	15.55588	(96041506)
371372.34	3757782.25	14.62551	(96041506)	371399.44	3757806.25	14.41113	(96041506)
371798.31	3758080.25	11.71103	(96041506)	371908.19	3757933.50	10.88877	(96041506)
371964.22	3757921.75	10.47763	(96041506)	371970.19	3757841.50	10.07436	(96041506)
372023.31	3757843.25	9.71358	(96041506)	372019.88	3757551.50	8.46845	(96021407)
372002.41	3757140.25	10.69149	(96021407)	371514.12	3757136.25	13.14906	(96021407)
371034.56	3757132.50	16.45697	(96021407)	371034.44	3757085.25	16.87243	(96021407)
370764.19	3757087.00	19.54866	(96021407)	370754.00	3756817.75	20.46311	(96021407)
371031.47	3756807.25	16.97697	(96021407)	371033.12	3756780.25	16.76052	(96021407)
371483.09	3756770.25	12.74620	(96021407)	371817.25	3756763.00	10.61552	(96021407)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: TAXIWAY ***
INCLUDING SOURCE(S): PAREA01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	8.60816	(96100606)	372713.41	3756743.00	7.32752	(96100606)
372702.62	3756552.50	7.47308	(96100606)	372818.81	3756548.75	7.17283	(96100606)
372814.44	3756455.00	7.10530	(96100606)	372796.75	3756367.50	7.00320	(96100606)
372704.81	3756371.50	7.23259	(96100606)	372706.31	3756326.75	7.12402	(96100606)
372927.09	3756319.25	6.60801	(96100606)	372926.22	3756245.00	6.42079	(96100606)
373456.81	3756235.50	5.47315	(96100606)	373448.00	3755559.75	3.30240	(96100606)
373222.47	3755568.75	3.43876	(96100606)	373219.34	3755705.00	4.00077	(96100606)
373134.66	3755704.00	4.05448	(96100606)	373131.22	3755566.75	3.47367	(96100606)
373054.09	3755562.75	3.49145	(96100606)	373046.22	3755174.00	2.97893	(96010208)
372725.47	3755177.00	3.45605	(96010208)	372624.12	3755182.25	3.61452	(96010208)
372237.69	3755185.50	4.26888	(96010208)	371843.00	3755188.75	4.95773	(96010208)
371462.81	3755192.00	5.55744	(96010208)	371049.03	3755195.50	5.95897	(96010208)
371056.31	3755349.00	6.71402	(96010208)	371043.41	3755384.00	6.89121	(96010208)
371042.38	3755556.25	7.48795	(96010208)	370995.81	3755560.25	7.65382	(96010208)
371001.00	3755419.25	7.12545	(96010208)	370801.41	3755275.50	6.52286	(96010208)
370666.66	3755261.75	6.38858	(96010208)	370380.28	3755263.25	9.16292	(96020306)
370075.88	3755265.00	17.16909	(96020306)	369786.91	3755266.50	26.30857	(96020306)
369498.00	3755268.25	32.02204	(96020306)	369193.59	3755269.75	22.44199	(96020306)
368889.16	3755271.50	29.34391	(96011009)	368569.28	3755273.25	42.13387	(96012607)
368274.84	3755274.75	39.71706	(96020406)	367936.44	3755213.25	31.53292	(96020707)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: STAGING ***
INCLUDING SOURCE(S): PAREA02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	9.39784	(96012607)	367300.88	3755623.25	11.37211	(96020707)
367114.28	3756056.25	13.95761	(96020407)	366984.53	3756357.50	11.07446	(96101006)
366852.91	3756663.00	6.44564	(96101006)	366902.28	3756692.00	5.87773	(96101006)
366875.53	3756760.00	4.75614	(96101006)	366812.69	3756738.50	5.26781	(96101006)
366677.25	3757024.50	3.57800	(96020108)	366536.22	3757322.00	3.04626	(96020108)
366437.28	3757530.75	2.65507	(96020108)	366486.94	3757537.25	2.70407	(96020108)
366623.91	3757468.00	2.95317	(96020108)	366644.38	3757530.75	2.80603	(96020108)
366777.06	3757519.75	2.87702	(96020206)	366998.56	3757642.25	3.71870	(96020206)
367174.25	3757739.50	3.53488	(96020206)	367290.72	3757694.25	3.45409	(96020206)
367412.66	3757694.75	3.08286	(96032207)	367409.81	3757735.75	3.00392	(96032207)
367517.78	3757796.25	3.10842	(96032207)	367539.25	3757802.00	3.11763	(96032207)
367609.12	3757676.75	3.46586	(96032207)	367769.06	3757644.25	3.34000	(96032207)
367774.81	3757718.50	3.10797	(96032207)	367809.47	3757834.50	2.71751	(96032207)
367807.06	3757935.50	2.50910	(96032207)	367774.94	3757958.50	2.54412	(96032207)
367798.12	3758011.00	2.38781	(96032207)	367914.41	3757961.50	2.13246	(96032207)
367904.53	3757930.25	2.21824	(96032207)	368108.69	3757840.25	1.55303	(96032207)
368232.75	3757790.25	1.20726	(96040807)	368308.88	3757761.50	1.29256	(96040807)
368603.38	3757765.00	1.25848	(96040807)	368603.84	3757718.50	1.29153	(96040807)
368769.72	3757798.50	1.09960	(96040807)	369017.16	3757954.25	1.19117	(96092907)
369080.28	3757864.00	1.48517	(96092907)	369224.00	3757952.25	1.48398	(96092907)
369408.72	3757730.00	2.02082	(96092907)	369454.22	3757776.00	1.94891	(96092907)
369264.97	3757996.50	1.44313	(96092907)	369451.62	3758128.00	1.38747	(96092907)
369459.97	3758394.25	1.00678	(96092907)	369853.09	3758394.25	1.25721	(96092907)
369850.44	3758078.00	1.55639	(96092907)	370298.62	3758078.25	1.36567	(96100807)
370297.53	3757962.75	1.44737	(96100807)	370382.34	3757966.00	1.41536	(96100807)
370510.12	3758027.25	1.33831	(96100807)	370505.62	3758087.75	1.31511	(96100807)
370886.41	3758089.00	1.28764	(96041506)	370885.06	3757750.50	1.48981	(96041506)
370907.31	3757701.50	1.48589	(96041506)	370944.91	3757670.00	1.46308	(96041506)
371045.81	3757667.50	1.39493	(96041506)	371046.34	3757585.00	1.37290	(96041506)
371121.66	3757583.50	1.31401	(96041506)	371192.59	3757720.25	1.30653	(96041506)
371253.97	3757762.25	1.27627	(96041506)	371263.66	3757782.50	1.27392	(96041506)
371372.34	3757782.25	1.20855	(96041506)	371399.44	3757806.25	1.19804	(96041506)
371798.31	3758080.25	1.04444	(96041506)	371908.19	3757933.50	0.95948	(96041506)
371964.22	3757921.75	0.92666	(96041506)	371970.19	3757841.50	0.88962	(96041506)
372023.31	3757843.25	0.86308	(96041506)	372019.88	3757551.50	0.70956	(96022008)
372002.41	3757140.25	0.90846	(96021407)	371514.12	3757136.25	0.98409	(96021407)
371034.56	3757132.50	1.03862	(96021407)	371034.44	3757085.25	1.09808	(96021407)
370764.19	3757087.00	1.24089	(96041506)	370754.00	3756817.75	1.49775	(96021407)
371031.47	3756807.25	1.39106	(96021407)	371033.12	3756780.25	1.41058	(96021407)
371483.09	3756770.25	1.22456	(96021407)	371817.25	3756763.00	1.09947	(96021407)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: STAGING ***
INCLUDING SOURCE(S): PAREA02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.95067	(96021407)	372713.41	3756743.00	0.82942	(96021407)
372702.62	3756552.50	0.79218	(96021407)	372818.81	3756548.75	0.76134	(96021407)
372814.44	3756455.00	0.73023	(96021407)	372796.75	3756367.50	0.70135	(96100606)
372704.81	3756371.50	0.72236	(96021407)	372706.31	3756326.75	0.72751	(96100606)
372927.09	3756319.25	0.68791	(96100606)	372926.22	3756245.00	0.70062	(96100606)
373456.81	3756235.50	0.61422	(96100606)	373448.00	3755559.75	0.56577	(96100606)
373222.47	3755568.75	0.59754	(96100606)	373219.34	3755705.00	0.62996	(96100606)
373134.66	3755704.00	0.64293	(96100606)	373131.22	3755566.75	0.60967	(96100606)
373054.09	3755562.75	0.61964	(96100606)	373046.22	3755174.00	0.48153	(96100606)
372725.47	3755177.00	0.50959	(96100606)	372624.12	3755182.25	0.52124	(96100606)
372237.69	3755185.50	0.55838	(96100606)	371843.00	3755188.75	0.59957	(96100606)
371462.81	3755192.00	0.64009	(96100606)	371049.03	3755195.50	0.68354	(96100606)
371056.31	3755349.00	0.85737	(96100606)	371043.41	3755384.00	0.89931	(96100606)
371042.38	3755556.25	1.08774	(96100606)	370995.81	3755560.25	1.10917	(96100606)
371001.00	3755419.25	0.95055	(96100606)	370801.41	3755275.50	0.80965	(96100606)
370666.66	3755261.75	0.80773	(96100606)	370380.28	3755263.25	0.83983	(96100606)
370075.88	3755265.00	1.03990	(96010208)	369786.91	3755266.50	1.31535	(96010208)
369498.00	3755268.25	1.64561	(96010208)	369193.59	3755269.75	2.00943	(96010208)
368889.16	3755271.50	2.22219	(96010208)	368569.28	3755273.25	4.71997	(96020306)
368274.84	3755274.75	9.60286	(96020306)	367936.44	3755213.25	5.10308	(96011009)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: HAULING ***
INCLUDING SOURCE(S): L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.33853	(96020707)	367300.88	3755623.25	0.41071	(96011206)
367114.28	3756056.25	0.34771	(96012907)	366984.53	3756357.50	0.32357	(96011206)
366852.91	3756663.00	0.32360	(96020407)	366902.28	3756692.00	0.33944	(96020407)
366875.53	3756760.00	0.32330	(96020407)	366812.69	3756738.50	0.31260	(96020407)
366677.25	3757024.50	0.23001	(96101006)	366536.22	3757322.00	0.22781	(96101006)
366437.28	3757530.75	0.20524	(96101006)	366486.94	3757537.25	0.20609	(96101006)
366623.91	3757468.00	0.22595	(96101006)	366644.38	3757530.75	0.21171	(96101006)
366777.06	3757519.75	0.21589	(96101006)	366998.56	3757642.25	0.17874	(96020108)
367174.25	3757739.50	0.18565	(96020108)	367290.72	3757694.25	0.19639	(96020206)
367412.66	3757694.75	0.25191	(96020206)	367409.81	3757735.75	0.25025	(96020206)
367517.78	3757796.25	0.26391	(96020206)	367539.25	3757802.00	0.26284	(96020206)
367609.12	3757676.75	0.29149	(96020206)	367769.06	3757644.25	0.27286	(96020206)
367774.81	3757718.50	0.25050	(96020206)	367809.47	3757834.50	0.22471	(96020206)
367807.06	3757935.50	0.21194	(96020206)	367774.94	3757958.50	0.20891	(96020206)
367798.12	3758011.00	0.20428	(96020206)	367914.41	3757961.50	0.21972	(96032207)
367904.53	3757930.25	0.22501	(96032207)	368108.69	3757840.25	0.26078	(96020206)
368232.75	3757790.25	0.28775	(96020206)	368308.88	3757761.50	0.29973	(96020206)
368603.38	3757765.00	0.26105	(96032207)	368603.84	3757718.50	0.27017	(96032207)
368769.72	3757798.50	0.24903	(96032207)	369017.16	3757954.25	0.10291	(96020509)
369080.28	3757864.00	0.11610	(96092907)	369224.00	3757952.25	0.11486	(96092907)
369408.72	3757730.00	0.18994	(96092907)	369454.22	3757776.00	0.18111	(96092907)
369264.97	3757996.50	0.10959	(96092907)	369451.62	3758128.00	0.10441	(96092907)
369459.97	3758394.25	0.07891	(96040807)	369853.09	3758394.25	0.09750	(96092907)
369850.44	3758078.00	0.14077	(96092907)	370298.62	3758078.25	0.12910	(96100807)
370297.53	3757962.75	0.13896	(96041506)	370382.34	3757966.00	0.14179	(96041506)
370510.12	3758027.25	0.13445	(96041506)	370505.62	3758087.75	0.12354	(96100807)
370886.41	3758089.00	0.12780	(96041506)	370885.06	3757750.50	0.13339	(96041506)
370907.31	3757701.50	0.13191	(96041506)	370944.91	3757670.00	0.13009	(96041506)
371045.81	3757667.50	0.12570	(96041506)	371046.34	3757585.00	0.12614	(96041506)
371121.66	3757583.50	0.12274	(96041506)	371192.59	3757720.25	0.11951	(96041506)
371253.97	3757762.25	0.11706	(96041506)	371263.66	3757782.50	0.11670	(96041506)
371372.34	3757782.25	0.11235	(96041506)	371399.44	3757806.25	0.11140	(96041506)
371798.31	3758080.25	0.09888	(96041506)	371908.19	3757933.50	0.09162	(96041506)
371964.22	3757921.75	0.08848	(96041506)	371970.19	3757841.50	0.08459	(96041506)
372023.31	3757843.25	0.08159	(96041506)	372019.88	3757551.50	0.06959	(96021407)
372002.41	3757140.25	0.08861	(96021407)	371514.12	3757136.25	0.10235	(96021407)
371034.56	3757132.50	0.12275	(96021407)	371034.44	3757085.25	0.12268	(96021407)
370764.19	3757087.00	0.13933	(96021407)	370754.00	3756817.75	0.13175	(96100606)
371031.47	3756807.25	0.11586	(96021407)	371033.12	3756780.25	0.11677	(96100606)
371483.09	3756770.25	0.10207	(96021407)	371817.25	3756763.00	0.09323	(96021407)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: HAULING ***
INCLUDING SOURCE(S): L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.08141	(96021407)	372713.41	3756743.00	0.07028	(96021407)
372702.62	3756552.50	0.07262	(96100606)	372818.81	3756548.75	0.07065	(96100606)
372814.44	3756455.00	0.07206	(96100606)	372796.75	3756367.50	0.07285	(96100606)
372704.81	3756371.50	0.07446	(96100606)	372706.31	3756326.75	0.07443	(96100606)
372927.09	3756319.25	0.07059	(96100606)	372926.22	3756245.00	0.07008	(96100606)
373456.81	3756235.50	0.06198	(96100606)	373448.00	3755559.75	0.03571	(96100606)
373222.47	3755568.75	0.03772	(96100606)	373219.34	3755705.00	0.04572	(96100606)
373134.66	3755704.00	0.04651	(96100606)	373131.22	3755566.75	0.03825	(96100606)
373054.09	3755562.75	0.03857	(96100606)	373046.22	3755174.00	0.03230	(96032006)
372725.47	3755177.00	0.03364	(96030209)	372624.12	3755182.25	0.03416	(96032006)
372237.69	3755185.50	0.03619	(96010208)	371843.00	3755188.75	0.04735	(96010208)
371462.81	3755192.00	0.05833	(96010208)	371049.03	3755195.50	0.07010	(96010208)
371056.31	3755349.00	0.06847	(96010208)	371043.41	3755384.00	0.06843	(96010208)
371042.38	3755556.25	0.06490	(96010208)	370995.81	3755560.25	0.06678	(96010208)
371001.00	3755419.25	0.06939	(96010208)	370801.41	3755275.50	0.07755	(96010208)
370666.66	3755261.75	0.08240	(96010208)	370380.28	3755263.25	0.09419	(96010208)
370075.88	3755265.00	0.10787	(96010208)	369786.91	3755266.50	0.11682	(96010208)
369498.00	3755268.25	0.25081	(96020306)	369193.59	3755269.75	0.30528	(96020306)
368889.16	3755271.50	0.30433	(96020306)	368569.28	3755273.25	0.44697	(96020306)
368274.84	3755274.75	0.48865	(96012607)	367936.44	3755213.25	0.42611	(96012607)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005,
L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017,
L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	26.41208	(96020707)	367300.88	3755623.25	31.61809	(96031406)
367114.28	3756056.25	34.85746	(96030207)	366984.53	3756357.50	26.19033	(96020407)
366852.91	3756663.00	20.94592	(96012907)	366902.28	3756692.00	21.03376	(96012907)
366875.53	3756760.00	20.17364	(96012907)	366812.69	3756738.50	19.93618	(96012907)
366677.25	3757024.50	16.45005	(96101006)	366536.22	3757322.00	16.35122	(96101006)
366437.28	3757530.75	15.55326	(96101006)	366486.94	3757537.25	15.77398	(96101006)
366623.91	3757468.00	16.74808	(96101006)	366644.38	3757530.75	16.59581	(96101006)
366777.06	3757519.75	17.35940	(96101006)	366998.56	3757642.25	16.99825	(96101006)
367174.25	3757739.50	15.47428	(96101006)	367290.72	3757694.25	16.37506	(96101006)
367412.66	3757694.75	16.22144	(96101006)	367409.81	3757735.75	15.18108	(96101006)
367517.78	3757796.25	14.16853	(96020108)	367539.25	3757802.00	14.49432	(96020108)
367609.12	3757676.75	16.19688	(96101006)	367769.06	3757644.25	17.50807	(96020108)
367774.81	3757718.50	17.87201	(96020108)	367809.47	3757834.50	18.36089	(96020108)
367807.06	3757935.50	17.89496	(96020108)	367774.94	3757958.50	17.45574	(96020108)
367798.12	3758011.00	17.31663	(96020108)	367914.41	3757961.50	18.56199	(96020108)
367904.53	3757930.25	18.79993	(96020108)	368108.69	3757840.25	21.31357	(96020108)
368232.75	3757790.25	23.65163	(96020206)	368308.88	3757761.50	26.57359	(96020206)
368603.38	3757765.00	35.25399	(96020206)	368603.84	3757718.50	36.67938	(96020206)
368769.72	3757798.50	33.16310	(96020206)	369017.16	3757954.25	28.95887	(96032207)
369080.28	3757864.00	30.80673	(96032207)	369224.00	3757952.25	23.64606	(96032207)
369408.72	3757730.00	19.49544	(96032207)	369454.22	3757776.00	16.43651	(96040807)
369264.97	3757996.50	20.96375	(96032207)	369451.62	3758128.00	11.54966	(96032207)
369459.97	3758394.25	9.26938	(96032207)	369853.09	3758394.25	8.95689	(96040807)
369850.44	3758078.00	11.89676	(96092907)	370298.62	3758078.25	18.22159	(96092907)
370297.53	3757962.75	20.55111	(96092907)	370382.34	3757966.00	20.21070	(96092907)
370510.12	3758027.25	18.65848	(96092907)	370505.62	3758087.75	17.99403	(96092907)
370886.41	3758089.00	15.60363	(96100807)	370885.06	3757750.50	20.32386	(96041506)
370907.31	3757701.50	20.61124	(96041506)	370944.91	3757670.00	20.42842	(96041506)
371045.81	3757667.50	19.30988	(96041506)	371046.34	3757585.00	19.24907	(96041506)
371121.66	3757583.50	18.23259	(96041506)	371192.59	3757720.25	17.67735	(96041506)
371253.97	3757762.25	17.05435	(96041506)	371263.66	3757782.50	16.94650	(96041506)
371372.34	3757782.25	15.94641	(96041506)	371399.44	3757806.25	15.72056	(96041506)
371798.31	3758080.25	12.85435	(96041506)	371908.19	3757933.50	11.93987	(96041506)
371964.22	3757921.75	11.49277	(96041506)	371970.19	3757841.50	11.04857	(96041506)
372023.31	3757843.25	10.65826	(96041506)	372019.88	3757551.50	9.16066	(96021407)
372002.41	3757140.25	11.68856	(96021407)	371514.12	3757136.25	14.23551	(96021407)
371034.56	3757132.50	17.61833	(96021407)	371034.44	3757085.25	18.09320	(96021407)
370764.19	3757087.00	20.80641	(96021407)	370754.00	3756817.75	22.08909	(96021407)
371031.47	3756807.25	18.48389	(96021407)	371033.12	3756780.25	18.28690	(96021407)
371483.09	3756770.25	14.07282	(96021407)	371817.25	3756763.00	11.80822	(96021407)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005,
L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017,
L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	9.47725	(96021407)	372713.41	3756743.00	7.97557	(96100606)
372702.62	3756552.50	8.20619	(96100606)	372818.81	3756548.75	7.88668	(96100606)
372814.44	3756455.00	7.85129	(96100606)	372796.75	3756367.50	7.77739	(96100606)
372704.81	3756371.50	8.02499	(96100606)	372706.31	3756326.75	7.92595	(96100606)
372927.09	3756319.25	7.36651	(96100606)	372926.22	3756245.00	7.19150	(96100606)
373456.81	3756235.50	6.14935	(96100606)	373448.00	3755559.75	3.90388	(96100606)
373222.47	3755568.75	4.07403	(96100606)	373219.34	3755705.00	4.67645	(96100606)
373134.66	3755704.00	4.74391	(96100606)	373131.22	3755566.75	4.12160	(96100606)
373054.09	3755562.75	4.14966	(96100606)	373046.22	3755174.00	3.13501	(96010208)
372725.47	3755177.00	3.64748	(96010208)	372624.12	3755182.25	3.81757	(96010208)
372237.69	3755185.50	4.53008	(96010208)	371843.00	3755188.75	5.29682	(96010208)
371462.81	3755192.00	5.99516	(96010208)	371049.03	3755195.50	6.53883	(96010208)
371056.31	3755349.00	7.21499	(96010208)	371043.41	3755384.00	7.37878	(96010208)
371042.38	3755556.25	7.88059	(96010208)	370995.81	3755560.25	8.05940	(96010208)
371001.00	3755419.25	7.60935	(96010208)	370801.41	3755275.50	7.17305	(96010208)
370666.66	3755261.75	7.11599	(96010208)	370380.28	3755263.25	9.19700	(96020306)
370075.88	3755265.00	17.21902	(96020306)	369786.91	3755266.50	26.42217	(96020306)
369498.00	3755268.25	32.29961	(96020306)	369193.59	3755269.75	22.93055	(96020306)
368889.16	3755271.50	29.52962	(96011009)	368569.28	3755273.25	42.51826	(96012607)
368274.84	3755274.75	40.19161	(96020406)	367936.44	3755213.25	32.63717	(96020707)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: TAXIWAY ***
INCLUDING SOURCE(S): PAREA01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	3.31450c	(96020708)	367300.88	3755623.25	3.73066c	(96012908)
367114.28	3756056.25	5.21720c	(96012908)	366984.53	3756357.50	5.17302c	(96012908)
366852.91	3756663.00	4.32046c	(96012908)	366902.28	3756692.00	4.36497c	(96012908)
366875.53	3756760.00	4.09345c	(96012908)	366812.69	3756738.50	4.02036c	(96012908)
366677.25	3757024.50	3.05122c	(96020208)	366536.22	3757322.00	2.96111c	(96020208)
366437.28	3757530.75	2.69251c	(96020208)	366486.94	3757537.25	2.72486c	(96020208)
366623.91	3757468.00	2.93763c	(96020208)	366644.38	3757530.75	2.86268c	(96020208)
366777.06	3757519.75	2.99415c	(96020208)	366998.56	3757642.25	2.85338c	(96020208)
367174.25	3757739.50	2.64320c	(96020208)	367290.72	3757694.25	2.86940c	(96020208)
367412.66	3757694.75	2.97195c	(96020208)	367409.81	3757735.75	2.82031c	(96020208)
367517.78	3757796.25	2.72839c	(96020208)	367539.25	3757802.00	2.73687c	(96020208)
367609.12	3757676.75	3.29702c	(96020208)	367769.06	3757644.25	3.76131c	(96020208)
367774.81	3757718.50	3.46897c	(96020208)	367809.47	3757834.50	3.17036c	(96020208)
367807.06	3757935.50	2.91952c	(96020208)	367774.94	3757958.50	2.78712c	(96020208)
367798.12	3758011.00	2.76250c	(96020208)	367914.41	3757961.50	3.19816c	(96020208)
367904.53	3757930.25	3.22414c	(96020208)	368108.69	3757840.25	4.20250c	(96020208)
368232.75	3757790.25	4.91688c	(96020208)	368308.88	3757761.50	5.39217c	(96020208)
368603.38	3757765.00	6.30032c	(96020208)	368603.84	3757718.50	6.68245c	(96020208)
368769.72	3757798.50	5.68658c	(96020208)	369017.16	3757954.25	3.72867	(96032208)
369080.28	3757864.00	3.98706	(96032208)	369224.00	3757952.25	3.09930	(96032208)
369408.72	3757730.00	3.06123	(96010108)	369454.22	3757776.00	2.84212c	(96040808)
369264.97	3757996.50	2.76059	(96032208)	369451.62	3758128.00	1.86594	(96010108)
369459.97	3758394.25	1.48272	(96010108)	369853.09	3758394.25	1.52524c	(96040808)
369850.44	3758078.00	2.40598c	(96092608)	370298.62	3758078.25	3.59280c	(96092908)
370297.53	3757962.75	4.20434c	(96092908)	370382.34	3757966.00	4.21207c	(96092908)
370510.12	3758027.25	3.92287c	(96092908)	370505.62	3758087.75	3.70377c	(96092908)
370886.41	3758089.00	3.32517c	(96100808)	370885.06	3757750.50	4.10639c	(96100808)
370907.31	3757701.50	4.07979c	(96100808)	370944.91	3757670.00	3.97163c	(96100808)
371045.81	3757667.50	3.66614c	(96100808)	371046.34	3757585.00	3.58686c	(96100808)
371121.66	3757583.50	3.34594c	(96100808)	371192.59	3757720.25	3.29184c	(96100808)
371253.97	3757762.25	3.16584c	(96100808)	371263.66	3757782.50	3.15492c	(96100808)
371372.34	3757782.25	2.90252c	(96100808)	371399.44	3757806.25	2.86138c	(96100808)
371798.31	3758080.25	2.30597c	(96100808)	371908.19	3757933.50	2.03608c	(96100808)
371964.22	3757921.75	1.93976c	(96100808)	371970.19	3757841.50	1.84389c	(96100808)
372023.31	3757843.25	1.76744c	(96100808)	372019.88	3757551.50	1.85060c	(96090408)
372002.41	3757140.25	2.11662c	(96090308)	371514.12	3757136.25	2.65124c	(96090308)
371034.56	3757132.50	3.51335c	(96090408)	371034.44	3757085.25	3.52941c	(96090408)
370764.19	3757087.00	4.30355c	(96090408)	370754.00	3756817.75	4.62996c	(96100608)
371031.47	3756807.25	3.86133c	(96100608)	371033.12	3756780.25	3.87831c	(96100608)
371483.09	3756770.25	3.00005c	(96100608)	371817.25	3756763.00	2.54205c	(96100608)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: TAXIWAY ***
INCLUDING SOURCE(S): PAREA01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	2.07862c	(96100608)	372713.41	3756743.00	1.75129c	(96100608)
372702.62	3756552.50	1.71388c	(96100608)	372818.81	3756548.75	1.64084c	(96100608)
372814.44	3756455.00	1.59589c	(96100608)	372796.75	3756367.50	1.54827c	(96100608)
372704.81	3756371.50	1.60166c	(96100608)	372706.31	3756326.75	1.56557c	(96100608)
372927.09	3756319.25	1.44688c	(96100608)	372926.22	3756245.00	1.38838c	(96100608)
373456.81	3756235.50	1.17561c	(96100608)	373448.00	3755559.75	0.64882c	(96100608)
373222.47	3755568.75	0.67640c	(96100608)	373219.34	3755705.00	0.79991c	(96100608)
373134.66	3755704.00	0.81090c	(96100608)	373131.22	3755566.75	0.68320c	(96100608)
373054.09	3755562.75	0.68652c	(96100608)	373046.22	3755174.00	0.42634	(96032008)
372725.47	3755177.00	0.49372c	(96010208)	372624.12	3755182.25	0.51636c	(96010208)
372237.69	3755185.50	0.60984c	(96010208)	371843.00	3755188.75	0.70825c	(96010208)
371462.81	3755192.00	0.79392c	(96010208)	371049.03	3755195.50	0.85128c	(96010208)
371056.31	3755349.00	0.95915c	(96010208)	371043.41	3755384.00	0.98446c	(96010208)
371042.38	3755556.25	1.06971c	(96010208)	370995.81	3755560.25	1.09340c	(96010208)
371001.00	3755419.25	1.01792c	(96010208)	370801.41	3755275.50	0.96781	(96032008)
370666.66	3755261.75	1.03143	(96032008)	370380.28	3755263.25	1.52715c	(96020308)
370075.88	3755265.00	2.86151c	(96020308)	369786.91	3755266.50	4.38476c	(96020308)
369498.00	3755268.25	5.33701c	(96020308)	369193.59	3755269.75	3.74243c	(96020308)
368889.16	3755271.50	6.35307c	(96012608)	368569.28	3755273.25	10.37022c	(96012608)
368274.84	3755274.75	8.83824c	(96012608)	367936.44	3755213.25	5.35344c	(96020708)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: STAGING ***
INCLUDING SOURCE(S): PAREA02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	2.29305c	(96012608)	367300.88	3755623.25	2.12980c	(96020708)
367114.28	3756056.25	3.64545c	(96012908)	366984.53	3756357.50	2.06249c	(96020208)
366852.91	3756663.00	1.14317c	(96020208)	366902.28	3756692.00	1.10535c	(96020208)
366875.53	3756760.00	0.94388c	(96020208)	366812.69	3756738.50	0.95666c	(96020208)
366677.25	3757024.50	0.52172c	(96020208)	366536.22	3757322.00	0.38078	(96020108)
366437.28	3757530.75	0.33188	(96020108)	366486.94	3757537.25	0.35813c	(96061208)
366623.91	3757468.00	0.44033c	(96061208)	366644.38	3757530.75	0.45965c	(96061208)
366777.06	3757519.75	0.53878c	(96061208)	366998.56	3757642.25	0.62294c	(96020208)
367174.25	3757739.50	0.58947c	(96020208)	367290.72	3757694.25	0.57583c	(96020208)
367412.66	3757694.75	0.49649c	(96020208)	367409.81	3757735.75	0.47146c	(96020208)
367517.78	3757796.25	0.39730	(96032208)	367539.25	3757802.00	0.39876	(96032208)
367609.12	3757676.75	0.44436	(96032208)	367769.06	3757644.25	0.43164	(96032208)
367774.81	3757718.50	0.40179	(96032208)	367809.47	3757834.50	0.35213	(96032208)
367807.06	3757935.50	0.32508	(96032208)	367774.94	3757958.50	0.32895	(96032208)
367798.12	3758011.00	0.30919	(96032208)	367914.41	3757961.50	0.27867	(96032208)
367904.53	3757930.25	0.28963	(96032208)	368108.69	3757840.25	0.22383	(96010108)
368232.75	3757790.25	0.20445c	(96040808)	368308.88	3757761.50	0.22011c	(96040808)
368603.38	3757765.00	0.22446c	(96040808)	368603.84	3757718.50	0.23980c	(96092608)
368769.72	3757798.50	0.25677c	(96092608)	369017.16	3757954.25	0.24865c	(96092608)
369080.28	3757864.00	0.30004c	(96092908)	369224.00	3757952.25	0.30060c	(96092908)
369408.72	3757730.00	0.43384c	(96092908)	369454.22	3757776.00	0.41752c	(96092908)
369264.97	3757996.50	0.29194c	(96092908)	369451.62	3758128.00	0.28120c	(96092908)
369459.97	3758394.25	0.19920c	(96092908)	369853.09	3758394.25	0.25654c	(96092908)
369850.44	3758078.00	0.33412c	(96092908)	370298.62	3758078.25	0.30563c	(96092908)
370297.53	3757962.75	0.32877c	(96100808)	370382.34	3757966.00	0.32650c	(96100808)
370510.12	3758027.25	0.31070c	(96100808)	370505.62	3758087.75	0.29965c	(96100808)
370886.41	3758089.00	0.28060c	(96100808)	370885.06	3757750.50	0.28847c	(96100808)
370907.31	3757701.50	0.28215c	(96100808)	370944.91	3757670.00	0.27329c	(96100808)
371045.81	3757667.50	0.25553c	(96100808)	371046.34	3757585.00	0.24666c	(96100808)
371121.66	3757583.50	0.23331c	(96100808)	371192.59	3757720.25	0.23636c	(96100808)
371253.97	3757762.25	0.23078c	(96100808)	371263.66	3757782.50	0.23111c	(96100808)
371372.34	3757782.25	0.21537c	(96100808)	371399.44	3757806.25	0.21373c	(96100808)
371798.31	3758080.25	0.18595c	(96100808)	371908.19	3757933.50	0.16862c	(96041508)
371964.22	3757921.75	0.16339c	(96041508)	371970.19	3757841.50	0.15815c	(96041508)
372023.31	3757843.25	0.15376c	(96041508)	372019.88	3757551.50	0.14485c	(96090408)
372002.41	3757140.25	0.18390c	(96090308)	371514.12	3757136.25	0.20340c	(96090408)
371034.56	3757132.50	0.23430c	(96090408)	371034.44	3757085.25	0.24119c	(96090408)
370764.19	3757087.00	0.26119c	(96090408)	370754.00	3756817.75	0.30836c	(96090308)
371031.47	3756807.25	0.28278c	(96090308)	371033.12	3756780.25	0.28596c	(96090308)
371483.09	3756770.25	0.24376c	(96090308)	371817.25	3756763.00	0.21643c	(96090308)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: STAGING ***
INCLUDING SOURCE(S): PAREA02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.18479c	(96090308)	372713.41	3756743.00	0.15967c	(96090308)
372702.62	3756552.50	0.16759c	(96100608)	372818.81	3756548.75	0.16258c	(96100608)
372814.44	3756455.00	0.16610c	(96100608)	372796.75	3756367.50	0.16916c	(96100608)
372704.81	3756371.50	0.17364c	(96100608)	372706.31	3756326.75	0.17409c	(96100608)
372927.09	3756319.25	0.16373c	(96100608)	372926.22	3756245.00	0.16387c	(96100608)
373456.81	3756235.50	0.14230c	(96100608)	373448.00	3755559.75	0.11687c	(96100608)
373222.47	3755568.75	0.12369c	(96100608)	373219.34	3755705.00	0.13301c	(96100608)
373134.66	3755704.00	0.13579c	(96100608)	373131.22	3755566.75	0.12621c	(96100608)
373054.09	3755562.75	0.12823c	(96100608)	373046.22	3755174.00	0.09474c	(96100608)
372725.47	3755177.00	0.10028c	(96100608)	372624.12	3755182.25	0.10262c	(96100608)
372237.69	3755185.50	0.10986c	(96100608)	371843.00	3755188.75	0.11786c	(96100608)
371462.81	3755192.00	0.12567c	(96100608)	371049.03	3755195.50	0.13389c	(96100608)
371056.31	3755349.00	0.17200c	(96100608)	371043.41	3755384.00	0.18143c	(96100608)
371042.38	3755556.25	0.22595c	(96100608)	370995.81	3755560.25	0.23057c	(96100608)
371001.00	3755419.25	0.19282c	(96100608)	370801.41	3755275.50	0.16027c	(96100608)
370666.66	3755261.75	0.15935c	(96100608)	370380.28	3755263.25	0.16519c	(96100608)
370075.88	3755265.00	0.16831c	(96100608)	369786.91	3755266.50	0.18791c	(96010208)
369498.00	3755268.25	0.23509c	(96010208)	369193.59	3755269.75	0.28706c	(96010208)
368889.16	3755271.50	0.36801c	(96091908)	368569.28	3755273.25	0.78666c	(96020308)
368274.84	3755274.75	1.60048c	(96020308)	367936.44	3755213.25	0.93284c	(96060108)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: HAULING ***
INCLUDING SOURCE(S): L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007,
L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019,
L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.07531c	(96012608)	367300.88	3755623.25	0.08408c	(96012908)
367114.28	3756056.25	0.10405c	(96012908)	366984.53	3756357.50	0.09234c	(96012908)
366852.91	3756663.00	0.06571c	(96012908)	366902.28	3756692.00	0.06812c	(96020408)
366875.53	3756760.00	0.06570c	(96020408)	366812.69	3756738.50	0.06306c	(96020408)
366677.25	3757024.50	0.05172c	(96020208)	366536.22	3757322.00	0.04671c	(96020208)
366437.28	3757530.75	0.03610c	(96020208)	366486.94	3757537.25	0.03585c	(96020208)
366623.91	3757468.00	0.04070c	(96020208)	366644.38	3757530.75	0.03654c	(96020208)
366777.06	3757519.75	0.03768c	(96020208)	366998.56	3757642.25	0.03267c	(96020208)
367174.25	3757739.50	0.03886c	(96020208)	367290.72	3757694.25	0.04814c	(96020208)
367412.66	3757694.75	0.05716c	(96020208)	367409.81	3757735.75	0.05567c	(96020208)
367517.78	3757796.25	0.05699c	(96020208)	367539.25	3757802.00	0.05682c	(96020208)
367609.12	3757676.75	0.06462c	(96020208)	367769.06	3757644.25	0.06322c	(96020208)
367774.81	3757718.50	0.05771c	(96020208)	367809.47	3757834.50	0.05162c	(96020208)
367807.06	3757935.50	0.04809c	(96020208)	367774.94	3757958.50	0.04713c	(96020208)
367798.12	3758011.00	0.04588c	(96020208)	367914.41	3757961.50	0.04944c	(96020208)
367904.53	3757930.25	0.05002c	(96020208)	368108.69	3757840.25	0.05938c	(96020208)
368232.75	3757790.25	0.06551c	(96020208)	368308.88	3757761.50	0.06851c	(96020208)
368603.38	3757765.00	0.04674c	(96020208)	368603.84	3757718.50	0.05193c	(96020208)
368769.72	3757798.50	0.03775	(96032208)	369017.16	3757954.25	0.02439c	(96092608)
369080.28	3757864.00	0.02956c	(96092608)	369224.00	3757952.25	0.02880c	(96040808)
369408.72	3757730.00	0.04277c	(96092908)	369454.22	3757776.00	0.04045c	(96092908)
369264.97	3757996.50	0.02768c	(96040808)	369451.62	3758128.00	0.02528c	(96040808)
369459.97	3758394.25	0.01770c	(96092608)	369853.09	3758394.25	0.02179c	(96092608)
369850.44	3758078.00	0.03044c	(96092908)	370298.62	3758078.25	0.03120c	(96100808)
370297.53	3757962.75	0.03535c	(96100808)	370382.34	3757966.00	0.03496c	(96100808)
370510.12	3758027.25	0.03285c	(96100808)	370505.62	3758087.75	0.03140c	(96100808)
370886.41	3758089.00	0.02935c	(96100808)	370885.06	3757750.50	0.03187c	(96100808)
370907.31	3757701.50	0.03166c	(96100808)	370944.91	3757670.00	0.03105c	(96100808)
371045.81	3757667.50	0.02930c	(96100808)	371046.34	3757585.00	0.02873c	(96100808)
371121.66	3757583.50	0.02718c	(96100808)	371192.59	3757720.25	0.02703c	(96100808)
371253.97	3757762.25	0.02625c	(96100808)	371263.66	3757782.50	0.02621c	(96100808)
371372.34	3757782.25	0.02444c	(96100808)	371399.44	3757806.25	0.02419c	(96100808)
371798.31	3758080.25	0.02041c	(96100808)	371908.19	3757933.50	0.01772c	(96100808)
371964.22	3757921.75	0.01679c	(96100808)	371970.19	3757841.50	0.01565c	(96100808)
372023.31	3757843.25	0.01492c	(96100808)	372019.88	3757551.50	0.01813c	(96090308)
372002.41	3757140.25	0.02192c	(96090308)	371514.12	3757136.25	0.02537c	(96090308)
371034.56	3757132.50	0.03016c	(96090308)	371034.44	3757085.25	0.02980c	(96090308)
370764.19	3757087.00	0.03404c	(96090308)	370754.00	3756817.75	0.03353c	(96100608)
371031.47	3756807.25	0.02960c	(96100608)	371033.12	3756780.25	0.02989c	(96100608)
371483.09	3756770.25	0.02511c	(96100608)	371817.25	3756763.00	0.02238c	(96100608)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: HAULING ***
INCLUDING SOURCE(S): L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.01936c	(96100608)	372713.41	3756743.00	0.01699c	(96100608)
372702.62	3756552.50	0.01725c	(96100608)	372818.81	3756548.75	0.01666c	(96100608)
372814.44	3756455.00	0.01644c	(96100608)	372796.75	3756367.50	0.01613c	(96100608)
372704.81	3756371.50	0.01660c	(96100608)	372706.31	3756326.75	0.01634c	(96100608)
372927.09	3756319.25	0.01527c	(96100608)	372926.22	3756245.00	0.01480c	(96100608)
373456.81	3756235.50	0.01274c	(96100608)	373448.00	3755559.75	0.00676c	(96100608)
373222.47	3755568.75	0.00717c	(96100608)	373219.34	3755705.00	0.00867c	(96100608)
373134.66	3755704.00	0.00883c	(96100608)	373131.22	3755566.75	0.00728c	(96100608)
373054.09	3755562.75	0.00736c	(96100608)	373046.22	3755174.00	0.00593	(96032008)
372725.47	3755177.00	0.00636	(96032008)	372624.12	3755182.25	0.00652	(96032008)
372237.69	3755185.50	0.00709	(96032008)	371843.00	3755188.75	0.00873c	(96010208)
371462.81	3755192.00	0.01069c	(96010208)	371049.03	3755195.50	0.01295c	(96010208)
371056.31	3755349.00	0.01281c	(96010208)	371043.41	3755384.00	0.01285c	(96010208)
371042.38	3755556.25	0.01259c	(96100608)	370995.81	3755560.25	0.01292c	(96100608)
371001.00	3755419.25	0.01309c	(96010208)	370801.41	3755275.50	0.01455c	(96010208)
370666.66	3755261.75	0.01553c	(96010208)	370380.28	3755263.25	0.01802c	(96010208)
370075.88	3755265.00	0.02114c	(96010208)	369786.91	3755266.50	0.02397c	(96010208)
369498.00	3755268.25	0.04478c	(96020308)	369193.59	3755269.75	0.05479c	(96020308)
368889.16	3755271.50	0.06128c	(96021108)	368569.28	3755273.25	0.10578c	(96012608)
368274.84	3755274.75	0.12436c	(96012608)	367936.44	3755213.25	0.10943c	(96012608)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005,
L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017,
L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	4.56754c	(96020708)	367300.88	3755623.25	5.74116c	(96012908)
367114.28	3756056.25	8.96670c	(96012908)	366984.53	3756357.50	6.67892c	(96012908)
366852.91	3756663.00	4.67028c	(96012908)	366902.28	3756692.00	4.65358c	(96012908)
366875.53	3756760.00	4.30459c	(96012908)	366812.69	3756738.50	4.26910c	(96012908)
366677.25	3757024.50	3.62466c	(96020208)	366536.22	3757322.00	3.34898c	(96020208)
366437.28	3757530.75	3.01416c	(96020208)	366486.94	3757537.25	3.07043c	(96020208)
366623.91	3757468.00	3.36461c	(96020208)	366644.38	3757530.75	3.30378c	(96020208)
366777.06	3757519.75	3.53376c	(96020208)	366998.56	3757642.25	3.50899c	(96020208)
367174.25	3757739.50	3.27153c	(96020208)	367290.72	3757694.25	3.49337c	(96020208)
367412.66	3757694.75	3.52560c	(96020208)	367409.81	3757735.75	3.34745c	(96020208)
367517.78	3757796.25	3.13583c	(96020208)	367539.25	3757802.00	3.12396c	(96020208)
367609.12	3757676.75	3.69517c	(96020208)	367769.06	3757644.25	4.02914c	(96020208)
367774.81	3757718.50	3.70361c	(96020208)	367809.47	3757834.50	3.34931c	(96020208)
367807.06	3757935.50	3.07803c	(96020208)	367774.94	3757958.50	2.95611c	(96020208)
367798.12	3758011.00	2.91095c	(96020208)	367914.41	3757961.50	3.31249c	(96020208)
367904.53	3757930.25	3.34529c	(96020208)	368108.69	3757840.25	4.28658c	(96020208)
368232.75	3757790.25	4.99284c	(96020208)	368308.88	3757761.50	5.46632c	(96020208)
368603.38	3757765.00	6.34729c	(96020208)	368603.84	3757718.50	6.73460c	(96020208)
368769.72	3757798.50	5.71839c	(96020208)	369017.16	3757954.25	3.75706	(96032208)
369080.28	3757864.00	4.01408	(96032208)	369224.00	3757952.25	3.12067	(96032208)
369408.72	3757730.00	3.16967c	(96040808)	369454.22	3757776.00	3.05609c	(96040808)
369264.97	3757996.50	2.78060	(96032208)	369451.62	3758128.00	1.92225c	(96040808)
369459.97	3758394.25	1.50866	(96010108)	369853.09	3758394.25	1.65416c	(96040808)
369850.44	3758078.00	2.63830c	(96092608)	370298.62	3758078.25	3.92870c	(96092908)
370297.53	3757962.75	4.55020c	(96092908)	370382.34	3757966.00	4.54420c	(96092908)
370510.12	3758027.25	4.23249c	(96092908)	370505.62	3758087.75	4.01194c	(96092908)
370886.41	3758089.00	3.63512c	(96100808)	370885.06	3757750.50	4.42673c	(96100808)
370907.31	3757701.50	4.39360c	(96100808)	370944.91	3757670.00	4.27597c	(96100808)
371045.81	3757667.50	3.95097c	(96100808)	371046.34	3757585.00	3.86225c	(96100808)
371121.66	3757583.50	3.60643c	(96100808)	371192.59	3757720.25	3.55522c	(96100808)
371253.97	3757762.25	3.42287c	(96100808)	371263.66	3757782.50	3.41223c	(96100808)
371372.34	3757782.25	3.14233c	(96100808)	371399.44	3757806.25	3.09930c	(96100808)
371798.31	3758080.25	2.51233c	(96100808)	371908.19	3757933.50	2.21718c	(96100808)
371964.22	3757921.75	2.11318c	(96100808)	371970.19	3757841.50	2.00850c	(96100808)
372023.31	3757843.25	1.92627c	(96100808)	372019.88	3757551.50	2.01133c	(96090408)
372002.41	3757140.25	2.32243c	(96090308)	371514.12	3757136.25	2.87858c	(96090308)
371034.56	3757132.50	3.77502c	(96090408)	371034.44	3757085.25	3.79793c	(96090408)
370764.19	3757087.00	4.59668c	(96090408)	370754.00	3756817.75	4.90510c	(96100608)
371031.47	3756807.25	4.11957c	(96100608)	371033.12	3756780.25	4.14304c	(96100608)
371483.09	3756770.25	3.23540c	(96100608)	371817.25	3756763.00	2.75789c	(96100608)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005,
L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017,
L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	2.27118c	(96100608)	372713.41	3756743.00	1.92439c	(96100608)
372702.62	3756552.50	1.89871c	(96100608)	372818.81	3756548.75	1.82007c	(96100608)
372814.44	3756455.00	1.77843c	(96100608)	372796.75	3756367.50	1.73356c	(96100608)
372704.81	3756371.50	1.79190c	(96100608)	372706.31	3756326.75	1.75600c	(96100608)
372927.09	3756319.25	1.62588c	(96100608)	372926.22	3756245.00	1.56705c	(96100608)
373456.81	3756235.50	1.33066c	(96100608)	373448.00	3755559.75	0.77245c	(96100608)
373222.47	3755568.75	0.80726c	(96100608)	373219.34	3755705.00	0.94159c	(96100608)
373134.66	3755704.00	0.95553c	(96100608)	373131.22	3755566.75	0.81670c	(96100608)
373054.09	3755562.75	0.82211c	(96100608)	373046.22	3755174.00	0.48447	(96032008)
372725.47	3755177.00	0.52244c	(96010208)	372624.12	3755182.25	0.54679c	(96010208)
372237.69	3755185.50	0.64881c	(96010208)	371843.00	3755188.75	0.75865c	(96010208)
371462.81	3755192.00	0.85881c	(96010208)	371049.03	3755195.50	0.93705c	(96010208)
371056.31	3755349.00	1.03374c	(96010208)	371043.41	3755384.00	1.05719c	(96010208)
371042.38	3755556.25	1.14405	(96032008)	370995.81	3755560.25	1.17674	(96032008)
371001.00	3755419.25	1.09023c	(96010208)	370801.41	3755275.50	1.09138	(96032008)
370666.66	3755261.75	1.16109	(96032008)	370380.28	3755263.25	1.53428c	(96020308)
370075.88	3755265.00	2.87166c	(96020308)	369786.91	3755266.50	4.40600c	(96020308)
369498.00	3755268.25	5.38625c	(96020308)	369193.59	3755269.75	3.82776c	(96020308)
368889.16	3755271.50	6.39799c	(96012608)	368569.28	3755273.25	10.48167c	(96012608)
368274.84	3755274.75	9.05737c	(96012608)	367936.44	3755213.25	6.27466c	(96012608)

CONC   DFAULT ELEV   FLGPOL

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	NETWORK OF TYPE	GRID-ID
TAXIWAY HIGH 1ST HIGH VALUE IS	42.13387	ON 96012607:	AT (368569.28, 3755273.25, 0.00, 0.00, 1.80)	DC	
STAGING HIGH 1ST HIGH VALUE IS	13.95761	ON 96020407:	AT (367114.28, 3756056.25, 0.00, 0.00, 1.80)	DC	
HAULING HIGH 1ST HIGH VALUE IS	0.48865	ON 96012607:	AT (368274.84, 3755274.75, 0.00, 0.00, 1.80)	DC	
ALL HIGH 1ST HIGH VALUE IS	42.51826	ON 96012607:	AT (368569.28, 3755273.25, 0.00, 0.00, 1.80)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
                     GP = GRIDPOLR
                     DC = DISCCART
                     DP = DISCPOLR

CONC DFAULT ELEV FLGPOL

*** THE SUMMARY OF HIGHEST 8-HR RESULTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	NETWORK OF TYPE	GRID-ID
TAXIWAY	HIGH 1ST HIGH VALUE IS	10.37022c	ON 96012608: AT (368569.28, 3755273.25, 0.00, 0.00, 1.80)	DC	
STAGING	HIGH 1ST HIGH VALUE IS	3.64545c	ON 96012908: AT (367114.28, 3756056.25, 0.00, 0.00, 1.80)	DC	
HAULING	HIGH 1ST HIGH VALUE IS	0.12436c	ON 96012608: AT (368274.84, 3755274.75, 0.00, 0.00, 1.80)	DC	
ALL	HIGH 1ST HIGH VALUE IS	10.48167c	ON 96012608: AT (368569.28, 3755273.25, 0.00, 0.00, 1.80)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

CONC   DFAULT ELEV   FLGPOL

*** Message Summary : AERMOD Model Execution ***

 --------- Summary of Total Messages --------

A Total of   0 Fatal Error Message(s)
A Total of   0 Warning Message(s)
A Total of   2275 Informational Message(s)

A Total of   920 Calm Hours Identified

A Total of   1355 Missing Hours Identified (15.43 Percent)

CAUTION!: Number of Missing Hours Exceeds 10 Percent of Total!
           Data May Not Be Acceptable for Regulatory Applications.
           See Section 5.3.2 of "Meteorological Monitoring Guidance
           for Regulatory Modeling Applications" (EPA-454/R-99-005).

   ******** FATAL ERROR MESSAGES ********
              *** NONE ***

   ********   WARNING MESSAGES   ********
              *** NONE ***

   ****
   *** AERMOD Finishes Successfully ***
   ****

CONC DFAULT ELEV FLGPOL

*** MODEL SETUP OPTIONS SUMMARY ***

- -

**Model Is Setup For Calculation of Average CONCentration Values.

  -- DEPOSITION LOGIC --
**Model Uses NO DRY DEPLETION. DDPLETE = F
**Model Uses NO WET DEPLETION. WDPLETE = F
**NO GAS DRY DEPOSITION Data Provided.

**Model Uses URBAN Dispersion Algorithm for the SBL for 396 Source(s),
  for Total of 1 Urban Area(s):
  Urban Population = 165468.0 ; Urban Roughness Length = 1.000 m

**Model Uses Regulatory DEFAULT Options:
          1. Stack-tip Downwash.
          2. Model Accounts for ELEVated Terrain Effects.
          3. Use Calms Processing Routine.
          4. Use Missing Data Processing Routine.
          5. No Exponential Decay for URBAN/Non-SO2

**Model Accepts FLAGPOLE Receptor Heights.

**Model Calculates 1 Short Term Average(s) of: 24-HR

**This Run Includes: 396 Source(s); 6 Source Group(s); and 120 Receptor(s)

**The Model Assumes A Pollutant Type of: DAILYPM1

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
        Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
        Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 0.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
                 Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
                 Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 2.0 MB of RAM.

**File for Saving Result Arrays: C:\LAKES\LAXTAXC\PM10DAYU.SV1

CONC DFAULT ELEV FLGPOL

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
STCK01	0	0.12270E+00	368061.3	3756043.2	0.0	10.00	293.00	10.00	2.00	NO	YES	NO	HROFDY
STCK02	0	0.15400E-01	367935.2	3756111.5	0.0	10.00	293.00	10.00	2.00	NO	YES	NO	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000001	0	0.89175E-04	368157.3	3755892.2	0.0	0.00	8.74	1.16	YES	HROFDY
L0000002	0	0.89175E-04	368175.7	3755896.0	0.0	0.00	8.74	1.16	YES	HROFDY
L0000003	0	0.89175E-04	368182.2	3755885.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000004	0	0.89175E-04	368184.6	3755868.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000005	0	0.89175E-04	368187.0	3755851.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000006	0	0.89175E-04	368189.3	3755834.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000007	0	0.89175E-04	368191.7	3755817.2	0.0	0.00	7.96	1.16	YES	HROFDY
L0000008	0	0.89175E-04	368194.0	3755800.2	0.0	0.00	7.96	1.16	YES	HROFDY
L0000009	0	0.89175E-04	368209.4	3755797.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000010	0	0.89175E-04	368229.2	3755799.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000011	0	0.89175E-04	368248.8	3755802.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000012	0	0.89175E-04	368268.5	3755804.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000013	0	0.89175E-04	368288.2	3755807.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000014	0	0.89175E-04	368307.9	3755810.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000015	0	0.89175E-04	368327.6	3755812.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000016	0	0.89175E-04	368347.3	3755815.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000017	0	0.89175E-04	368367.0	3755817.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000018	0	0.89175E-04	368386.7	3755820.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000019	0	0.89175E-04	368406.4	3755822.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000020	0	0.89175E-04	368426.1	3755825.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000021	0	0.89175E-04	368445.8	3755827.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000022	0	0.89175E-04	368465.5	3755830.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000023	0	0.89175E-04	368485.2	3755832.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000024	0	0.89175E-04	368504.8	3755835.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000025	0	0.89175E-04	368524.5	3755838.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000026	0	0.89175E-04	368544.2	3755840.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000027	0	0.89175E-04	368563.9	3755843.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000028	0	0.89175E-04	368583.6	3755845.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000029	0	0.89175E-04	368603.3	3755848.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000030	0	0.89175E-04	368623.0	3755850.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000031	0	0.89175E-04	368642.7	3755853.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000032	0	0.89175E-04	368662.4	3755855.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000033	0	0.89175E-04	368682.1	3755858.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000034	0	0.89175E-04	368701.8	3755861.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000035	0	0.89175E-04	368721.5	3755863.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000036	0	0.89175E-04	368741.2	3755866.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000037	0	0.89175E-04	368760.8	3755868.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000038	0	0.89175E-04	368780.5	3755871.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000039	0	0.89175E-04	368800.2	3755873.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000040	0	0.89175E-04	368819.9	3755876.2	0.0	0.00	9.24	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000041	0	0.89175E-04	368839.6	3755878.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000042	0	0.89175E-04	368859.3	3755881.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000043	0	0.89175E-04	368879.0	3755883.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000044	0	0.89175E-04	368898.7	3755886.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000045	0	0.89175E-04	368918.4	3755889.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000046	0	0.89175E-04	368938.1	3755891.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000047	0	0.89175E-04	368957.8	3755894.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000048	0	0.89175E-04	368977.5	3755896.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000049	0	0.89175E-04	368997.2	3755899.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000050	0	0.89175E-04	369001.1	3755914.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000051	0	0.89175E-04	368999.8	3755934.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000052	0	0.89175E-04	368998.5	3755954.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000053	0	0.89175E-04	368997.2	3755974.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000054	0	0.89175E-04	368995.8	3755994.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000055	0	0.89175E-04	368994.5	3756014.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000056	0	0.89175E-04	368993.2	3756034.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000057	0	0.89175E-04	368991.8	3756054.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000058	0	0.89175E-04	368990.5	3756074.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000059	0	0.89175E-04	368989.2	3756094.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000060	0	0.89175E-04	368987.8	3756114.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000061	0	0.89175E-04	368986.5	3756134.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000062	0	0.89175E-04	368985.2	3756153.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000063	0	0.89175E-04	368983.8	3756173.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000064	0	0.89175E-04	368982.5	3756193.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000065	0	0.89175E-04	368981.2	3756213.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000066	0	0.89175E-04	368979.9	3756233.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000067	0	0.89175E-04	368978.5	3756253.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000068	0	0.89175E-04	368977.2	3756273.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000069	0	0.89175E-04	368975.9	3756293.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000070	0	0.89175E-04	368974.6	3756313.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000071	0	0.89175E-04	368973.2	3756333.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000072	0	0.89175E-04	368971.9	3756353.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000073	0	0.89175E-04	368970.6	3756373.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000074	0	0.89175E-04	368969.2	3756393.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000075	0	0.89175E-04	368967.9	3756413.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000076	0	0.89175E-04	368966.6	3756433.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000077	0	0.89175E-04	368965.2	3756452.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000078	0	0.89175E-04	368963.9	3756472.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000079	0	0.89175E-04	368962.6	3756492.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000080	0	0.89175E-04	368961.3	3756512.8	0.0	0.00	9.29	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000081	0	0.89175E-04	368959.9	3756532.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000082	0	0.89175E-04	368958.6	3756552.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000083	0	0.89175E-04	368957.3	3756572.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000084	0	0.89175E-04	368956.0	3756592.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000085	0	0.89175E-04	368954.6	3756612.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000086	0	0.89175E-04	368953.3	3756632.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000087	0	0.89175E-04	368952.0	3756652.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000088	0	0.89175E-04	368950.7	3756672.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000089	0	0.89175E-04	368949.3	3756692.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000090	0	0.89175E-04	368948.0	3756712.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000091	0	0.89175E-04	368946.7	3756732.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000092	0	0.89175E-04	368945.3	3756751.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000093	0	0.89175E-04	368944.0	3756771.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000094	0	0.89175E-04	368942.7	3756791.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000095	0	0.89175E-04	368941.3	3756811.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000096	0	0.89175E-04	368940.0	3756831.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000097	0	0.89175E-04	368938.7	3756851.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000098	0	0.89175E-04	368937.4	3756871.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000099	0	0.89175E-04	368936.0	3756891.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000100	0	0.89175E-04	368934.7	3756911.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000101	0	0.89175E-04	368919.5	3756914.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000102	0	0.89175E-04	368899.7	3756912.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000103	0	0.89175E-04	368879.9	3756910.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000104	0	0.89175E-04	368860.0	3756907.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000105	0	0.89175E-04	368840.2	3756905.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000106	0	0.89175E-04	368820.4	3756903.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000107	0	0.89175E-04	368800.6	3756901.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000108	0	0.89175E-04	368780.8	3756898.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000109	0	0.89175E-04	368760.9	3756896.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000110	0	0.89175E-04	368741.1	3756894.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000111	0	0.89175E-04	368721.3	3756892.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000112	0	0.89175E-04	368701.4	3756889.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000113	0	0.89175E-04	368681.6	3756887.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000114	0	0.89175E-04	368661.8	3756885.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000115	0	0.89175E-04	368642.0	3756883.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000116	0	0.89175E-04	368622.2	3756880.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000117	0	0.89175E-04	368602.3	3756878.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000118	0	0.89175E-04	368582.5	3756876.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000119	0	0.89175E-04	368562.7	3756873.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000120	0	0.89175E-04	368542.8	3756871.5	0.0	0.00	9.28	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000121	0	0.89175E-04	368523.0	3756869.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000122	0	0.89175E-04	368503.2	3756867.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000123	0	0.89175E-04	368483.4	3756864.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000124	0	0.89175E-04	368463.5	3756862.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000125	0	0.89175E-04	368443.7	3756860.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000126	0	0.89175E-04	368423.9	3756858.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000127	0	0.89175E-04	368404.1	3756855.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000128	0	0.89175E-04	368384.2	3756853.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000129	0	0.89175E-04	368364.4	3756851.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000130	0	0.89175E-04	368344.6	3756849.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000131	0	0.89175E-04	368324.8	3756846.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000132	0	0.89175E-04	368304.9	3756844.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000133	0	0.89175E-04	368285.1	3756842.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000134	0	0.89175E-04	368265.3	3756840.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000135	0	0.89175E-04	368245.5	3756837.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000136	0	0.89175E-04	368225.7	3756835.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000137	0	0.89175E-04	368205.8	3756833.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000138	0	0.89175E-04	368186.0	3756831.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000139	0	0.89175E-04	368166.2	3756828.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000140	0	0.89175E-04	368146.3	3756826.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000141	0	0.89175E-04	368126.5	3756824.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000142	0	0.89175E-04	368106.7	3756821.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000143	0	0.89175E-04	368086.9	3756819.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000144	0	0.89175E-04	368067.0	3756817.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000145	0	0.89175E-04	368047.2	3756815.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000146	0	0.89175E-04	368044.1	3756800.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000147	0	0.89175E-04	368046.5	3756780.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000148	0	0.89175E-04	368048.9	3756761.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000149	0	0.89175E-04	368051.3	3756742.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000150	0	0.89175E-04	368053.7	3756722.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000151	0	0.89175E-04	368056.2	3756703.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000152	0	0.89175E-04	368058.6	3756684.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000153	0	0.89175E-04	368061.0	3756664.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000154	0	0.89175E-04	368063.4	3756645.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000155	0	0.89175E-04	368065.8	3756626.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000156	0	0.89175E-04	368068.2	3756606.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000157	0	0.89175E-04	368070.7	3756587.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000158	0	0.89175E-04	368073.1	3756567.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000159	0	0.89175E-04	368075.5	3756548.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000160	0	0.89175E-04	368077.9	3756529.0	0.0	0.00	9.07	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000161	0	0.89175E-04	368080.3	3756509.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000162	0	0.89175E-04	368082.8	3756490.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000163	0	0.89175E-04	368085.2	3756471.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000164	0	0.89175E-04	368087.6	3756451.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000165	0	0.89175E-04	368090.0	3756432.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000166	0	0.89175E-04	368092.4	3756413.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000167	0	0.89175E-04	368090.2	3756397.2	0.0	0.00	7.47	1.16	YES	HROFDY
L0000168	0	0.89175E-04	368085.9	3756381.8	0.0	0.00	7.47	1.16	YES	HROFDY
L0000169	0	0.89175E-04	368086.6	3756365.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000170	0	0.89175E-04	368089.4	3756348.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000171	0	0.89175E-04	368092.2	3756331.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000172	0	0.89175E-04	368095.1	3756314.2	0.0	0.00	7.99	1.16	YES	HROFDY
L0000173	0	0.89175E-04	368097.9	3756297.2	0.0	0.00	7.99	1.16	YES	HROFDY
L0000174	0	0.89175E-04	368107.4	3756283.5	0.0	0.00	8.05	1.16	YES	HROFDY
L0000175	0	0.89175E-04	368119.7	3756271.2	0.0	0.00	8.05	1.16	YES	HROFDY
L0000176	0	0.89175E-04	368131.9	3756259.0	0.0	0.00	8.05	1.16	YES	HROFDY
L0000177	0	0.89175E-04	368137.3	3756240.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000178	0	0.89175E-04	368139.8	3756221.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000179	0	0.89175E-04	368142.3	3756201.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000180	0	0.89175E-04	368144.8	3756181.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000181	0	0.89175E-04	368147.3	3756161.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000182	0	0.89175E-04	368149.9	3756142.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000183	0	0.89175E-04	368152.4	3756122.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000184	0	0.89175E-04	368154.9	3756102.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000185	0	0.89175E-04	368157.4	3756082.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000186	0	0.89175E-04	368159.9	3756062.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000187	0	0.89175E-04	368162.4	3756043.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000188	0	0.89175E-04	368164.9	3756023.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000189	0	0.89175E-04	368167.4	3756003.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000190	0	0.89175E-04	368169.9	3755983.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000191	0	0.89175E-04	368172.4	3755964.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000192	0	0.89175E-04	368174.9	3755944.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000193	0	0.89175E-04	368177.5	3755924.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000194	0	0.89175E-04	368180.0	3755904.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0010058	0	0.36598E-04	368157.3	3755892.2	0.0	0.00	8.74	2.33	YES	HROFDY
L0010059	0	0.36598E-04	368175.7	3755896.0	0.0	0.00	8.74	2.33	YES	HROFDY
L0010060	0	0.36598E-04	368182.2	3755885.0	0.0	0.00	7.96	2.33	YES	HROFDY
L0010061	0	0.36598E-04	368184.6	3755868.0	0.0	0.00	7.96	2.33	YES	HROFDY
L0010062	0	0.36598E-04	368187.0	3755851.0	0.0	0.00	7.96	2.33	YES	HROFDY
L0010063	0	0.36598E-04	368189.3	3755834.0	0.0	0.00	7.96	2.33	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0010064	0	0.36598E-04	368191.7	3755817.2	0.0	0.00	7.96	2.33	YES	HROFDY
L0010065	0	0.36598E-04	368194.0	3755800.2	0.0	0.00	7.96	2.33	YES	HROFDY
L0010066	0	0.36598E-04	368209.4	3755797.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0010067	0	0.36598E-04	368229.2	3755799.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0010068	0	0.36598E-04	368248.8	3755802.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0010069	0	0.36598E-04	368268.5	3755804.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0010070	0	0.36598E-04	368288.2	3755807.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0010071	0	0.36598E-04	368307.9	3755810.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0010072	0	0.36598E-04	368327.6	3755812.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0010073	0	0.36598E-04	368347.3	3755815.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0010074	0	0.36598E-04	368367.0	3755817.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0010075	0	0.36598E-04	368386.7	3755820.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0010076	0	0.36598E-04	368406.4	3755822.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0010077	0	0.36598E-04	368426.1	3755825.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0010078	0	0.36598E-04	368445.8	3755827.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0010079	0	0.36598E-04	368465.5	3755830.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0010080	0	0.36598E-04	368485.2	3755832.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0010081	0	0.36598E-04	368504.8	3755835.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0010082	0	0.36598E-04	368524.5	3755838.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0010083	0	0.36598E-04	368544.2	3755840.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0010084	0	0.36598E-04	368563.9	3755843.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0010085	0	0.36598E-04	368583.6	3755845.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0010086	0	0.36598E-04	368603.3	3755848.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0010087	0	0.36598E-04	368623.0	3755850.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0010088	0	0.36598E-04	368642.7	3755853.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0010089	0	0.36598E-04	368662.4	3755855.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0010090	0	0.36598E-04	368682.1	3755858.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0010091	0	0.36598E-04	368701.8	3755861.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0010092	0	0.36598E-04	368721.5	3755863.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0010093	0	0.36598E-04	368741.2	3755866.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0010094	0	0.36598E-04	368760.8	3755868.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0010095	0	0.36598E-04	368780.5	3755871.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0010096	0	0.36598E-04	368800.2	3755873.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0010097	0	0.36598E-04	368819.9	3755876.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0010098	0	0.36598E-04	368839.6	3755878.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0010099	0	0.36598E-04	368859.3	3755881.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0010100	0	0.36598E-04	368879.0	3755883.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0010101	0	0.36598E-04	368898.7	3755886.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0010102	0	0.36598E-04	368918.4	3755889.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0010103	0	0.36598E-04	368938.1	3755891.5	0.0	0.00	9.24	2.33	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0010104	0	0.36598E-04	368957.8	3755894.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0010105	0	0.36598E-04	368977.5	3755896.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0010106	0	0.36598E-04	368997.2	3755899.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0010107	0	0.36598E-04	369001.1	3755914.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010108	0	0.36598E-04	368999.8	3755934.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010109	0	0.36598E-04	368998.5	3755954.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010110	0	0.36598E-04	368997.2	3755974.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010111	0	0.36598E-04	368995.8	3755994.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010112	0	0.36598E-04	368994.5	3756014.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010113	0	0.36598E-04	368993.2	3756034.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010114	0	0.36598E-04	368991.8	3756054.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010115	0	0.36598E-04	368990.5	3756074.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010116	0	0.36598E-04	368989.2	3756094.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0010117	0	0.36598E-04	368987.8	3756114.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0010118	0	0.36598E-04	368986.5	3756134.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0010119	0	0.36598E-04	368985.2	3756153.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010120	0	0.36598E-04	368983.8	3756173.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010121	0	0.36598E-04	368982.5	3756193.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010122	0	0.36598E-04	368981.2	3756213.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010123	0	0.36598E-04	368979.9	3756233.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010124	0	0.36598E-04	368978.5	3756253.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010125	0	0.36598E-04	368977.2	3756273.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010126	0	0.36598E-04	368975.9	3756293.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010127	0	0.36598E-04	368974.6	3756313.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010128	0	0.36598E-04	368973.2	3756333.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010129	0	0.36598E-04	368971.9	3756353.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010130	0	0.36598E-04	368970.6	3756373.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0010131	0	0.36598E-04	368969.2	3756393.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0010132	0	0.36598E-04	368967.9	3756413.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0010133	0	0.36598E-04	368966.6	3756433.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0010134	0	0.36598E-04	368965.2	3756452.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010135	0	0.36598E-04	368963.9	3756472.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010136	0	0.36598E-04	368962.6	3756492.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010137	0	0.36598E-04	368961.3	3756512.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010138	0	0.36598E-04	368959.9	3756532.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010139	0	0.36598E-04	368958.6	3756552.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010140	0	0.36598E-04	368957.3	3756572.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010141	0	0.36598E-04	368956.0	3756592.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010142	0	0.36598E-04	368954.6	3756612.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010143	0	0.36598E-04	368953.3	3756632.2	0.0	0.00	9.29	2.33	YES	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0010144	0	0.36598E-04	368952.0	3756652.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010145	0	0.36598E-04	368950.7	3756672.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0010146	0	0.36598E-04	368949.3	3756692.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0010147	0	0.36598E-04	368948.0	3756712.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0010148	0	0.36598E-04	368946.7	3756732.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0010149	0	0.36598E-04	368945.3	3756751.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010150	0	0.36598E-04	368944.0	3756771.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010151	0	0.36598E-04	368942.7	3756791.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0010152	0	0.36598E-04	368941.3	3756811.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010153	0	0.36598E-04	368940.0	3756831.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010154	0	0.36598E-04	368938.7	3756851.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010155	0	0.36598E-04	368937.4	3756871.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0010156	0	0.36598E-04	368936.0	3756891.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010157	0	0.36598E-04	368934.7	3756911.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0010158	0	0.36598E-04	368919.5	3756914.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0010159	0	0.36598E-04	368899.7	3756912.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0010160	0	0.36598E-04	368879.9	3756910.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0010161	0	0.36598E-04	368860.0	3756907.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0010162	0	0.36598E-04	368840.2	3756905.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0010163	0	0.36598E-04	368820.4	3756903.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0010164	0	0.36598E-04	368800.6	3756901.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0010165	0	0.36598E-04	368780.8	3756898.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0010166	0	0.36598E-04	368760.9	3756896.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0010167	0	0.36598E-04	368741.1	3756894.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0010168	0	0.36598E-04	368721.3	3756892.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0010169	0	0.36598E-04	368701.4	3756889.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0010170	0	0.36598E-04	368681.6	3756887.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0010171	0	0.36598E-04	368661.8	3756885.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0010172	0	0.36598E-04	368642.0	3756883.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0010173	0	0.36598E-04	368622.2	3756880.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0010174	0	0.36598E-04	368602.3	3756878.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0010175	0	0.36598E-04	368582.5	3756876.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0010176	0	0.36598E-04	368562.7	3756873.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0010177	0	0.36598E-04	368542.8	3756871.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0010178	0	0.36598E-04	368523.0	3756869.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0010179	0	0.36598E-04	368503.2	3756867.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0010180	0	0.36598E-04	368483.4	3756864.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0010181	0	0.36598E-04	368463.5	3756862.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0010182	0	0.36598E-04	368443.7	3756860.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0010183	0	0.36598E-04	368423.9	3756858.0	0.0	0.00	9.28	2.33	YES	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0010184	0	0.36598E-04	368404.1	3756855.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0010185	0	0.36598E-04	368384.2	3756853.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0010186	0	0.36598E-04	368364.4	3756851.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0010187	0	0.36598E-04	368344.6	3756849.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0010188	0	0.36598E-04	368324.8	3756846.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0010189	0	0.36598E-04	368304.9	3756844.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0010190	0	0.36598E-04	368285.1	3756842.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0010191	0	0.36598E-04	368265.3	3756840.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0010192	0	0.36598E-04	368245.5	3756837.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0010193	0	0.36598E-04	368225.7	3756835.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0010194	0	0.36598E-04	368205.8	3756833.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0010195	0	0.36598E-04	368186.0	3756831.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0010196	0	0.36598E-04	368166.2	3756828.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0010197	0	0.36598E-04	368146.3	3756826.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0010198	0	0.36598E-04	368126.5	3756824.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0010199	0	0.36598E-04	368106.7	3756821.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0010200	0	0.36598E-04	368086.9	3756819.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0010201	0	0.36598E-04	368067.0	3756817.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0010202	0	0.36598E-04	368047.2	3756815.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0010203	0	0.36598E-04	368044.1	3756800.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0010204	0	0.36598E-04	368046.5	3756780.8	0.0	0.00	9.07	2.33	YES	HROFDY
L0010205	0	0.36598E-04	368048.9	3756761.5	0.0	0.00	9.07	2.33	YES	HROFDY
L0010206	0	0.36598E-04	368051.3	3756742.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0010207	0	0.36598E-04	368053.7	3756722.8	0.0	0.00	9.07	2.33	YES	HROFDY
L0010208	0	0.36598E-04	368056.2	3756703.2	0.0	0.00	9.07	2.33	YES	HROFDY
L0010209	0	0.36598E-04	368058.6	3756684.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0010210	0	0.36598E-04	368061.0	3756664.5	0.0	0.00	9.07	2.33	YES	HROFDY
L0010211	0	0.36598E-04	368063.4	3756645.2	0.0	0.00	9.07	2.33	YES	HROFDY
L0010212	0	0.36598E-04	368065.8	3756626.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0010213	0	0.36598E-04	368068.2	3756606.5	0.0	0.00	9.07	2.33	YES	HROFDY
L0010214	0	0.36598E-04	368070.7	3756587.2	0.0	0.00	9.07	2.33	YES	HROFDY
L0010215	0	0.36598E-04	368073.1	3756567.8	0.0	0.00	9.07	2.33	YES	HROFDY
L0010216	0	0.36598E-04	368075.5	3756548.5	0.0	0.00	9.07	2.33	YES	HROFDY
L0010217	0	0.36598E-04	368077.9	3756529.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0010218	0	0.36598E-04	368080.3	3756509.8	0.0	0.00	9.07	2.33	YES	HROFDY
L0010219	0	0.36598E-04	368082.8	3756490.5	0.0	0.00	9.07	2.33	YES	HROFDY
L0010220	0	0.36598E-04	368085.2	3756471.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0010221	0	0.36598E-04	368087.6	3756451.8	0.0	0.00	9.07	2.33	YES	HROFDY
L0010222	0	0.36598E-04	368090.0	3756432.2	0.0	0.00	9.07	2.33	YES	HROFDY
L0010223	0	0.36598E-04	368092.4	3756413.0	0.0	0.00	9.07	2.33	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0010224	0	0.36598E-04	368090.2	3756397.2	0.0	0.00	7.47	2.33	YES	HROFDY
L0010225	0	0.36598E-04	368085.9	3756381.8	0.0	0.00	7.47	2.33	YES	HROFDY
L0010226	0	0.36598E-04	368086.6	3756365.0	0.0	0.00	7.99	2.33	YES	HROFDY
L0010227	0	0.36598E-04	368089.4	3756348.0	0.0	0.00	7.99	2.33	YES	HROFDY
L0010228	0	0.36598E-04	368092.2	3756331.0	0.0	0.00	7.99	2.33	YES	HROFDY
L0010229	0	0.36598E-04	368095.1	3756314.2	0.0	0.00	7.99	2.33	YES	HROFDY
L0010230	0	0.36598E-04	368097.9	3756297.2	0.0	0.00	7.99	2.33	YES	HROFDY
L0010231	0	0.36598E-04	368107.4	3756283.5	0.0	0.00	8.05	2.33	YES	HROFDY
L0010232	0	0.36598E-04	368119.7	3756271.2	0.0	0.00	8.05	2.33	YES	HROFDY
L0010233	0	0.36598E-04	368131.9	3756259.0	0.0	0.00	8.05	2.33	YES	HROFDY
L0010234	0	0.36598E-04	368137.3	3756240.8	0.0	0.00	9.27	2.33	YES	HROFDY
L0010235	0	0.36598E-04	368139.8	3756221.0	0.0	0.00	9.27	2.33	YES	HROFDY
L0010236	0	0.36598E-04	368142.3	3756201.2	0.0	0.00	9.27	2.33	YES	HROFDY
L0010237	0	0.36598E-04	368144.8	3756181.5	0.0	0.00	9.27	2.33	YES	HROFDY
L0010238	0	0.36598E-04	368147.3	3756161.8	0.0	0.00	9.27	2.33	YES	HROFDY
L0010239	0	0.36598E-04	368149.9	3756142.0	0.0	0.00	9.27	2.33	YES	HROFDY
L0010240	0	0.36598E-04	368152.4	3756122.0	0.0	0.00	9.27	2.33	YES	HROFDY
L0010241	0	0.36598E-04	368154.9	3756102.2	0.0	0.00	9.27	2.33	YES	HROFDY
L0010242	0	0.36598E-04	368157.4	3756082.5	0.0	0.00	9.27	2.33	YES	HROFDY
L0010243	0	0.36598E-04	368159.9	3756062.8	0.0	0.00	9.27	2.33	YES	HROFDY
L0010244	0	0.36598E-04	368162.4	3756043.0	0.0	0.00	9.27	2.33	YES	HROFDY
L0010245	0	0.36598E-04	368164.9	3756023.2	0.0	0.00	9.27	2.33	YES	HROFDY
L0010246	0	0.36598E-04	368167.4	3756003.5	0.0	0.00	9.27	2.33	YES	HROFDY
L0010247	0	0.36598E-04	368169.9	3755983.8	0.0	0.00	9.27	2.33	YES	HROFDY
L0010248	0	0.36598E-04	368172.4	3755964.0	0.0	0.00	9.27	2.33	YES	HROFDY
L0010249	0	0.36598E-04	368174.9	3755944.2	0.0	0.00	9.27	2.33	YES	HROFDY
L0010250	0	0.36598E-04	368177.5	3755924.5	0.0	0.00	9.27	2.33	YES	HROFDY
L0010251	0	0.36598E-04	368180.0	3755904.8	0.0	0.00	9.27	2.33	YES	HROFDY

**MODELOPTs:
CONC DFAULT ELEV FLGPOL

*** AREAPOLY SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC /METER**2)	LOCATION OF AREA X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	NUMBER OF VERTS.	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
PAREA01	0	0.18697E-05	368974.5	3755931.8	0.0	5.00	23	1.16	YES	HROFDY
PAREA02	0	0.52205E-06	368158.2	3755835.2	0.0	5.00	16	1.16	YES	HROFDY
PAREA03	0	0.29999E-07	368974.5	3755931.8	0.0	5.00	23	1.16	YES	HROFDY
PAREA04	0	0.83905E-08	368158.2	3755835.2	0.0	5.00	16	1.16	YES	HROFDY
PAREA07	0	0.87995E-05	368974.5	3755931.8	0.0	0.00	23	1.16	YES	HROFDY
PAREA08	0	0.11098E-06	368158.2	3755835.2	0.0	0.00	16	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

DIESEL PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010,
L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022,
L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, L0000029, L0000030, L0000031, L0000032, L0000033, L0000034,
L0000035, L0000036, L0000037, L0000038, L0000039, L0000040, L0000041, L0000042, L0000043, L0000044, L0000045, L0000046,
L0000047, L0000048, L0000049, L0000050, L0000051, L0000052, L0000053, L0000054, L0000055, L0000056, L0000057, L0000058,
L0000059, L0000060, L0000061, L0000062, L0000063, L0000064, L0000065, L0000066, L0000067, L0000068, L0000069, L0000070,
L0000071, L0000072, L0000073, L0000074, L0000075, L0000076, L0000077, L0000078, L0000079, L0000080, L0000081, L0000082,
L0000083, L0000084, L0000085, L0000086, L0000087, L0000088, L0000089, L0000090, L0000091, L0000092, L0000093, L0000094,
L0000095, L0000096, L0000097, L0000098, L0000099, L0000100, L0000101, L0000102, L0000103, L0000104, L0000105, L0000106,
L0000107, L0000108, L0000109, L0000110, L0000111, L0000112, L0000113, L0000114, L0000115, L0000116, L0000117, L0000118,
L0000119, L0000120, L0000121, L0000122, L0000123, L0000124, L0000125, L0000126, L0000127, L0000128, L0000129, L0000130,
L0000131, L0000132, L0000133, L0000134, L0000135, L0000136, L0000137, L0000138, L0000139, L0000140, L0000141, L0000142,
L0000143, L0000144, L0000145, L0000146, L0000147, L0000148, L0000149, L0000150, L0000151, L0000152, L0000153, L0000154,
L0000155, L0000156, L0000157, L0000158, L0000159, L0000160, L0000161, L0000162, L0000163, L0000164, L0000165, L0000166,
L0000167, L0000168, L0000169, L0000170, L0000171, L0000172, L0000173, L0000174, L0000175, L0000176, L0000177, L0000178,
L0000179, L0000180, L0000181, L0000182, L0000183, L0000184, L0000185, L0000186, L0000187, L0000188, L0000189, L0000190,
L0000191, L0000192, L0000193, L0000194,

GASOLINE PAREA03 , PAREA04 ,

FUG_DUST PAREA07 , PAREA08 , L0010058, L0010059, L0010060, L0010061, L0010062, L0010063, L0010064, L0010065, L0010066, L0010067,
L0010068, L0010069, L0010070, L0010071, L0010072, L0010073, L0010074, L0010075, L0010076, L0010077, L0010078, L0010079,

CONC DFAULT ELEV FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0010080, L0010081, L0010082, L0010083, L0010084, L0010085, L0010086, L0010087, L0010088, L0010089, L0010090, L0010091,
L0010092, L0010093, L0010094, L0010095, L0010096, L0010097, L0010098, L0010099, L0010100, L0010101, L0010102, L0010103,
L0010104, L0010105, L0010106, L0010107, L0010108, L0010109, L0010110, L0010111, L0010112, L0010113, L0010114, L0010115,
L0010116, L0010117, L0010118, L0010119, L0010120, L0010121, L0010122, L0010123, L0010124, L0010125, L0010126, L0010127,
L0010128, L0010129, L0010130, L0010131, L0010132, L0010133, L0010134, L0010135, L0010136, L0010137, L0010138, L0010139,
L0010140, L0010141, L0010142, L0010143, L0010144, L0010145, L0010146, L0010147, L0010148, L0010149, L0010150, L0010151,
L0010152, L0010153, L0010154, L0010155, L0010156, L0010157, L0010158, L0010159, L0010160, L0010161, L0010162, L0010163,
L0010164, L0010165, L0010166, L0010167, L0010168, L0010169, L0010170, L0010171, L0010172, L0010173, L0010174, L0010175,
L0010176, L0010177, L0010178, L0010179, L0010180, L0010181, L0010182, L0010183, L0010184, L0010185, L0010186, L0010187,
L0010188, L0010189, L0010190, L0010191, L0010192, L0010193, L0010194, L0010195, L0010196, L0010197, L0010198, L0010199,
L0010200, L0010201, L0010202, L0010203, L0010204, L0010205, L0010206, L0010207, L0010208, L0010209, L0010210, L0010211,
L0010212, L0010213, L0010214, L0010215, L0010216, L0010217, L0010218, L0010219, L0010220, L0010221, L0010222, L0010223,
L0010224, L0010225, L0010226, L0010227, L0010228, L0010229, L0010230, L0010231, L0010232, L0010233, L0010234, L0010235,
L0010236, L0010237, L0010238, L0010239, L0010240, L0010241, L0010242, L0010243, L0010244, L0010245, L0010246, L0010247,
L0010248, L0010249, L0010250, L0010251,

BATCH STCK01 ,

CRUSHER STCK02 ,

ALL STCK01 , STCK02 , PAREA01 , PAREA02 , PAREA03 , PAREA04 , PAREA07 , PAREA08 , L0000001, L0000002, L0000003, L0000004,
L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016,
L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028,

CONC DFAULT ELEV FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0000029, L0000030, L0000031, L0000032, L0000033, L0000034, L0000035, L0000036, L0000037, L0000038, L0000039, L0000040,
L0000041, L0000042, L0000043, L0000044, L0000045, L0000046, L0000047, L0000048, L0000049, L0000050, L0000051, L0000052,
L0000053, L0000054, L0000055, L0000056, L0000057, L0000058, L0000059, L0000060, L0000061, L0000062, L0000063, L0000064,
L0000065, L0000066, L0000067, L0000068, L0000069, L0000070, L0000071, L0000072, L0000073, L0000074, L0000075, L0000076,
L0000077, L0000078, L0000079, L0000080, L0000081, L0000082, L0000083, L0000084, L0000085, L0000086, L0000087, L0000088,
L0000089, L0000090, L0000091, L0000092, L0000093, L0000094, L0000095, L0000096, L0000097, L0000098, L0000099, L0000100,
L0000101, L0000102, L0000103, L0000104, L0000105, L0000106, L0000107, L0000108, L0000109, L0000110, L0000111, L0000112,
L0000113, L0000114, L0000115, L0000116, L0000117, L0000118, L0000119, L0000120, L0000121, L0000122, L0000123, L0000124,
L0000125, L0000126, L0000127, L0000128, L0000129, L0000130, L0000131, L0000132, L0000133, L0000134, L0000135, L0000136,
L0000137, L0000138, L0000139, L0000140, L0000141, L0000142, L0000143, L0000144, L0000145, L0000146, L0000147, L0000148,
L0000149, L0000150, L0000151, L0000152, L0000153, L0000154, L0000155, L0000156, L0000157, L0000158, L0000159, L0000160,
L0000161, L0000162, L0000163, L0000164, L0000165, L0000166, L0000167, L0000168, L0000169, L0000170, L0000171, L0000172,
L0000173, L0000174, L0000175, L0000176, L0000177, L0000178, L0000179, L0000180, L0000181, L0000182, L0000183, L0000184,
L0000185, L0000186, L0000187, L0000188, L0000189, L0000190, L0000191, L0000192, L0000193, L0000194, L0010058, L0010059,
L0010060, L0010061, L0010062, L0010063, L0010064, L0010065, L0010066, L0010067, L0010068, L0010069, L0010070, L0010071,
L0010072, L0010073, L0010074, L0010075, L0010076, L0010077, L0010078, L0010079, L0010080, L0010081, L0010082, L0010083,
L0010084, L0010085, L0010086, L0010087, L0010088, L0010089, L0010090, L0010091, L0010092, L0010093, L0010094, L0010095,
L0010096, L0010097, L0010098, L0010099, L0010100, L0010101, L0010102, L0010103, L0010104, L0010105, L0010106, L0010107,
L0010108, L0010109, L0010110, L0010111, L0010112, L0010113, L0010114, L0010115, L0010116, L0010117, L0010118, L0010119,
L0010120, L0010121, L0010122, L0010123, L0010124, L0010125, L0010126, L0010127, L0010128, L0010129, L0010130, L0010131,

**MODELOPTs:
CONC DFAULT ELEV FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0010132, L0010133, L0010134, L0010135, L0010136, L0010137, L0010138, L0010139, L0010140, L0010141, L0010142, L0010143,
L0010144, L0010145, L0010146, L0010147, L0010148, L0010149, L0010150, L0010151, L0010152, L0010153, L0010154, L0010155,
L0010156, L0010157, L0010158, L0010159, L0010160, L0010161, L0010162, L0010163, L0010164, L0010165, L0010166, L0010167,
L0010168, L0010169, L0010170, L0010171, L0010172, L0010173, L0010174, L0010175, L0010176, L0010177, L0010178, L0010179,
L0010180, L0010181, L0010182, L0010183, L0010184, L0010185, L0010186, L0010187, L0010188, L0010189, L0010190, L0010191,
L0010192, L0010193, L0010194, L0010195, L0010196, L0010197, L0010198, L0010199, L0010200, L0010201, L0010202, L0010203,
L0010204, L0010205, L0010206, L0010207, L0010208, L0010209, L0010210, L0010211, L0010212, L0010213, L0010214, L0010215,
L0010216, L0010217, L0010218, L0010219, L0010220, L0010221, L0010222, L0010223, L0010224, L0010225, L0010226, L0010227,
L0010228, L0010229, L0010230, L0010231, L0010232, L0010233, L0010234, L0010235, L0010236, L0010237, L0010238, L0010239,
L0010240, L0010241, L0010242, L0010243, L0010244, L0010245, L0010246, L0010247, L0010248, L0010249, L0010250, L0010251,

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = STCK01 ; SOURCE TYPE = POINT :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = STCK02 ; SOURCE TYPE = POINT :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = PAREA01 ; SOURCE TYPE = AREAPOLY :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = PAREA02 ; SOURCE TYPE = AREAPOLY :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = PAREA03 ; SOURCE TYPE = AREAPOLY :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = PAREA04 ; SOURCE TYPE = AREAPOLY :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = PAREA07 ; SOURCE TYPE = AREAPOLY :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = PAREA08 ; SOURCE TYPE = AREAPOLY :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = L0000001 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = L0000002 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

The following 77 pages have been deleted from the original AERMOD output file. The source emission rate scalars are identical for Source IDs L0000001 through L0000194 and L0010058 through L0010251, so pages 20 through 96 have been deleted since the data above are simply repeated for each of these sources.

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = L0010251 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

CONC DFAULT ELEV FLGPOL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	367483.7,	3755199.0,	0.0,	0.0,	1.8);	(	367300.9,	3755623.2,	0.0,	0.0,	1.8);
(	367114.3,	3756056.2,	0.0,	0.0,	1.8);	(	366984.5,	3756357.5,	0.0,	0.0,	1.8);
(	366852.9,	3756663.0,	0.0,	0.0,	1.8);	(	366902.3,	3756692.0,	0.0,	0.0,	1.8);
(	366875.5,	3756760.0,	0.0,	0.0,	1.8);	(	366812.7,	3756738.5,	0.0,	0.0,	1.8);
(	366677.2,	3757024.5,	0.0,	0.0,	1.8);	(	366536.2,	3757322.0,	0.0,	0.0,	1.8);
(	366437.3,	3757530.8,	0.0,	0.0,	1.8);	(	366486.9,	3757537.2,	0.0,	0.0,	1.8);
(	366623.9,	3757468.0,	0.0,	0.0,	1.8);	(	366644.4,	3757530.8,	0.0,	0.0,	1.8);
(	366777.1,	3757519.8,	0.0,	0.0,	1.8);	(	366998.6,	3757642.2,	0.0,	0.0,	1.8);
(	367174.2,	3757739.5,	0.0,	0.0,	1.8);	(	367290.7,	3757694.2,	0.0,	0.0,	1.8);
(	367412.7,	3757694.8,	0.0,	0.0,	1.8);	(	367409.8,	3757735.8,	0.0,	0.0,	1.8);
(	367517.8,	3757796.2,	0.0,	0.0,	1.8);	(	367539.2,	3757802.0,	0.0,	0.0,	1.8);
(	367609.1,	3757676.8,	0.0,	0.0,	1.8);	(	367769.1,	3757644.2,	0.0,	0.0,	1.8);
(	367774.8,	3757718.5,	0.0,	0.0,	1.8);	(	367809.5,	3757834.5,	0.0,	0.0,	1.8);
(	367807.1,	3757935.5,	0.0,	0.0,	1.8);	(	367774.9,	3757958.5,	0.0,	0.0,	1.8);
(	367798.1,	3758011.0,	0.0,	0.0,	1.8);	(	367914.4,	3757961.5,	0.0,	0.0,	1.8);
(	367904.5,	3757930.2,	0.0,	0.0,	1.8);	(	368108.7,	3757840.2,	0.0,	0.0,	1.8);
(	368232.8,	3757790.2,	0.0,	0.0,	1.8);	(	368308.9,	3757761.5,	0.0,	0.0,	1.8);
(	368603.4,	3757765.0,	0.0,	0.0,	1.8);	(	368603.8,	3757718.5,	0.0,	0.0,	1.8);
(	368769.7,	3757798.5,	0.0,	0.0,	1.8);	(	369017.2,	3757954.2,	0.0,	0.0,	1.8);
(	369080.3,	3757864.0,	0.0,	0.0,	1.8);	(	369224.0,	3757952.2,	0.0,	0.0,	1.8);
(	369408.7,	3757730.0,	0.0,	0.0,	1.8);	(	369454.2,	3757776.0,	0.0,	0.0,	1.8);
(	369265.0,	3757996.5,	0.0,	0.0,	1.8);	(	369451.6,	3758128.0,	0.0,	0.0,	1.8);
(	369460.0,	3758394.2,	0.0,	0.0,	1.8);	(	369853.1,	3758394.2,	0.0,	0.0,	1.8);
(	369850.4,	3758078.0,	0.0,	0.0,	1.8);	(	370298.6,	3758078.2,	0.0,	0.0,	1.8);
(	370297.5,	3757962.8,	0.0,	0.0,	1.8);	(	370382.3,	3757966.0,	0.0,	0.0,	1.8);
(	370510.1,	3758027.2,	0.0,	0.0,	1.8);	(	370505.6,	3758087.8,	0.0,	0.0,	1.8);
(	370886.4,	3758089.0,	0.0,	0.0,	1.8);	(	370885.1,	3757750.5,	0.0,	0.0,	1.8);
(	370907.3,	3757701.5,	0.0,	0.0,	1.8);	(	370944.9,	3757670.0,	0.0,	0.0,	1.8);
(	371045.8,	3757667.5,	0.0,	0.0,	1.8);	(	371046.3,	3757585.0,	0.0,	0.0,	1.8);
(	371121.7,	3757583.5,	0.0,	0.0,	1.8);	(	371192.6,	3757720.2,	0.0,	0.0,	1.8);
(	371254.0,	3757762.2,	0.0,	0.0,	1.8);	(	371263.7,	3757782.5,	0.0,	0.0,	1.8);
(	371372.3,	3757782.2,	0.0,	0.0,	1.8);	(	371399.4,	3757806.2,	0.0,	0.0,	1.8);
(	371798.3,	3758080.2,	0.0,	0.0,	1.8);	(	371908.2,	3757933.5,	0.0,	0.0,	1.8);
(	371964.2,	3757921.8,	0.0,	0.0,	1.8);	(	371970.2,	3757841.5,	0.0,	0.0,	1.8);
(	372023.3,	3757843.2,	0.0,	0.0,	1.8);	(	372019.9,	3757551.5,	0.0,	0.0,	1.8);
(	372002.4,	3757140.2,	0.0,	0.0,	1.8);	(	371514.1,	3757136.2,	0.0,	0.0,	1.8);
(	371034.6,	3757132.5,	0.0,	0.0,	1.8);	(	371034.4,	3757085.2,	0.0,	0.0,	1.8);
(	370764.2,	3757087.0,	0.0,	0.0,	1.8);	(	370754.0,	3756817.8,	0.0,	0.0,	1.8);
(	371031.5,	3756807.2,	0.0,	0.0,	1.8);	(	371033.1,	3756780.2,	0.0,	0.0,	1.8);
(	371483.1,	3756770.2,	0.0,	0.0,	1.8);	(	371817.2,	3756763.0,	0.0,	0.0,	1.8);
(	372274.4,	3756752.8,	0.0,	0.0,	1.8);	(	372713.4,	3756743.0,	0.0,	0.0,	1.8);
(	372702.6,	3756552.5,	0.0,	0.0,	1.8);	(	372818.8,	3756548.8,	0.0,	0.0,	1.8);
(	372814.4,	3756455.0,	0.0,	0.0,	1.8);	(	372796.8,	3756367.5,	0.0,	0.0,	1.8);
(	372704.8,	3756371.5,	0.0,	0.0,	1.8);	(	372706.3,	3756326.8,	0.0,	0.0,	1.8);
(	372927.1,	3756319.2,	0.0,	0.0,	1.8);	(	372926.2,	3756245.0,	0.0,	0.0,	1.8);

CONC DFAULT ELEV FLGPOL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	373456.8,	3756235.5,	0.0,	0.0,	1.8);	(373448.0,	3755559.8,	0.0,	0.0,	1.8);
(	373222.5,	3755568.8,	0.0,	0.0,	1.8);	(373219.3,	3755705.0,	0.0,	0.0,	1.8);
(	373134.7,	3755704.0,	0.0,	0.0,	1.8);	(373131.2,	3755566.8,	0.0,	0.0,	1.8);
(	373054.1,	3755562.8,	0.0,	0.0,	1.8);	(373046.2,	3755174.0,	0.0,	0.0,	1.8);
(	372725.5,	3755177.0,	0.0,	0.0,	1.8);	(372624.1,	3755182.2,	0.0,	0.0,	1.8);
(	372237.7,	3755185.5,	0.0,	0.0,	1.8);	(371843.0,	3755188.8,	0.0,	0.0,	1.8);
(	371462.8,	3755192.0,	0.0,	0.0,	1.8);	(371049.0,	3755195.5,	0.0,	0.0,	1.8);
(	371056.3,	3755349.0,	0.0,	0.0,	1.8);	(371043.4,	3755384.0,	0.0,	0.0,	1.8);
(	371042.4,	3755556.2,	0.0,	0.0,	1.8);	(370995.8,	3755560.2,	0.0,	0.0,	1.8);
(	371001.0,	3755419.2,	0.0,	0.0,	1.8);	(370801.4,	3755275.5,	0.0,	0.0,	1.8);
(	370666.7,	3755261.8,	0.0,	0.0,	1.8);	(370380.3,	3755263.2,	0.0,	0.0,	1.8);
(	370075.9,	3755265.0,	0.0,	0.0,	1.8);	(369786.9,	3755266.5,	0.0,	0.0,	1.8);
(	369498.0,	3755268.2,	0.0,	0.0,	1.8);	(369193.6,	3755269.8,	0.0,	0.0,	1.8);
(	368889.2,	3755271.5,	0.0,	0.0,	1.8);	(368569.3,	3755273.2,	0.0,	0.0,	1.8);
(	368274.8,	3755274.8,	0.0,	0.0,	1.8);	(367936.4,	3755213.2,	0.0,	0.0,	1.8);

CONC DFAULT ELEV FLGPOL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 0 0 0 0
AND END DATE: 9999 99 99 24

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,

CONC DFAULT ELEV FLGPOL

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: C:\LAKES\LAXTAXC\OS_96.SFC Met Version: 07026
Profile file: C:\LAKES\LAXTAXC\OS_96.PFL
Surface format: (3(I2,1X),I3,1X,I2,1X,F6.1,1X,3(F6.3,1X),2(F5.0,1X),F8.1,1X,F6.3,1X,2(F6.2,1X),F7.2,1X,F5.0,3(1X,F6.1))
Profile format: (4(I2,1X),F6.1,1X,I1,1X,F5.0,1X,F7.2,1X,F7.2,1X,F6.1,1X,F7.2)
Surface station no.: 23174 Upper air station no.: 3190
Name: LOS_ANGELES/INT'L_ARPT Name: UNKNOWN
Year: 1996 Year: 1996

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
96	01	01	1	01	-64.0	0.658	-9.000	-9.000	-999.	1228.	400.6	1.00	1.50	1.00	3.10	61.	6.1	291.4	2.0
96	01	01	1	02	-45.5	0.415	-9.000	-9.000	-999.	669.	141.3	1.00	1.50	1.00	2.10	38.	6.1	288.1	2.0
96	01	01	1	03	-27.5	0.248	-9.000	-9.000	-999.	311.	50.0	1.00	1.50	1.00	1.50	34.	6.1	285.4	2.0
96	01	01	1	04	-27.5	0.248	-9.000	-9.000	-999.	284.	50.0	1.00	1.50	1.00	1.50	233.	6.1	285.4	2.0
96	01	01	1	05	-27.5	0.248	-9.000	-9.000	-999.	285.	50.2	1.00	1.50	1.00	1.50	293.	6.1	285.9	2.0
96	01	01	1	06	-45.8	0.415	-9.000	-9.000	-999.	614.	140.2	1.00	1.50	1.00	2.10	162.	6.1	286.4	2.0
96	01	01	1	07	-57.3	0.538	-9.000	-9.000	-999.	907.	245.1	1.00	1.50	1.00	2.60	185.	6.1	285.4	2.0
96	01	01	1	08	-64.0	0.892	-9.000	-9.000	-999.	1936.	1000.6	1.00	1.50	0.68	4.10	183.	6.1	289.2	2.0
96	01	01	1	09	22.5	0.910	0.371	0.005	82.	1995.	-998.0	1.00	1.50	0.47	4.10	237.	6.1	290.4	2.0
96	01	01	1	10	70.3	0.917	1.041	0.005	580.	2019.	-990.8	1.00	1.50	0.40	4.10	181.	6.1	293.8	2.0
96	01	01	1	11	101.2	0.814	1.300	0.005	785.	1707.	-481.9	1.00	1.50	0.38	3.60	234.	6.1	294.9	2.0
96	01	01	1	12	119.0	1.270	1.378	0.007	795.	3284.	-998.0	1.00	1.50	0.37	5.70	236.	6.1	294.9	2.0
96	01	01	1	13	117.5	1.270	1.378	0.007	804.	3290.	-998.0	1.00	1.50	0.37	5.70	243.	6.1	293.8	2.0
96	01	01	1	14	98.4	1.029	1.303	0.005	811.	2494.	-998.1	1.00	1.50	0.38	4.60	249.	6.1	293.8	2.0
96	01	01	1	15	64.2	0.916	1.132	0.005	816.	2051.	-998.0	1.00	1.50	0.41	4.10	252.	6.1	293.8	2.0
96	01	01	1	16	13.6	0.689	0.676	0.005	817.	1381.	-998.0	1.00	1.50	0.49	3.10	254.	6.1	293.1	2.0
96	01	01	1	17	-25.2	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.50	0.72	0.00	0.	6.1	291.4	2.0
96	01	01	1	18	-64.0	0.658	-9.000	-9.000	-999.	1228.	401.4	1.00	1.50	1.00	3.10	237.	6.1	290.4	2.0
96	01	01	1	19	-27.4	0.250	-9.000	-9.000	-999.	505.	51.2	1.00	1.50	1.00	1.50	4.	6.1	288.8	2.0
96	01	01	1	20	-27.3	0.250	-9.000	-9.000	-999.	294.	51.6	1.00	1.50	1.00	1.50	67.	6.1	289.9	2.0
96	01	01	1	21	-27.4	0.250	-9.000	-9.000	-999.	287.	51.2	1.00	1.50	1.00	1.50	30.	6.1	288.8	2.0
96	01	01	1	22	-27.2	0.251	-9.000	-9.000	-999.	290.	52.8	1.00	1.50	1.00	1.50	52.	6.1	288.8	2.0
96	01	01	1	23	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.50	1.00	0.00	0.	6.1	288.1	2.0
96	01	01	1	24	-59.6	0.536	-9.000	-9.000	-999.	904.	233.4	1.00	1.50	1.00	2.60	90.	6.1	286.4	2.0

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
96	01	01	01	6.1	1	61.	3.10	291.5	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: DIESEL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005,
L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017,
L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.18137c	(96020724)	367300.88	3755623.25	0.21345c	(96011524)
367114.28	3756056.25	0.25326c	(96012724)	366984.53	3756357.50	0.20346c	(96012924)
366852.91	3756663.00	0.16013c	(96012924)	366902.28	3756692.00	0.16089c	(96012924)
366875.53	3756760.00	0.15313c	(96012924)	366812.69	3756738.50	0.15113c	(96012924)
366677.25	3757024.50	0.13206c	(96020224)	366536.22	3757322.00	0.12008c	(96020224)
366437.28	3757530.75	0.10714c	(96020224)	366486.94	3757537.25	0.10805c	(96020224)
366623.91	3757468.00	0.11621c	(96020224)	366644.38	3757530.75	0.11266c	(96020224)
366777.06	3757519.75	0.11727c	(96020224)	366998.56	3757642.25	0.11030c	(96020224)
367174.25	3757739.50	0.09886c	(96020224)	367290.72	3757694.25	0.10558c	(96020224)
367412.66	3757694.75	0.10516c	(96020224)	367409.81	3757735.75	0.09942c	(96020724)
367517.78	3757796.25	0.10251c	(96020724)	367539.25	3757802.00	0.10329c	(96020724)
367609.12	3757676.75	0.11480c	(96020724)	367769.06	3757644.25	0.12901c	(96020724)
367774.81	3757718.50	0.12286c	(96020724)	367809.47	3757834.50	0.11286c	(96020724)
367807.06	3757935.50	0.10215c	(96020124)	367774.94	3757958.50	0.09964c	(96020124)
367798.12	3758011.00	0.09882c	(96020124)	367914.41	3757961.50	0.10596c	(96020124)
367904.53	3757930.25	0.10733c	(96020124)	368108.69	3757840.25	0.12180c	(96020124)
368232.75	3757790.25	0.13016c	(96020124)	368308.88	3757761.50	0.13469c	(96020124)
368603.38	3757765.00	0.15799c	(96020324)	368603.84	3757718.50	0.16713c	(96020324)
368769.72	3757798.50	0.17344	(96032224)	369017.16	3757954.25	0.17463	(96032224)
369080.28	3757864.00	0.18951	(96032224)	369224.00	3757952.25	0.15802c	(96010924)
369408.72	3757730.00	0.17440c	(96010924)	369454.22	3757776.00	0.15288c	(96010924)
369264.97	3757996.50	0.14731c	(96010924)	369451.62	3758128.00	0.10819c	(96010924)
369459.97	3758394.25	0.08698c	(96010924)	369853.09	3758394.25	0.06505c	(96040824)
369850.44	3758078.00	0.11022c	(96092924)	370298.62	3758078.25	0.17297c	(96092924)
370297.53	3757962.75	0.20190c	(96092924)	370382.34	3757966.00	0.20214c	(96092924)
370510.12	3758027.25	0.18803c	(96092924)	370505.62	3758087.75	0.17735c	(96092924)
370886.41	3758089.00	0.15957c	(96092924)	370885.06	3757750.50	0.16835c	(96092924)
370907.31	3757701.50	0.16927c	(96100824)	370944.91	3757670.00	0.16642c	(96100824)
371045.81	3757667.50	0.15462c	(96100824)	371046.34	3757585.00	0.15489c	(96100824)
371121.66	3757583.50	0.14529c	(96100824)	371192.59	3757720.25	0.13811c	(96100824)
371253.97	3757762.25	0.13189c	(96100824)	371263.66	3757782.50	0.13086c	(96100824)
371372.34	3757782.25	0.12111c	(96100824)	371399.44	3757806.25	0.11888c	(96100824)
371798.31	3758080.25	0.09223c	(96100824)	371908.19	3757933.50	0.08490c	(96090424)
371964.22	3757921.75	0.08249c	(96090424)	371970.19	3757841.50	0.08203c	(96090424)
372023.31	3757843.25	0.07958c	(96090424)	372019.88	3757551.50	0.07470	(96101124)
372002.41	3757140.25	0.08498c	(96021424)	371514.12	3757136.25	0.10786c	(96021424)
371034.56	3757132.50	0.14438c	(96021424)	371034.44	3757085.25	0.14534c	(96021424)
370764.19	3757087.00	0.17868c	(96021424)	370754.00	3756817.75	0.17105c	(96021424)
371031.47	3756807.25	0.13742c	(96021424)	371033.12	3756780.25	0.13529c	(96021424)
371483.09	3756770.25	0.10071c	(96021424)	371817.25	3756763.00	0.08334c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: DIESEL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000001, L0000002, L0000003, L0000004, L0000005,
L0000006, L0000007, L0000008, L0000009, L0000010, L0000011, L0000012, L0000013, L0000014, L0000015, L0000016, L0000017,
L0000018, L0000019, L0000020, L0000021, L0000022, L0000023, L0000024, L0000025, L0000026, L0000027, L0000028, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.06607c	(96021424)	372713.41	3756743.00	0.05403c	(96021424)
372702.62	3756552.50	0.04625c	(96021424)	372818.81	3756548.75	0.04390c	(96021424)
372814.44	3756455.00	0.03987c	(96021424)	372796.75	3756367.50	0.03621c	(96021424)
372704.81	3756371.50	0.03776c	(96021424)	372706.31	3756326.75	0.03561c	(96021424)
372927.09	3756319.25	0.03235c	(96021424)	372926.22	3756245.00	0.02925c	(96021424)
373456.81	3756235.50	0.02396c	(96021424)	373448.00	3755559.75	0.01552c	(96052124)
373222.47	3755568.75	0.01660c	(96010224)	373219.34	3755705.00	0.01704c	(96052124)
373134.66	3755704.00	0.01741c	(96052124)	373131.22	3755566.75	0.01748c	(96010224)
373054.09	3755562.75	0.01830c	(96010224)	373046.22	3755174.00	0.02186c	(96010224)
372725.47	3755177.00	0.02529c	(96010224)	372624.12	3755182.25	0.02644c	(96010224)
372237.69	3755185.50	0.03123c	(96010224)	371843.00	3755188.75	0.03641c	(96010224)
371462.81	3755192.00	0.04120c	(96010224)	371049.03	3755195.50	0.04507c	(96010224)
371056.31	3755349.00	0.04997c	(96010224)	371043.41	3755384.00	0.05119c	(96010224)
371042.38	3755556.25	0.05528c	(96010224)	370995.81	3755560.25	0.05654c	(96010224)
371001.00	3755419.25	0.05289c	(96010224)	370801.41	3755275.50	0.04970c	(96010224)
370666.66	3755261.75	0.04942c	(96010224)	370380.28	3755263.25	0.04879c	(96010924)
370075.88	3755265.00	0.06018c	(96012924)	369786.91	3755266.50	0.07564c	(96012924)
369498.00	3755268.25	0.08347c	(96012924)	369193.59	3755269.75	0.12741c	(96022824)
368889.16	3755271.50	0.22011c	(96011024)	368569.28	3755273.25	0.31390c	(96012624)
368274.84	3755274.75	0.29481c	(96012624)	367936.44	3755213.25	0.21265c	(96012624)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: GASOLINE ***
INCLUDING SOURCE(S): PAREA03 , PAREA04 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.00286c	(96020724)	367300.88	3755623.25	0.00338c	(96011524)
367114.28	3756056.25	0.00402c	(96012724)	366984.53	3756357.50	0.00322c	(96012924)
366852.91	3756663.00	0.00252c	(96012924)	366902.28	3756692.00	0.00253c	(96012924)
366875.53	3756760.00	0.00240c	(96012924)	366812.69	3756738.50	0.00237c	(96012924)
366677.25	3757024.50	0.00209c	(96020224)	366536.22	3757322.00	0.00190c	(96020224)
366437.28	3757530.75	0.00169c	(96020224)	366486.94	3757537.25	0.00171c	(96020224)
366623.91	3757468.00	0.00184c	(96020224)	366644.38	3757530.75	0.00178c	(96020224)
366777.06	3757519.75	0.00186c	(96020224)	366998.56	3757642.25	0.00175c	(96020224)
367174.25	3757739.50	0.00157c	(96020224)	367290.72	3757694.25	0.00168c	(96020224)
367412.66	3757694.75	0.00167c	(96020224)	367409.81	3757735.75	0.00156c	(96020724)
367517.78	3757796.25	0.00161c	(96020724)	367539.25	3757802.00	0.00163c	(96020724)
367609.12	3757676.75	0.00180c	(96020724)	367769.06	3757644.25	0.00203c	(96020724)
367774.81	3757718.50	0.00194c	(96020724)	367809.47	3757834.50	0.00178c	(96020724)
367807.06	3757935.50	0.00162c	(96020124)	367774.94	3757958.50	0.00158c	(96020124)
367798.12	3758011.00	0.00157c	(96020124)	367914.41	3757961.50	0.00168c	(96020124)
367904.53	3757930.25	0.00170c	(96020124)	368108.69	3757840.25	0.00194c	(96020124)
368232.75	3757790.25	0.00207c	(96020124)	368308.88	3757761.50	0.00214c	(96020124)
368603.38	3757765.00	0.00251c	(96020324)	368603.84	3757718.50	0.00265c	(96020324)
368769.72	3757798.50	0.00275	(96032224)	369017.16	3757954.25	0.00279	(96032224)
369080.28	3757864.00	0.00302	(96032224)	369224.00	3757952.25	0.00252c	(96010924)
369408.72	3757730.00	0.00278c	(96010924)	369454.22	3757776.00	0.00244c	(96010924)
369264.97	3757996.50	0.00235c	(96010924)	369451.62	3758128.00	0.00172c	(96010924)
369459.97	3758394.25	0.00138c	(96010924)	369853.09	3758394.25	0.00103c	(96040824)
369850.44	3758078.00	0.00174c	(96092924)	370298.62	3758078.25	0.00275c	(96092924)
370297.53	3757962.75	0.00321c	(96092924)	370382.34	3757966.00	0.00321c	(96092924)
370510.12	3758027.25	0.00299c	(96092924)	370505.62	3758087.75	0.00282c	(96092924)
370886.41	3758089.00	0.00254c	(96092924)	370885.06	3757750.50	0.00268c	(96092924)
370907.31	3757701.50	0.00269c	(96100824)	370944.91	3757670.00	0.00264c	(96100824)
371045.81	3757667.50	0.00246c	(96100824)	371046.34	3757585.00	0.00246c	(96100824)
371121.66	3757583.50	0.00231c	(96100824)	371192.59	3757720.25	0.00219c	(96100824)
371253.97	3757762.25	0.00209c	(96100824)	371263.66	3757782.50	0.00208c	(96100824)
371372.34	3757782.25	0.00192c	(96100824)	371399.44	3757806.25	0.00189c	(96100824)
371798.31	3758080.25	0.00146c	(96100824)	371908.19	3757933.50	0.00135c	(96090424)
371964.22	3757921.75	0.00131c	(96090424)	371970.19	3757841.50	0.00130c	(96090424)
372023.31	3757843.25	0.00126c	(96090424)	372019.88	3757551.50	0.00118	(96101124)
372002.41	3757140.25	0.00135c	(96021424)	371514.12	3757136.25	0.00171c	(96021424)
371034.56	3757132.50	0.00229c	(96021424)	371034.44	3757085.25	0.00231c	(96021424)
370764.19	3757087.00	0.00284c	(96021424)	370754.00	3756817.75	0.00272c	(96021424)
371031.47	3756807.25	0.00219c	(96021424)	371033.12	3756780.25	0.00215c	(96021424)
371483.09	3756770.25	0.00160c	(96021424)	371817.25	3756763.00	0.00132c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: GASOLINE ***
INCLUDING SOURCE(S): PAREA03 , PAREA04 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.00105c	(96021424)	372713.41	3756743.00	0.00086c	(96021424)
372702.62	3756552.50	0.00073c	(96021424)	372818.81	3756548.75	0.00070c	(96021424)
372814.44	3756455.00	0.00063c	(96021424)	372796.75	3756367.50	0.00057c	(96021424)
372704.81	3756371.50	0.00060c	(96021424)	372706.31	3756326.75	0.00056c	(96021424)
372927.09	3756319.25	0.00051c	(96021424)	372926.22	3756245.00	0.00046c	(96021424)
373456.81	3756235.50	0.00038c	(96021424)	373448.00	3755559.75	0.00025c	(96052124)
373222.47	3755568.75	0.00026c	(96010224)	373219.34	3755705.00	0.00027c	(96052124)
373134.66	3755704.00	0.00028c	(96052124)	373131.22	3755566.75	0.00028c	(96010224)
373054.09	3755562.75	0.00029c	(96010224)	373046.22	3755174.00	0.00035c	(96010224)
372725.47	3755177.00	0.00040c	(96010224)	372624.12	3755182.25	0.00042c	(96010224)
372237.69	3755185.50	0.00050c	(96010224)	371843.00	3755188.75	0.00058c	(96010224)
371462.81	3755192.00	0.00065c	(96010224)	371049.03	3755195.50	0.00071c	(96010224)
371056.31	3755349.00	0.00079c	(96010224)	371043.41	3755384.00	0.00081c	(96010224)
371042.38	3755556.25	0.00088c	(96010224)	370995.81	3755560.25	0.00090c	(96010224)
371001.00	3755419.25	0.00084c	(96010224)	370801.41	3755275.50	0.00078c	(96010224)
370666.66	3755261.75	0.00078c	(96010224)	370380.28	3755263.25	0.00077c	(96010924)
370075.88	3755265.00	0.00095c	(96012924)	369786.91	3755266.50	0.00119c	(96012924)
369498.00	3755268.25	0.00131c	(96012924)	369193.59	3755269.75	0.00203c	(96022824)
368889.16	3755271.50	0.00348c	(96011024)	368569.28	3755273.25	0.00496c	(96012624)
368274.84	3755274.75	0.00462c	(96012624)	367936.44	3755213.25	0.00335c	(96012624)

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: FUG_DUST ***
INCLUDING SOURCE(S): PAREA07 , PAREA08 , L0010058, L0010059, L0010060, L0010061, L0010062, L0010063, L0010064, L0010065, L0010066, L0010067, L0010068, L0010069, L0010070, L0010071, L0010072, L0010073, L0010074, L0010075, L0010076, L0010077, L0010078, L0010079, L0010080, L0010081, L0010082, L0010083, L0010084, L0010085, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.64953c	(96020724)	367300.88	3755623.25	0.86431c	(96011524)
367114.28	3756056.25	0.96158c	(96012724)	366984.53	3756357.50	0.82839c	(96012924)
366852.91	3756663.00	0.85304c	(96012924)	366902.28	3756692.00	0.86582c	(96012924)
366875.53	3756760.00	0.84676c	(96012924)	366812.69	3756738.50	0.83133c	(96012924)
366677.25	3757024.50	0.70308c	(96020224)	366536.22	3757322.00	0.72841c	(96020224)
366437.28	3757530.75	0.67774c	(96020224)	366486.94	3757537.25	0.68230c	(96020224)
366623.91	3757468.00	0.72753c	(96020224)	366644.38	3757530.75	0.70649c	(96020224)
366777.06	3757519.75	0.73025c	(96020224)	366998.56	3757642.25	0.63119c	(96020224)
367174.25	3757739.50	0.46630c	(96020224)	367290.72	3757694.25	0.50379c	(96020224)
367412.66	3757694.75	0.48395c	(96020724)	367409.81	3757735.75	0.48405c	(96020724)
367517.78	3757796.25	0.52487c	(96020724)	367539.25	3757802.00	0.53259c	(96020724)
367609.12	3757676.75	0.57332c	(96020724)	367769.06	3757644.25	0.66022c	(96020724)
367774.81	3757718.50	0.64635c	(96020724)	367809.47	3757834.50	0.64836c	(96020124)
367807.06	3757935.50	0.64788c	(96020124)	367774.94	3757958.50	0.63496c	(96020124)
367798.12	3758011.00	0.63488c	(96020124)	367914.41	3757961.50	0.66793c	(96020124)
367904.53	3757930.25	0.67604c	(96020124)	368108.69	3757840.25	0.73404c	(96020124)
368232.75	3757790.25	0.75368c	(96020124)	368308.88	3757761.50	0.75599c	(96020124)
368603.38	3757765.00	0.62915c	(96020324)	368603.84	3757718.50	0.67564c	(96020324)
368769.72	3757798.50	1.13546	(96032224)	369017.16	3757954.25	1.01993	(96032224)
369080.28	3757864.00	1.00719	(96032224)	369224.00	3757952.25	0.89864c	(96010924)
369408.72	3757730.00	0.89544c	(96010924)	369454.22	3757776.00	0.75370c	(96010924)
369264.97	3757996.50	0.85339c	(96010924)	369451.62	3758128.00	0.60201c	(96010924)
369459.97	3758394.25	0.50924c	(96011024)	369853.09	3758394.25	0.42859c	(96040824)
369850.44	3758078.00	0.48799c	(96040824)	370298.62	3758078.25	0.87713c	(96092924)
370297.53	3757962.75	1.13795c	(96092924)	370382.34	3757966.00	1.20487c	(96092924)
370510.12	3758027.25	1.16057c	(96092924)	370505.62	3758087.75	1.07139c	(96092924)
370886.41	3758089.00	0.99063c	(96092924)	370885.06	3757750.50	0.96856	(96020524)
370907.31	3757701.50	0.96472	(96020524)	370944.91	3757670.00	0.93786	(96020524)
371045.81	3757667.50	0.86443	(96020524)	371046.34	3757585.00	0.82681	(96020524)
371121.66	3757583.50	0.77397	(96101124)	371192.59	3757720.25	0.77977	(96020524)
371253.97	3757762.25	0.75464	(96020524)	371263.66	3757782.50	0.75521	(96020524)
371372.34	3757782.25	0.68791	(96020524)	371399.44	3757806.25	0.68114	(96020524)
371798.31	3758080.25	0.56665	(96020524)	371908.19	3757933.50	0.48647	(96101124)
371964.22	3757921.75	0.47618	(96101124)	371970.19	3757841.50	0.47574	(96101124)
372023.31	3757843.25	0.46188	(96101124)	372019.88	3757551.50	0.39394	(96101124)
372002.41	3757140.25	0.50431c	(96021424)	371514.12	3757136.25	0.60554c	(96021424)
371034.56	3757132.50	0.77716c	(96021424)	371034.44	3757085.25	0.76327c	(96021424)
370764.19	3757087.00	0.93577c	(96021424)	370754.00	3756817.75	0.80380c	(96021424)
371031.47	3756807.25	0.69312c	(96021424)	371033.12	3756780.25	0.68753c	(96021424)
371483.09	3756770.25	0.53397c	(96021424)	371817.25	3756763.00	0.44243c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: FUG_DUST ***
INCLUDING SOURCE(S): PAREA07 , PAREA08 , L0010058, L0010059, L0010060, L0010061, L0010062,
L0010063, L0010064, L0010065, L0010066, L0010067, L0010068, L0010069, L0010070, L0010071, L0010072, L0010073, L0010074,
L0010075, L0010076, L0010077, L0010078, L0010079, L0010080, L0010081, L0010082, L0010083, L0010084, L0010085, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.34121c	(96021424)	372713.41	3756743.00	0.26567c	(96021424)
372702.62	3756552.50	0.17666c	(96021424)	372818.81	3756548.75	0.16304c	(96021424)
372814.44	3756455.00	0.13625	(96052224)	372796.75	3756367.50	0.12972	(96052224)
372704.81	3756371.50	0.13330	(96052224)	372706.31	3756326.75	0.12850	(96052224)
372927.09	3756319.25	0.12061	(96052224)	372926.22	3756245.00	0.11199	(96052224)
373456.81	3756235.50	0.09825	(96052224)	373448.00	3755559.75	0.09551c	(96052124)
373222.47	3755568.75	0.09777c	(96052124)	373219.34	3755705.00	0.10734c	(96052124)
373134.66	3755704.00	0.10857c	(96052124)	373131.22	3755566.75	0.09814c	(96052124)
373054.09	3755562.75	0.09815c	(96052124)	373046.22	3755174.00	0.12303c	(96010224)
372725.47	3755177.00	0.15499c	(96010224)	372624.12	3755182.25	0.16481c	(96010224)
372237.69	3755185.50	0.20267c	(96010224)	371843.00	3755188.75	0.23320c	(96010224)
371462.81	3755192.00	0.24823c	(96010224)	371049.03	3755195.50	0.24134c	(96010224)
371056.31	3755349.00	0.28487c	(96010224)	371043.41	3755384.00	0.29313c	(96010224)
371042.38	3755556.25	0.32174c	(96010224)	370995.81	3755560.25	0.32686c	(96010224)
371001.00	3755419.25	0.30207c	(96010224)	370801.41	3755275.50	0.25423c	(96010224)
370666.66	3755261.75	0.23603c	(96010224)	370380.28	3755263.25	0.28267c	(96010924)
370075.88	3755265.00	0.32967c	(96012224)	369786.91	3755266.50	0.43978c	(96100724)
369498.00	3755268.25	0.45239c	(96100724)	369193.59	3755269.75	0.69029	(96030124)
368889.16	3755271.50	1.49119c	(96011024)	368569.28	3755273.25	1.82796c	(96012624)
368274.84	3755274.75	1.89419c	(96012624)	367936.44	3755213.25	1.33367c	(96020724)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: BATCH ***
INCLUDING SOURCE(S): STCK01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.04739c	(96102224)	367300.88	3755623.25	0.06928c	(96011824)
367114.28	3756056.25	0.07546	(96010824)	366984.53	3756357.50	0.06660c	(96020224)
366852.91	3756663.00	0.04131c	(96020224)	366902.28	3756692.00	0.03856c	(96020224)
366875.53	3756760.00	0.03481c	(96020724)	366812.69	3756738.50	0.03483c	(96020224)
366677.25	3757024.50	0.02504c	(96020724)	366536.22	3757322.00	0.01811c	(96020724)
366437.28	3757530.75	0.01533c	(96020124)	366486.94	3757537.25	0.01589c	(96020124)
366623.91	3757468.00	0.01767c	(96020124)	366644.38	3757530.75	0.01739c	(96020124)
366777.06	3757519.75	0.01813c	(96020124)	366998.56	3757642.25	0.01437c	(96020124)
367174.25	3757739.50	0.01079c	(96020324)	367290.72	3757694.25	0.01210c	(96020324)
367412.66	3757694.75	0.01432	(96032224)	367409.81	3757735.75	0.01419	(96032224)
367517.78	3757796.25	0.01677	(96032224)	367539.25	3757802.00	0.01721	(96032224)
367609.12	3757676.75	0.01985	(96032224)	367769.06	3757644.25	0.02279	(96032224)
367774.81	3757718.50	0.02155	(96032224)	367809.47	3757834.50	0.01973	(96032224)
367807.06	3757935.50	0.01828	(96032224)	367774.94	3757958.50	0.01804	(96032224)
367798.12	3758011.00	0.01733	(96032224)	367914.41	3757961.50	0.01714	(96032224)
367904.53	3757930.25	0.01768	(96032224)	368108.69	3757840.25	0.01534	(96032224)
368232.75	3757790.25	0.01414c	(96010924)	368308.88	3757761.50	0.01411c	(96011024)
368603.38	3757765.00	0.01043c	(96040824)	368603.84	3757718.50	0.01102c	(96100424)
368769.72	3757798.50	0.01042c	(96100424)	369017.16	3757954.25	0.00867c	(96092924)
369080.28	3757864.00	0.01151c	(96092924)	369224.00	3757952.25	0.01210c	(96092924)
369408.72	3757730.00	0.02027c	(96092924)	369454.22	3757776.00	0.01950c	(96092924)
369264.97	3757996.50	0.01183c	(96092924)	369451.62	3758128.00	0.01186c	(96092924)
369459.97	3758394.25	0.00803c	(96092924)	369853.09	3758394.25	0.01143c	(96092924)
369850.44	3758078.00	0.01594c	(96092924)	370298.62	3758078.25	0.01575c	(96092924)
370297.53	3757962.75	0.01658c	(96092924)	370382.34	3757966.00	0.01603c	(96092924)
370510.12	3758027.25	0.01492c	(96092924)	370505.62	3758087.75	0.01470c	(96092924)
370886.41	3758089.00	0.01225c	(96092924)	370885.06	3757750.50	0.01289c	(96100824)
370907.31	3757701.50	0.01281c	(96100824)	370944.91	3757670.00	0.01256c	(96100824)
371045.81	3757667.50	0.01184c	(96100824)	371046.34	3757585.00	0.01173c	(96100824)
371121.66	3757583.50	0.01117c	(96100824)	371192.59	3757720.25	0.01090c	(96100824)
371253.97	3757762.25	0.01057c	(96100824)	371263.66	3757782.50	0.01053c	(96100824)
371372.34	3757782.25	0.00988c	(96100824)	371399.44	3757806.25	0.00976c	(96100824)
371798.31	3758080.25	0.00814c	(96100824)	371908.19	3757933.50	0.00784	(96101124)
371964.22	3757921.75	0.00773	(96101124)	371970.19	3757841.50	0.00784	(96101124)
372023.31	3757843.25	0.00770	(96101124)	372019.88	3757551.50	0.00769	(96101124)
372002.41	3757140.25	0.00783c	(96021424)	371514.12	3757136.25	0.00890	(96101124)
371034.56	3757132.50	0.01201	(96101124)	371034.44	3757085.25	0.01185	(96101124)
370764.19	3757087.00	0.01414	(96101124)	370754.00	3756817.75	0.01354c	(96021424)
371031.47	3756807.25	0.01223c	(96021424)	371033.12	3756780.25	0.01236c	(96021424)
371483.09	3756770.25	0.01043c	(96021424)	371817.25	3756763.00	0.00923c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: BATCH ***
INCLUDING SOURCE(S): STCK01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.00786c	(96021424)	372713.41	3756743.00	0.00678c	(96021424)
372702.62	3756552.50	0.00645c	(96021424)	372818.81	3756548.75	0.00619c	(96021424)
372814.44	3756455.00	0.00593c	(96021424)	372796.75	3756367.50	0.00568c	(96021424)
372704.81	3756371.50	0.00588c	(96021424)	372706.31	3756326.75	0.00571c	(96021424)
372927.09	3756319.25	0.00525c	(96021424)	372926.22	3756245.00	0.00497c	(96021424)
373456.81	3756235.50	0.00414c	(96021424)	373448.00	3755559.75	0.00197c	(96021424)
373222.47	3755568.75	0.00211c	(96021424)	373219.34	3755705.00	0.00254c	(96021424)
373134.66	3755704.00	0.00260c	(96021424)	373131.22	3755566.75	0.00215c	(96021424)
373054.09	3755562.75	0.00217c	(96021424)	373046.22	3755174.00	0.00224c	(96052124)
372725.47	3755177.00	0.00244c	(96052124)	372624.12	3755182.25	0.00251c	(96052124)
372237.69	3755185.50	0.00278c	(96052124)	371843.00	3755188.75	0.00308c	(96052124)
371462.81	3755192.00	0.00376c	(96010224)	371049.03	3755195.50	0.00502c	(96010224)
371056.31	3755349.00	0.00444c	(96010224)	371043.41	3755384.00	0.00435c	(96010224)
371042.38	3755556.25	0.00451c	(96052124)	370995.81	3755560.25	0.00460c	(96052124)
371001.00	3755419.25	0.00442c	(96052124)	370801.41	3755275.50	0.00574c	(96010224)
370666.66	3755261.75	0.00643c	(96010224)	370380.28	3755263.25	0.00809c	(96010224)
370075.88	3755265.00	0.01037c	(96010224)	369786.91	3755266.50	0.01307c	(96010224)
369498.00	3755268.25	0.01606c	(96010224)	369193.59	3755269.75	0.01847c	(96010224)
368889.16	3755271.50	0.01811c	(96012224)	368569.28	3755273.25	0.02764c	(96102524)
368274.84	3755274.75	0.03151	(96030124)	367936.44	3755213.25	0.06144c	(96022824)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: CRUSHER ***
INCLUDING SOURCE(S): STCK02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.00596c	(96011124)	367300.88	3755623.25	0.00873c	(96011824)
367114.28	3756056.25	0.01250c	(96012724)	366984.53	3756357.50	0.00975c	(96020224)
366852.91	3756663.00	0.00611c	(96020224)	366902.28	3756692.00	0.00569c	(96020224)
366875.53	3756760.00	0.00526c	(96020724)	366812.69	3756738.50	0.00509c	(96020224)
366677.25	3757024.50	0.00363c	(96020724)	366536.22	3757322.00	0.00253c	(96020724)
366437.28	3757530.75	0.00213c	(96020124)	366486.94	3757537.25	0.00220c	(96020124)
366623.91	3757468.00	0.00244c	(96020124)	366644.38	3757530.75	0.00237c	(96020124)
366777.06	3757519.75	0.00242c	(96020124)	366998.56	3757642.25	0.00175c	(96020124)
367174.25	3757739.50	0.00156c	(96020324)	367290.72	3757694.25	0.00182	(96032224)
367412.66	3757694.75	0.00231	(96032224)	367409.81	3757735.75	0.00227	(96032224)
367517.78	3757796.25	0.00251	(96032224)	367539.25	3757802.00	0.00254	(96032224)
367609.12	3757676.75	0.00290	(96032224)	367769.06	3757644.25	0.00301	(96032224)
367774.81	3757718.50	0.00281	(96032224)	367809.47	3757834.50	0.00249	(96032224)
367807.06	3757935.50	0.00229	(96032224)	367774.94	3757958.50	0.00230	(96032224)
367798.12	3758011.00	0.00217	(96032224)	367914.41	3757961.50	0.00202	(96032224)
367904.53	3757930.25	0.00210	(96032224)	368108.69	3757840.25	0.00179c	(96010924)
368232.75	3757790.25	0.00178c	(96011024)	368308.88	3757761.50	0.00168c	(96011024)
368603.38	3757765.00	0.00145c	(96100424)	368603.84	3757718.50	0.00150c	(96100424)
368769.72	3757798.50	0.00135c	(96092924)	369017.16	3757954.25	0.00153c	(96092924)
369080.28	3757864.00	0.00195c	(96092924)	369224.00	3757952.25	0.00195c	(96092924)
369408.72	3757730.00	0.00289c	(96092924)	369454.22	3757776.00	0.00276c	(96092924)
369264.97	3757996.50	0.00189c	(96092924)	369451.62	3758128.00	0.00181c	(96092924)
369459.97	3758394.25	0.00128c	(96092924)	369853.09	3758394.25	0.00163c	(96092924)
369850.44	3758078.00	0.00215c	(96092924)	370298.62	3758078.25	0.00195c	(96092924)
370297.53	3757962.75	0.00201c	(96092924)	370382.34	3757966.00	0.00192c	(96092924)
370510.12	3758027.25	0.00178c	(96092924)	370505.62	3758087.75	0.00177c	(96092924)
370886.41	3758089.00	0.00144c	(96100824)	370885.06	3757750.50	0.00152c	(96100824)
370907.31	3757701.50	0.00149c	(96100824)	370944.91	3757670.00	0.00145c	(96100824)
371045.81	3757667.50	0.00136	(96101124)	371046.34	3757585.00	0.00140	(96101124)
371121.66	3757583.50	0.00136	(96101124)	371192.59	3757720.25	0.00128	(96101124)
371253.97	3757762.25	0.00123	(96101124)	371263.66	3757782.50	0.00122	(96101124)
371372.34	3757782.25	0.00118	(96101124)	371399.44	3757806.25	0.00116	(96101124)
371798.31	3758080.25	0.00096	(96101124)	371908.19	3757933.50	0.00096	(96101124)
371964.22	3757921.75	0.00094	(96101124)	371970.19	3757841.50	0.00095	(96101124)
372023.31	3757843.25	0.00093	(96101124)	372019.88	3757551.50	0.00090	(96101124)
372002.41	3757140.25	0.00098c	(96021424)	371514.12	3757136.25	0.00112c	(96021424)
371034.56	3757132.50	0.00136	(96101124)	371034.44	3757085.25	0.00133	(96101124)
370764.19	3757087.00	0.00160	(96101124)	370754.00	3756817.75	0.00167c	(96021424)
371031.47	3756807.25	0.00149c	(96021424)	371033.12	3756780.25	0.00150c	(96021424)
371483.09	3756770.25	0.00126c	(96021424)	371817.25	3756763.00	0.00111c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: CRUSHER ***
INCLUDING SOURCE(S): STCK02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.00094c	(96021424)	372713.41	3756743.00	0.00080c	(96021424)
372702.62	3756552.50	0.00075c	(96021424)	372818.81	3756548.75	0.00072c	(96021424)
372814.44	3756455.00	0.00069c	(96021424)	372796.75	3756367.50	0.00065c	(96021424)
372704.81	3756371.50	0.00067c	(96021424)	372706.31	3756326.75	0.00065c	(96021424)
372927.09	3756319.25	0.00060c	(96021424)	372926.22	3756245.00	0.00057c	(96021424)
373456.81	3756235.50	0.00047c	(96021424)	373448.00	3755559.75	0.00023c	(96052124)
373222.47	3755568.75	0.00024c	(96052124)	373219.34	3755705.00	0.00028c	(96021424)
373134.66	3755704.00	0.00029c	(96021424)	373131.22	3755566.75	0.00025c	(96052124)
373054.09	3755562.75	0.00025c	(96052124)	373046.22	3755174.00	0.00027c	(96052124)
372725.47	3755177.00	0.00029c	(96052124)	372624.12	3755182.25	0.00030c	(96052124)
372237.69	3755185.50	0.00033c	(96052124)	371843.00	3755188.75	0.00036c	(96052124)
371462.81	3755192.00	0.00046c	(96010224)	371049.03	3755195.50	0.00060c	(96010224)
371056.31	3755349.00	0.00054c	(96010224)	371043.41	3755384.00	0.00053c	(96010224)
371042.38	3755556.25	0.00053c	(96052124)	370995.81	3755560.25	0.00054c	(96052124)
371001.00	3755419.25	0.00053c	(96010224)	370801.41	3755275.50	0.00068c	(96010224)
370666.66	3755261.75	0.00076c	(96010224)	370380.28	3755263.25	0.00095c	(96010224)
370075.88	3755265.00	0.00119c	(96010224)	369786.91	3755266.50	0.00147c	(96010224)
369498.00	3755268.25	0.00178c	(96010224)	369193.59	3755269.75	0.00203c	(96010224)
368889.16	3755271.50	0.00195c	(96010224)	368569.28	3755273.25	0.00265c	(96102524)
368274.84	3755274.75	0.00330c	(96100724)	367936.44	3755213.25	0.00514c	(96022824)

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK01 , STCK02 , PAREA01 , PAREA02 , PAREA03 , PAREA04 , PAREA07 ,
PAREA08 , L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011,
L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.88137c	(96020724)	367300.88	3755623.25	1.14121c	(96011524)
367114.28	3756056.25	1.30221c	(96012724)	366984.53	3756357.50	1.07036c	(96012924)
366852.91	3756663.00	1.02383c	(96012924)	366902.28	3756692.00	1.03593c	(96012924)
366875.53	3756760.00	1.00738c	(96012924)	366812.69	3756738.50	0.99078c	(96012924)
366677.25	3757024.50	0.85674c	(96020224)	366536.22	3757322.00	0.85960c	(96020224)
366437.28	3757530.75	0.79220c	(96020224)	366486.94	3757537.25	0.79720c	(96020224)
366623.91	3757468.00	0.85071c	(96020224)	366644.38	3757530.75	0.82501c	(96020224)
366777.06	3757519.75	0.85273c	(96020224)	366998.56	3757642.25	0.74510c	(96020224)
367174.25	3757739.50	0.56828c	(96020224)	367290.72	3757694.25	0.61270c	(96020224)
367412.66	3757694.75	0.59310c	(96020724)	367409.81	3757735.75	0.59107c	(96020724)
367517.78	3757796.25	0.63349c	(96020724)	367539.25	3757802.00	0.64180c	(96020724)
367609.12	3757676.75	0.69461c	(96020724)	367769.06	3757644.25	0.79521c	(96020724)
367774.81	3757718.50	0.77470c	(96020724)	367809.47	3757834.50	0.75657c	(96020124)
367807.06	3757935.50	0.75316c	(96020124)	367774.94	3757958.50	0.73769c	(96020124)
367798.12	3758011.00	0.73666c	(96020124)	367914.41	3757961.50	0.77692c	(96020124)
367904.53	3757930.25	0.78648c	(96020124)	368108.69	3757840.25	0.85929c	(96020124)
368232.75	3757790.25	0.88753c	(96020124)	368308.88	3757761.50	0.89453c	(96020124)
368603.38	3757765.00	0.79410c	(96020324)	368603.84	3757718.50	0.84999c	(96020324)
368769.72	3757798.50	1.31692	(96032224)	369017.16	3757954.25	1.20098	(96032224)
369080.28	3757864.00	1.20338	(96032224)	369224.00	3757952.25	1.06113c	(96010924)
369408.72	3757730.00	1.07545c	(96010924)	369454.22	3757776.00	0.91174c	(96010924)
369264.97	3757996.50	1.00488c	(96010924)	369451.62	3758128.00	0.71346c	(96010924)
369459.97	3758394.25	0.59488c	(96010924)	369853.09	3758394.25	0.50080c	(96040824)
369850.44	3758078.00	0.58674c	(96040824)	370298.62	3758078.25	1.07054c	(96092924)
370297.53	3757962.75	1.36164c	(96092924)	370382.34	3757966.00	1.42816c	(96092924)
370510.12	3758027.25	1.36829c	(96092924)	370505.62	3758087.75	1.26803c	(96092924)
370886.41	3758089.00	1.16640c	(96092924)	370885.06	3757750.50	1.13109	(96020524)
370907.31	3757701.50	1.12800	(96020524)	370944.91	3757670.00	1.09862	(96020524)
371045.81	3757667.50	1.01502	(96020524)	371046.34	3757585.00	0.97744	(96020524)
371121.66	3757583.50	0.91880	(96101124)	371192.59	3757720.25	0.91617	(96020524)
371253.97	3757762.25	0.88567	(96020524)	371263.66	3757782.50	0.88534	(96020524)
371372.34	3757782.25	0.80958	(96020524)	371399.44	3757806.25	0.80086	(96020524)
371798.31	3758080.25	0.66251	(96020524)	371908.19	3757933.50	0.57802	(96101124)
371964.22	3757921.75	0.56592	(96101124)	371970.19	3757841.50	0.56622	(96101124)
372023.31	3757843.25	0.55015	(96101124)	372019.88	3757551.50	0.47841	(96101124)
372002.41	3757140.25	0.59946c	(96021424)	371514.12	3757136.25	0.72507c	(96021424)
371034.56	3757132.50	0.93506c	(96021424)	371034.44	3757085.25	0.92255c	(96021424)
370764.19	3757087.00	1.12982c	(96021424)	370754.00	3756817.75	0.99277c	(96021424)
371031.47	3756807.25	0.84643c	(96021424)	371033.12	3756780.25	0.83880c	(96021424)
371483.09	3756770.25	0.64796c	(96021424)	371817.25	3756763.00	0.53742c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK01 , STCK02 , PAREA01 , PAREA02 , PAREA03 , PAREA04 , PAREA07 ,
PAREA08 , L0000001, L0000002, L0000003, L0000004, L0000005, L0000006, L0000007, L0000008, L0000009, L0000010, L0000011,
L0000012, L0000013, L0000014, L0000015, L0000016, L0000017, L0000018, L0000019, L0000020, L0000021, L0000022, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.41713c	(96021424)	372713.41	3756743.00	0.32814c	(96021424)
372702.62	3756552.50	0.23084c	(96021424)	372818.81	3756548.75	0.21454c	(96021424)
372814.44	3756455.00	0.17155c	(96021424)	372796.75	3756367.50	0.15622	(96052224)
372704.81	3756371.50	0.16069	(96052224)	372706.31	3756326.75	0.15548	(96052224)
372927.09	3756319.25	0.14560	(96052224)	372926.22	3756245.00	0.13627	(96052224)
373456.81	3756235.50	0.11890	(96052224)	373448.00	3755559.75	0.11330c	(96052124)
373222.47	3755568.75	0.11655c	(96052124)	373219.34	3755705.00	0.12665c	(96052124)
373134.66	3755704.00	0.12831c	(96052124)	373131.22	3755566.75	0.11730c	(96052124)
373054.09	3755562.75	0.11762c	(96052124)	373046.22	3755174.00	0.14689c	(96010224)
372725.47	3755177.00	0.18265c	(96010224)	372624.12	3755182.25	0.19374c	(96010224)
372237.69	3755185.50	0.23697c	(96010224)	371843.00	3755188.75	0.27348c	(96010224)
371462.81	3755192.00	0.29430c	(96010224)	371049.03	3755195.50	0.29275c	(96010224)
371056.31	3755349.00	0.34060c	(96010224)	371043.41	3755384.00	0.35000c	(96010224)
371042.38	3755556.25	0.38200c	(96010224)	370995.81	3755560.25	0.38853c	(96010224)
371001.00	3755419.25	0.36068c	(96010224)	370801.41	3755275.50	0.31113c	(96010224)
370666.66	3755261.75	0.29342c	(96010224)	370380.28	3755263.25	0.33387c	(96010924)
370075.88	3755265.00	0.39225c	(96012224)	369786.91	3755266.50	0.51424c	(96100724)
369498.00	3755268.25	0.53159c	(96100724)	369193.59	3755269.75	0.81589	(96030124)
368889.16	3755271.50	1.72314c	(96011024)	368569.28	3755273.25	2.15187c	(96012624)
368274.84	3755274.75	2.22278c	(96012624)	367936.44	3755213.25	1.55740c	(96020724)

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF DAILYPM1 IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	NETWORK OF TYPE	GRID-ID
DIESEL	HIGH 1ST HIGH VALUE IS	0.31390c	ON 96012624: AT (368569.28, 3755273.25, 0.00, 0.00, 1.80)	DC	
GASOLINE	HIGH 1ST HIGH VALUE IS	0.00496c	ON 96012624: AT (368569.28, 3755273.25, 0.00, 0.00, 1.80)	DC	
FUG_DUST	HIGH 1ST HIGH VALUE IS	1.89419c	ON 96012624: AT (368274.84, 3755274.75, 0.00, 0.00, 1.80)	DC	
BATCH	HIGH 1ST HIGH VALUE IS	0.07546	ON 96010824: AT (367114.28, 3756056.25, 0.00, 0.00, 1.80)	DC	
CRUSHER	HIGH 1ST HIGH VALUE IS	0.01250c	ON 96012724: AT (367114.28, 3756056.25, 0.00, 0.00, 1.80)	DC	
ALL	HIGH 1ST HIGH VALUE IS	2.22278c	ON 96012624: AT (368274.84, 3755274.75, 0.00, 0.00, 1.80)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

CONC DFAULT ELEV FLGPOL

*** Message Summary : AERMOD Model Execution ***

--------- Summary of Total Messages --------

A Total of 0 Fatal Error Message(s)
A Total of 0 Warning Message(s)
A Total of 2275 Informational Message(s)

A Total of 920 Calm Hours Identified

A Total of 1355 Missing Hours Identified (15.43 Percent)

CAUTION!: Number of Missing Hours Exceeds 10 Percent of Total!
Data May Not Be Acceptable for Regulatory Applications.
See Section 5.3.2 of "Meteorological Monitoring Guidance
for Regulatory Modeling Applications" (EPA-454/R-99-005).

******** FATAL ERROR MESSAGES ********
*** NONE ***

******** WARNING MESSAGES ********
*** NONE ***

****
*** AERMOD Finishes Successfully ***
****

CONC DFAULT ELEV FLGPOL

*** MODEL SETUP OPTIONS SUMMARY ***

- -

**Model Is Setup For Calculation of Average CONCentration Values.

  -- DEPOSITION LOGIC --
**Model Uses NO DRY DEPLETION. DDPLETE = F
**Model Uses NO WET DEPLETION. WDPLETE = F
**NO GAS DRY DEPOSITION Data Provided.

**Model Uses URBAN Dispersion Algorithm for the SBL for 396 Source(s),
  for Total of 1 Urban Area(s):
  Urban Population = 165468.0 ; Urban Roughness Length = 1.000 m

**Model Uses Regulatory DEFAULT Options:
          1. Stack-tip Downwash.
          2. Model Accounts for ELEVated Terrain Effects.
          3. Use Calms Processing Routine.
          4. Use Missing Data Processing Routine.
          5. No Exponential Decay for URBAN/Non-SO2

**Model Accepts FLAGPOLE Receptor Heights.

**Model Calculates 1 Short Term Average(s) of: 24-HR

**This Run Includes: 396 Source(s); 6 Source Group(s); and 120 Receptor(s)

**The Model Assumes A Pollutant Type of: PM2.5DAY

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
        Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
        Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 0.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0
                Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07
                Output Units = MICROGRAMS/M**3

**Approximate Storage Requirements of Model = 2.0 MB of RAM.

**File for Saving Result Arrays: C13P2DUn.sv1

CONC DFAULT ELEV FLGPOL

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
STCK01	0	0.18400E-01	368061.3	3756043.2	0.0	10.00	293.00	10.00	2.00	NO	YES	NO	HROFDY
STCK02	0	0.44099E-02	367935.2	3756111.5	0.0	10.00	293.00	10.00	2.00	NO	YES	NO	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000777	0	0.79381E-04	368157.3	3755892.2	0.0	0.00	8.74	1.16	YES	HROFDY
L0000778	0	0.79381E-04	368175.7	3755896.0	0.0	0.00	8.74	1.16	YES	HROFDY
L0000779	0	0.79381E-04	368182.2	3755885.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000780	0	0.79381E-04	368184.6	3755868.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000781	0	0.79381E-04	368187.0	3755851.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000782	0	0.79381E-04	368189.3	3755834.0	0.0	0.00	7.96	1.16	YES	HROFDY
L0000783	0	0.79381E-04	368191.7	3755817.2	0.0	0.00	7.96	1.16	YES	HROFDY
L0000784	0	0.79381E-04	368194.0	3755800.2	0.0	0.00	7.96	1.16	YES	HROFDY
L0000785	0	0.79381E-04	368209.4	3755797.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000786	0	0.79381E-04	368229.2	3755799.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000787	0	0.79381E-04	368248.8	3755802.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000788	0	0.79381E-04	368268.5	3755804.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000789	0	0.79381E-04	368288.2	3755807.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000790	0	0.79381E-04	368307.9	3755810.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000791	0	0.79381E-04	368327.6	3755812.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000792	0	0.79381E-04	368347.3	3755815.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000793	0	0.79381E-04	368367.0	3755817.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000794	0	0.79381E-04	368386.7	3755820.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000795	0	0.79381E-04	368406.4	3755822.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000796	0	0.79381E-04	368426.1	3755825.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000797	0	0.79381E-04	368445.8	3755827.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000798	0	0.79381E-04	368465.5	3755830.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000799	0	0.79381E-04	368485.2	3755832.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000800	0	0.79381E-04	368504.8	3755835.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000801	0	0.79381E-04	368524.5	3755838.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000802	0	0.79381E-04	368544.2	3755840.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000803	0	0.79381E-04	368563.9	3755843.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000804	0	0.79381E-04	368583.6	3755845.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000805	0	0.79381E-04	368603.3	3755848.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000806	0	0.79381E-04	368623.0	3755850.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000807	0	0.79381E-04	368642.7	3755853.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000808	0	0.79381E-04	368662.4	3755855.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000809	0	0.79381E-04	368682.1	3755858.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000810	0	0.79381E-04	368701.8	3755861.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000811	0	0.79381E-04	368721.5	3755863.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000812	0	0.79381E-04	368741.2	3755866.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000813	0	0.79381E-04	368760.8	3755868.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000814	0	0.79381E-04	368780.5	3755871.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000815	0	0.79381E-04	368800.2	3755873.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000816	0	0.79381E-04	368819.9	3755876.2	0.0	0.00	9.24	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000817	0	0.79381E-04	368839.6	3755878.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000818	0	0.79381E-04	368859.3	3755881.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000819	0	0.79381E-04	368879.0	3755883.8	0.0	0.00	9.24	1.16	YES	HROFDY
L0000820	0	0.79381E-04	368898.7	3755886.2	0.0	0.00	9.24	1.16	YES	HROFDY
L0000821	0	0.79381E-04	368918.4	3755889.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000822	0	0.79381E-04	368938.1	3755891.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000823	0	0.79381E-04	368957.8	3755894.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000824	0	0.79381E-04	368977.5	3755896.5	0.0	0.00	9.24	1.16	YES	HROFDY
L0000825	0	0.79381E-04	368997.2	3755899.0	0.0	0.00	9.24	1.16	YES	HROFDY
L0000826	0	0.79381E-04	369001.1	3755914.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000827	0	0.79381E-04	368999.8	3755934.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000828	0	0.79381E-04	368998.5	3755954.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000829	0	0.79381E-04	368997.2	3755974.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000830	0	0.79381E-04	368995.8	3755994.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000831	0	0.79381E-04	368994.5	3756014.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000832	0	0.79381E-04	368993.2	3756034.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000833	0	0.79381E-04	368991.8	3756054.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000834	0	0.79381E-04	368990.5	3756074.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000835	0	0.79381E-04	368989.2	3756094.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000836	0	0.79381E-04	368987.8	3756114.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000837	0	0.79381E-04	368986.5	3756134.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000838	0	0.79381E-04	368985.2	3756153.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000839	0	0.79381E-04	368983.8	3756173.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000840	0	0.79381E-04	368982.5	3756193.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000841	0	0.79381E-04	368981.2	3756213.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000842	0	0.79381E-04	368979.9	3756233.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000843	0	0.79381E-04	368978.5	3756253.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000844	0	0.79381E-04	368977.2	3756273.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000845	0	0.79381E-04	368975.9	3756293.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000846	0	0.79381E-04	368974.6	3756313.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000847	0	0.79381E-04	368973.2	3756333.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000848	0	0.79381E-04	368971.9	3756353.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000849	0	0.79381E-04	368970.6	3756373.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000850	0	0.79381E-04	368969.2	3756393.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000851	0	0.79381E-04	368967.9	3756413.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000852	0	0.79381E-04	368966.6	3756433.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000853	0	0.79381E-04	368965.2	3756452.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000854	0	0.79381E-04	368963.9	3756472.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000855	0	0.79381E-04	368962.6	3756492.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000856	0	0.79381E-04	368961.3	3756512.8	0.0	0.00	9.29	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000857	0	0.79381E-04	368959.9	3756532.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000858	0	0.79381E-04	368958.6	3756552.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000859	0	0.79381E-04	368957.3	3756572.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000860	0	0.79381E-04	368956.0	3756592.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000861	0	0.79381E-04	368954.6	3756612.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000862	0	0.79381E-04	368953.3	3756632.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000863	0	0.79381E-04	368952.0	3756652.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000864	0	0.79381E-04	368950.7	3756672.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000865	0	0.79381E-04	368949.3	3756692.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000866	0	0.79381E-04	368948.0	3756712.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000867	0	0.79381E-04	368946.7	3756732.0	0.0	0.00	9.29	1.16	YES	HROFDY
L0000868	0	0.79381E-04	368945.3	3756751.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000869	0	0.79381E-04	368944.0	3756771.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000870	0	0.79381E-04	368942.7	3756791.8	0.0	0.00	9.29	1.16	YES	HROFDY
L0000871	0	0.79381E-04	368941.3	3756811.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000872	0	0.79381E-04	368940.0	3756831.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000873	0	0.79381E-04	368938.7	3756851.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000874	0	0.79381E-04	368937.4	3756871.5	0.0	0.00	9.29	1.16	YES	HROFDY
L0000875	0	0.79381E-04	368936.0	3756891.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000876	0	0.79381E-04	368934.7	3756911.2	0.0	0.00	9.29	1.16	YES	HROFDY
L0000877	0	0.79381E-04	368919.5	3756914.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000878	0	0.79381E-04	368899.7	3756912.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000879	0	0.79381E-04	368879.9	3756910.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000880	0	0.79381E-04	368860.0	3756907.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000881	0	0.79381E-04	368840.2	3756905.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000882	0	0.79381E-04	368820.4	3756903.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000883	0	0.79381E-04	368800.6	3756901.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000884	0	0.79381E-04	368780.8	3756898.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000885	0	0.79381E-04	368760.9	3756896.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000886	0	0.79381E-04	368741.1	3756894.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000887	0	0.79381E-04	368721.3	3756892.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000888	0	0.79381E-04	368701.4	3756889.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000889	0	0.79381E-04	368681.6	3756887.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000890	0	0.79381E-04	368661.8	3756885.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000891	0	0.79381E-04	368642.0	3756883.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000892	0	0.79381E-04	368622.2	3756880.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000893	0	0.79381E-04	368602.3	3756878.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000894	0	0.79381E-04	368582.5	3756876.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000895	0	0.79381E-04	368562.7	3756873.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000896	0	0.79381E-04	368542.8	3756871.5	0.0	0.00	9.28	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000897	0	0.79381E-04	368523.0	3756869.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000898	0	0.79381E-04	368503.2	3756867.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000899	0	0.79381E-04	368483.4	3756864.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000900	0	0.79381E-04	368463.5	3756862.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000901	0	0.79381E-04	368443.7	3756860.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000902	0	0.79381E-04	368423.9	3756858.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000903	0	0.79381E-04	368404.1	3756855.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000904	0	0.79381E-04	368384.2	3756853.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000905	0	0.79381E-04	368364.4	3756851.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000906	0	0.79381E-04	368344.6	3756849.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000907	0	0.79381E-04	368324.8	3756846.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000908	0	0.79381E-04	368304.9	3756844.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000909	0	0.79381E-04	368285.1	3756842.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000910	0	0.79381E-04	368265.3	3756840.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000911	0	0.79381E-04	368245.5	3756837.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000912	0	0.79381E-04	368225.7	3756835.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000913	0	0.79381E-04	368205.8	3756833.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000914	0	0.79381E-04	368186.0	3756831.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000915	0	0.79381E-04	368166.2	3756828.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000916	0	0.79381E-04	368146.3	3756826.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000917	0	0.79381E-04	368126.5	3756824.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000918	0	0.79381E-04	368106.7	3756821.8	0.0	0.00	9.28	1.16	YES	HROFDY
L0000919	0	0.79381E-04	368086.9	3756819.5	0.0	0.00	9.28	1.16	YES	HROFDY
L0000920	0	0.79381E-04	368067.0	3756817.2	0.0	0.00	9.28	1.16	YES	HROFDY
L0000921	0	0.79381E-04	368047.2	3756815.0	0.0	0.00	9.28	1.16	YES	HROFDY
L0000922	0	0.79381E-04	368044.1	3756800.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000923	0	0.79381E-04	368046.5	3756780.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000924	0	0.79381E-04	368048.9	3756761.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000925	0	0.79381E-04	368051.3	3756742.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000926	0	0.79381E-04	368053.8	3756722.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000927	0	0.79381E-04	368056.2	3756703.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000928	0	0.79381E-04	368058.6	3756684.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000929	0	0.79381E-04	368061.0	3756664.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000930	0	0.79381E-04	368063.4	3756645.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000931	0	0.79381E-04	368065.8	3756626.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000932	0	0.79381E-04	368068.2	3756606.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000933	0	0.79381E-04	368070.7	3756587.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000934	0	0.79381E-04	368073.1	3756567.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000935	0	0.79381E-04	368075.5	3756548.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000936	0	0.79381E-04	368077.9	3756529.0	0.0	0.00	9.07	1.16	YES	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000937	0	0.79381E-04	368080.4	3756509.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000938	0	0.79381E-04	368082.8	3756490.5	0.0	0.00	9.07	1.16	YES	HROFDY
L0000939	0	0.79381E-04	368085.2	3756471.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000940	0	0.79381E-04	368087.6	3756451.8	0.0	0.00	9.07	1.16	YES	HROFDY
L0000941	0	0.79381E-04	368090.1	3756432.2	0.0	0.00	9.07	1.16	YES	HROFDY
L0000942	0	0.79381E-04	368092.5	3756413.0	0.0	0.00	9.07	1.16	YES	HROFDY
L0000943	0	0.79381E-04	368090.2	3756397.2	0.0	0.00	7.47	1.16	YES	HROFDY
L0000944	0	0.79381E-04	368085.9	3756381.8	0.0	0.00	7.47	1.16	YES	HROFDY
L0000945	0	0.79381E-04	368086.6	3756365.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000946	0	0.79381E-04	368089.4	3756348.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000947	0	0.79381E-04	368092.2	3756331.0	0.0	0.00	7.99	1.16	YES	HROFDY
L0000948	0	0.79381E-04	368095.1	3756314.2	0.0	0.00	7.99	1.16	YES	HROFDY
L0000949	0	0.79381E-04	368097.9	3756297.2	0.0	0.00	7.99	1.16	YES	HROFDY
L0000950	0	0.79381E-04	368107.4	3756283.5	0.0	0.00	8.05	1.16	YES	HROFDY
L0000951	0	0.79381E-04	368119.7	3756271.2	0.0	0.00	8.05	1.16	YES	HROFDY
L0000952	0	0.79381E-04	368131.9	3756259.0	0.0	0.00	8.05	1.16	YES	HROFDY
L0000953	0	0.79381E-04	368137.3	3756240.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000954	0	0.79381E-04	368139.8	3756221.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000955	0	0.79381E-04	368142.3	3756201.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000956	0	0.79381E-04	368144.8	3756181.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000957	0	0.79381E-04	368147.3	3756161.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000958	0	0.79381E-04	368149.8	3756142.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000959	0	0.79381E-04	368152.3	3756122.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000960	0	0.79381E-04	368154.9	3756102.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000961	0	0.79381E-04	368157.4	3756082.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000962	0	0.79381E-04	368159.9	3756062.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000963	0	0.79381E-04	368162.4	3756043.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000964	0	0.79381E-04	368164.9	3756023.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000965	0	0.79381E-04	368167.4	3756003.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000966	0	0.79381E-04	368169.9	3755983.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000967	0	0.79381E-04	368172.4	3755964.0	0.0	0.00	9.27	1.16	YES	HROFDY
L0000968	0	0.79381E-04	368174.9	3755944.2	0.0	0.00	9.27	1.16	YES	HROFDY
L0000969	0	0.79381E-04	368177.4	3755924.5	0.0	0.00	9.27	1.16	YES	HROFDY
L0000970	0	0.79381E-04	368180.0	3755904.8	0.0	0.00	9.27	1.16	YES	HROFDY
L0000971	0	0.61856E-05	368157.3	3755892.2	0.0	0.00	8.74	2.33	YES	HROFDY
L0000972	0	0.61856E-05	368175.7	3755896.0	0.0	0.00	8.74	2.33	YES	HROFDY
L0000973	0	0.61856E-05	368182.2	3755885.0	0.0	0.00	7.96	2.33	YES	HROFDY
L0000974	0	0.61856E-05	368184.6	3755868.0	0.0	0.00	7.96	2.33	YES	HROFDY
L0000975	0	0.61856E-05	368187.0	3755851.0	0.0	0.00	7.96	2.33	YES	HROFDY
L0000976	0	0.61856E-05	368189.3	3755834.0	0.0	0.00	7.96	2.33	YES	HROFDY

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*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000977	0	0.61856E-05	368191.7	3755817.2	0.0	0.00	7.96	2.33	YES	HROFDY
L0000978	0	0.61856E-05	368194.0	3755800.2	0.0	0.00	7.96	2.33	YES	HROFDY
L0000979	0	0.61856E-05	368209.4	3755797.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0000980	0	0.61856E-05	368229.2	3755799.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0000981	0	0.61856E-05	368248.8	3755802.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0000982	0	0.61856E-05	368268.5	3755804.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0000983	0	0.61856E-05	368288.2	3755807.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0000984	0	0.61856E-05	368307.9	3755810.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0000985	0	0.61856E-05	368327.6	3755812.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0000986	0	0.61856E-05	368347.3	3755815.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0000987	0	0.61856E-05	368367.0	3755817.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0000988	0	0.61856E-05	368386.7	3755820.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0000989	0	0.61856E-05	368406.4	3755822.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0000990	0	0.61856E-05	368426.1	3755825.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0000991	0	0.61856E-05	368445.8	3755827.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0000992	0	0.61856E-05	368465.5	3755830.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0000993	0	0.61856E-05	368485.2	3755832.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0000994	0	0.61856E-05	368504.8	3755835.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0000995	0	0.61856E-05	368524.5	3755838.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0000996	0	0.61856E-05	368544.2	3755840.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0000997	0	0.61856E-05	368563.9	3755843.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0000998	0	0.61856E-05	368583.6	3755845.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0000999	0	0.61856E-05	368603.3	3755848.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0001000	0	0.61856E-05	368623.0	3755850.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0001001	0	0.61856E-05	368642.7	3755853.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0001002	0	0.61856E-05	368662.4	3755855.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0001003	0	0.61856E-05	368682.1	3755858.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0001004	0	0.61856E-05	368701.8	3755861.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0001005	0	0.61856E-05	368721.5	3755863.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0001006	0	0.61856E-05	368741.2	3755866.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0001007	0	0.61856E-05	368760.8	3755868.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0001008	0	0.61856E-05	368780.5	3755871.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0001009	0	0.61856E-05	368800.2	3755873.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0001010	0	0.61856E-05	368819.9	3755876.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0001011	0	0.61856E-05	368839.6	3755878.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0001012	0	0.61856E-05	368859.3	3755881.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0001013	0	0.61856E-05	368879.0	3755883.8	0.0	0.00	9.24	2.33	YES	HROFDY
L0001014	0	0.61856E-05	368898.7	3755886.2	0.0	0.00	9.24	2.33	YES	HROFDY
L0001015	0	0.61856E-05	368918.4	3755889.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0001016	0	0.61856E-05	368938.1	3755891.5	0.0	0.00	9.24	2.33	YES	HROFDY

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*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001017	0	0.61856E-05	368957.8	3755894.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0001018	0	0.61856E-05	368977.5	3755896.5	0.0	0.00	9.24	2.33	YES	HROFDY
L0001019	0	0.61856E-05	368997.2	3755899.0	0.0	0.00	9.24	2.33	YES	HROFDY
L0001020	0	0.61856E-05	369001.1	3755914.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001021	0	0.61856E-05	368999.8	3755934.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001022	0	0.61856E-05	368998.5	3755954.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001023	0	0.61856E-05	368997.2	3755974.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001024	0	0.61856E-05	368995.8	3755994.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001025	0	0.61856E-05	368994.5	3756014.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001026	0	0.61856E-05	368993.2	3756034.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001027	0	0.61856E-05	368991.8	3756054.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001028	0	0.61856E-05	368990.5	3756074.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001029	0	0.61856E-05	368989.2	3756094.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0001030	0	0.61856E-05	368987.8	3756114.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0001031	0	0.61856E-05	368986.5	3756134.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0001032	0	0.61856E-05	368985.2	3756153.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001033	0	0.61856E-05	368983.8	3756173.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001034	0	0.61856E-05	368982.5	3756193.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001035	0	0.61856E-05	368981.2	3756213.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001036	0	0.61856E-05	368979.9	3756233.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001037	0	0.61856E-05	368978.5	3756253.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001038	0	0.61856E-05	368977.2	3756273.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001039	0	0.61856E-05	368975.9	3756293.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001040	0	0.61856E-05	368974.6	3756313.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001041	0	0.61856E-05	368973.2	3756333.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001042	0	0.61856E-05	368971.9	3756353.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001043	0	0.61856E-05	368970.6	3756373.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0001044	0	0.61856E-05	368969.2	3756393.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0001045	0	0.61856E-05	368967.9	3756413.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0001046	0	0.61856E-05	368966.6	3756433.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0001047	0	0.61856E-05	368965.2	3756452.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001048	0	0.61856E-05	368963.9	3756472.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001049	0	0.61856E-05	368962.6	3756492.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001050	0	0.61856E-05	368961.3	3756512.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001051	0	0.61856E-05	368959.9	3756532.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001052	0	0.61856E-05	368958.6	3756552.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001053	0	0.61856E-05	368957.3	3756572.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001054	0	0.61856E-05	368956.0	3756592.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001055	0	0.61856E-05	368954.6	3756612.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001056	0	0.61856E-05	368953.3	3756632.2	0.0	0.00	9.29	2.33	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001057	0	0.61856E-05	368952.0	3756652.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001058	0	0.61856E-05	368950.7	3756672.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0001059	0	0.61856E-05	368949.3	3756692.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0001060	0	0.61856E-05	368948.0	3756712.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0001061	0	0.61856E-05	368946.7	3756732.0	0.0	0.00	9.29	2.33	YES	HROFDY
L0001062	0	0.61856E-05	368945.3	3756751.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001063	0	0.61856E-05	368944.0	3756771.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001064	0	0.61856E-05	368942.7	3756791.8	0.0	0.00	9.29	2.33	YES	HROFDY
L0001065	0	0.61856E-05	368941.3	3756811.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001066	0	0.61856E-05	368940.0	3756831.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001067	0	0.61856E-05	368938.7	3756851.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001068	0	0.61856E-05	368937.4	3756871.5	0.0	0.00	9.29	2.33	YES	HROFDY
L0001069	0	0.61856E-05	368936.0	3756891.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001070	0	0.61856E-05	368934.7	3756911.2	0.0	0.00	9.29	2.33	YES	HROFDY
L0001071	0	0.61856E-05	368919.5	3756914.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0001072	0	0.61856E-05	368899.7	3756912.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0001073	0	0.61856E-05	368879.9	3756910.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0001074	0	0.61856E-05	368860.0	3756907.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0001075	0	0.61856E-05	368840.2	3756905.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0001076	0	0.61856E-05	368820.4	3756903.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0001077	0	0.61856E-05	368800.6	3756901.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0001078	0	0.61856E-05	368780.8	3756898.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0001079	0	0.61856E-05	368760.9	3756896.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0001080	0	0.61856E-05	368741.1	3756894.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0001081	0	0.61856E-05	368721.3	3756892.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0001082	0	0.61856E-05	368701.4	3756889.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0001083	0	0.61856E-05	368681.6	3756887.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0001084	0	0.61856E-05	368661.8	3756885.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0001085	0	0.61856E-05	368642.0	3756883.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0001086	0	0.61856E-05	368622.2	3756880.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0001087	0	0.61856E-05	368602.3	3756878.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0001088	0	0.61856E-05	368582.5	3756876.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0001089	0	0.61856E-05	368562.7	3756873.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0001090	0	0.61856E-05	368542.8	3756871.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0001091	0	0.61856E-05	368523.0	3756869.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0001092	0	0.61856E-05	368503.2	3756867.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0001093	0	0.61856E-05	368483.4	3756864.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0001094	0	0.61856E-05	368463.5	3756862.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0001095	0	0.61856E-05	368443.7	3756860.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0001096	0	0.61856E-05	368423.9	3756858.0	0.0	0.00	9.28	2.33	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001097	0	0.61856E-05	368404.1	3756855.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0001098	0	0.61856E-05	368384.2	3756853.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0001099	0	0.61856E-05	368364.4	3756851.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0001100	0	0.61856E-05	368344.6	3756849.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0001101	0	0.61856E-05	368324.8	3756846.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0001102	0	0.61856E-05	368304.9	3756844.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0001103	0	0.61856E-05	368285.1	3756842.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0001104	0	0.61856E-05	368265.3	3756840.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0001105	0	0.61856E-05	368245.5	3756837.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0001106	0	0.61856E-05	368225.7	3756835.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0001107	0	0.61856E-05	368205.8	3756833.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0001108	0	0.61856E-05	368186.0	3756831.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0001109	0	0.61856E-05	368166.2	3756828.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0001110	0	0.61856E-05	368146.3	3756826.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0001111	0	0.61856E-05	368126.5	3756824.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0001112	0	0.61856E-05	368106.7	3756821.8	0.0	0.00	9.28	2.33	YES	HROFDY
L0001113	0	0.61856E-05	368086.9	3756819.5	0.0	0.00	9.28	2.33	YES	HROFDY
L0001114	0	0.61856E-05	368067.0	3756817.2	0.0	0.00	9.28	2.33	YES	HROFDY
L0001115	0	0.61856E-05	368047.2	3756815.0	0.0	0.00	9.28	2.33	YES	HROFDY
L0001116	0	0.61856E-05	368044.1	3756800.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0001117	0	0.61856E-05	368046.5	3756780.8	0.0	0.00	9.07	2.33	YES	HROFDY
L0001118	0	0.61856E-05	368048.9	3756761.5	0.0	0.00	9.07	2.33	YES	HROFDY
L0001119	0	0.61856E-05	368051.3	3756742.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0001120	0	0.61856E-05	368053.8	3756722.8	0.0	0.00	9.07	2.33	YES	HROFDY
L0001121	0	0.61856E-05	368056.2	3756703.2	0.0	0.00	9.07	2.33	YES	HROFDY
L0001122	0	0.61856E-05	368058.6	3756684.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0001123	0	0.61856E-05	368061.0	3756664.5	0.0	0.00	9.07	2.33	YES	HROFDY
L0001124	0	0.61856E-05	368063.4	3756645.2	0.0	0.00	9.07	2.33	YES	HROFDY
L0001125	0	0.61856E-05	368065.8	3756626.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0001126	0	0.61856E-05	368068.2	3756606.5	0.0	0.00	9.07	2.33	YES	HROFDY
L0001127	0	0.61856E-05	368070.7	3756587.2	0.0	0.00	9.07	2.33	YES	HROFDY
L0001128	0	0.61856E-05	368073.1	3756567.8	0.0	0.00	9.07	2.33	YES	HROFDY
L0001129	0	0.61856E-05	368075.5	3756548.5	0.0	0.00	9.07	2.33	YES	HROFDY
L0001130	0	0.61856E-05	368077.9	3756529.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0001131	0	0.61856E-05	368080.4	3756509.8	0.0	0.00	9.07	2.33	YES	HROFDY
L0001132	0	0.61856E-05	368082.8	3756490.5	0.0	0.00	9.07	2.33	YES	HROFDY
L0001133	0	0.61856E-05	368085.2	3756471.0	0.0	0.00	9.07	2.33	YES	HROFDY
L0001134	0	0.61856E-05	368087.6	3756451.8	0.0	0.00	9.07	2.33	YES	HROFDY
L0001135	0	0.61856E-05	368090.1	3756432.2	0.0	0.00	9.07	2.33	YES	HROFDY
L0001136	0	0.61856E-05	368092.5	3756413.0	0.0	0.00	9.07	2.33	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001137	0	0.61856E-05	368090.2	3756397.2	0.0	0.00	7.47	2.33	YES	HROFDY
L0001138	0	0.61856E-05	368085.9	3756381.8	0.0	0.00	7.47	2.33	YES	HROFDY
L0001139	0	0.61856E-05	368086.6	3756365.0	0.0	0.00	7.99	2.33	YES	HROFDY
L0001140	0	0.61856E-05	368089.4	3756348.0	0.0	0.00	7.99	2.33	YES	HROFDY
L0001141	0	0.61856E-05	368092.2	3756331.0	0.0	0.00	7.99	2.33	YES	HROFDY
L0001142	0	0.61856E-05	368095.1	3756314.2	0.0	0.00	7.99	2.33	YES	HROFDY
L0001143	0	0.61856E-05	368097.9	3756297.2	0.0	0.00	7.99	2.33	YES	HROFDY
L0001144	0	0.61856E-05	368107.4	3756283.5	0.0	0.00	8.05	2.33	YES	HROFDY
L0001145	0	0.61856E-05	368119.7	3756271.2	0.0	0.00	8.05	2.33	YES	HROFDY
L0001146	0	0.61856E-05	368131.9	3756259.0	0.0	0.00	8.05	2.33	YES	HROFDY
L0001147	0	0.61856E-05	368137.3	3756240.8	0.0	0.00	9.27	2.33	YES	HROFDY
L0001148	0	0.61856E-05	368139.8	3756221.0	0.0	0.00	9.27	2.33	YES	HROFDY
L0001149	0	0.61856E-05	368142.3	3756201.2	0.0	0.00	9.27	2.33	YES	HROFDY
L0001150	0	0.61856E-05	368144.8	3756181.5	0.0	0.00	9.27	2.33	YES	HROFDY
L0001151	0	0.61856E-05	368147.3	3756161.8	0.0	0.00	9.27	2.33	YES	HROFDY
L0001152	0	0.61856E-05	368149.8	3756142.0	0.0	0.00	9.27	2.33	YES	HROFDY
L0001153	0	0.61856E-05	368152.3	3756122.0	0.0	0.00	9.27	2.33	YES	HROFDY
L0001154	0	0.61856E-05	368154.9	3756102.2	0.0	0.00	9.27	2.33	YES	HROFDY
L0001155	0	0.61856E-05	368157.4	3756082.5	0.0	0.00	9.27	2.33	YES	HROFDY
L0001156	0	0.61856E-05	368159.9	3756062.8	0.0	0.00	9.27	2.33	YES	HROFDY
L0001157	0	0.61856E-05	368162.4	3756043.0	0.0	0.00	9.27	2.33	YES	HROFDY
L0001158	0	0.61856E-05	368164.9	3756023.2	0.0	0.00	9.27	2.33	YES	HROFDY
L0001159	0	0.61856E-05	368167.4	3756003.5	0.0	0.00	9.27	2.33	YES	HROFDY
L0001160	0	0.61856E-05	368169.9	3755983.8	0.0	0.00	9.27	2.33	YES	HROFDY
L0001161	0	0.61856E-05	368172.4	3755964.0	0.0	0.00	9.27	2.33	YES	HROFDY
L0001162	0	0.61856E-05	368174.9	3755944.2	0.0	0.00	9.27	2.33	YES	HROFDY
L0001163	0	0.61856E-05	368177.4	3755924.5	0.0	0.00	9.27	2.33	YES	HROFDY
L0001164	0	0.61856E-05	368180.0	3755904.8	0.0	0.00	9.27	2.33	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** AREAPOLY SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC /METER**2)	LOCATION OF AREA X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	NUMBER OF VERTS.	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
PAREA01	0	0.15597E-05	368974.5	3755931.8	0.0	5.00	23	1.16	YES	HROFDY
PAREA02	0	0.43701E-06	368158.2	3755835.2	0.0	5.00	16	1.16	YES	HROFDY
PAREA03	0	0.19698E-07	368974.5	3755931.8	0.0	5.00	23	1.16	YES	HROFDY
PAREA04	0	0.55004E-08	368158.2	3755835.2	0.0	5.00	16	1.16	YES	HROFDY
PAREA07	0	0.18396E-05	368974.5	3755931.8	0.0	0.00	23	1.16	YES	HROFDY
PAREA08	0	0.23099E-07	368158.2	3755835.2	0.0	0.00	16	1.16	YES	HROFDY

CONC DFAULT ELEV FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

DIESEL PAREA01 , PAREA02 , L0000777, L0000778, L0000779, L0000780, L0000781, L0000782, L0000783, L0000784, L0000785, L0000786,
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L0000799, L0000800, L0000801, L0000802, L0000803, L0000804, L0000805, L0000806, L0000807, L0000808, L0000809, L0000810,
L0000811, L0000812, L0000813, L0000814, L0000815, L0000816, L0000817, L0000818, L0000819, L0000820, L0000821, L0000822,
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L0000967, L0000968, L0000969, L0000970,

GASOLINE PAREA03 , PAREA04 ,

FUG_DUST PAREA07 , PAREA08 , L0000971, L0000972, L0000973, L0000974, L0000975, L0000976, L0000977, L0000978, L0000979, L0000980,
L0000981, L0000982, L0000983, L0000984, L0000985, L0000986, L0000987, L0000988, L0000989, L0000990, L0000991, L0000992,

CONC   DFAULT ELEV   FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID   SOURCE IDs

L0000993, L0000994, L0000995, L0000996, L0000997, L0000998, L0000999, L0001000, L0001001, L0001002, L0001003, L0001004,
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L0001161, L0001162, L0001163, L0001164,

BATCH   STCK01 ,

CRUSHER   STCK02 ,

ALL   STCK01 , STCK02 , PAREA01 , PAREA02 , PAREA03 , PAREA04 , PAREA07 , PAREA08 , L0000777, L0000778, L0000779, L0000780,
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L0000793, L0000794, L0000795, L0000796, L0000797, L0000798, L0000799, L0000800, L0000801, L0000802, L0000803, L0000804,

CONC   DFAULT ELEV   FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID   SOURCE IDs

L0000805, L0000806, L0000807, L0000808, L0000809, L0000810, L0000811, L0000812, L0000813, L0000814, L0000815, L0000816,
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L0000961, L0000962, L0000963, L0000964, L0000965, L0000966, L0000967, L0000968, L0000969, L0000970, L0000971, L0000972,
L0000973, L0000974, L0000975, L0000976, L0000977, L0000978, L0000979, L0000980, L0000981, L0000982, L0000983, L0000984,
L0000985, L0000986, L0000987, L0000988, L0000989, L0000990, L0000991, L0000992, L0000993, L0000994, L0000995, L0000996,
L0000997, L0000998, L0000999, L0001000, L0001001, L0001002, L0001003, L0001004, L0001005, L0001006, L0001007, L0001008,
L0001009, L0001010, L0001011, L0001012, L0001013, L0001014, L0001015, L0001016, L0001017, L0001018, L0001019, L0001020,
L0001021, L0001022, L0001023, L0001024, L0001025, L0001026, L0001027, L0001028, L0001029, L0001030, L0001031, L0001032,
L0001033, L0001034, L0001035, L0001036, L0001037, L0001038, L0001039, L0001040, L0001041, L0001042, L0001043, L0001044,

CONC DFAULT ELEV FLGPOL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID SOURCE IDs

L0001045, L0001046, L0001047, L0001048, L0001049, L0001050, L0001051, L0001052, L0001053, L0001054, L0001055, L0001056,
L0001057, L0001058, L0001059, L0001060, L0001061, L0001062, L0001063, L0001064, L0001065, L0001066, L0001067, L0001068,
L0001069, L0001070, L0001071, L0001072, L0001073, L0001074, L0001075, L0001076, L0001077, L0001078, L0001079, L0001080,
L0001081, L0001082, L0001083, L0001084, L0001085, L0001086, L0001087, L0001088, L0001089, L0001090, L0001091, L0001092,
L0001093, L0001094, L0001095, L0001096, L0001097, L0001098, L0001099, L0001100, L0001101, L0001102, L0001103, L0001104,
L0001105, L0001106, L0001107, L0001108, L0001109, L0001110, L0001111, L0001112, L0001113, L0001114, L0001115, L0001116,
L0001117, L0001118, L0001119, L0001120, L0001121, L0001122, L0001123, L0001124, L0001125, L0001126, L0001127, L0001128,
L0001129, L0001130, L0001131, L0001132, L0001133, L0001134, L0001135, L0001136, L0001137, L0001138, L0001139, L0001140,
L0001141, L0001142, L0001143, L0001144, L0001145, L0001146, L0001147, L0001148, L0001149, L0001150, L0001151, L0001152,
L0001153, L0001154, L0001155, L0001156, L0001157, L0001158, L0001159, L0001160, L0001161, L0001162, L0001163, L0001164,

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR
SOURCE ID = STCK01 ; SOURCE TYPE = POINT :											
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00
SOURCE ID = STCK02 ; SOURCE TYPE = POINT :											
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00
SOURCE ID = PAREA01 ; SOURCE TYPE = AREAPOLY :											
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00
SOURCE ID = PAREA02 ; SOURCE TYPE = AREAPOLY :											
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00
SOURCE ID = PAREA03 ; SOURCE TYPE = AREAPOLY :											
1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = PAREA04 ; SOURCE TYPE = AREAPOLY :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = PAREA07 ; SOURCE TYPE = AREAPOLY :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = PAREA08 ; SOURCE TYPE = AREAPOLY :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = L0000777 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

SOURCE ID = L0000778 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

The following 77 pages have been deleted from the original AERMOD output file. The source emission rate scalars are identical for Source IDs L0000777 through L0001164, so pages 20 through 96 have been deleted since the data above are simply repeated for each of these sources.

CONC DFAULT ELEV FLGPOL

* SOURCE EMISSION RATE SCALARS WHICH VARY FOR EACH HOUR OF THE DAY *

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR

SOURCE ID = L0001164 ; SOURCE TYPE = VOLUME :

1	.20000E+00	2	.20000E+00	3	.00000E+00	4	.00000E+00	5	.00000E+00	6	.00000E+00
7	.80000E+00	8	.80000E+00	9	.80000E+00	10	.80000E+00	11	.80000E+00	12	.80000E+00
13	.80000E+00	14	.80000E+00	15	.20000E+00	16	.20000E+00	17	.20000E+00	18	.20000E+00
19	.20000E+00	20	.20000E+00	21	.20000E+00	22	.20000E+00	23	.20000E+00	24	.20000E+00

CONC DFAULT ELEV FLGPOL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	367483.7,	3755199.0,	0.0,	0.0,	1.8);	(	367300.9,	3755623.2,	0.0,	0.0,	1.8);
(	367114.3,	3756056.2,	0.0,	0.0,	1.8);	(	366984.5,	3756357.5,	0.0,	0.0,	1.8);
(	366852.9,	3756663.0,	0.0,	0.0,	1.8);	(	366902.3,	3756692.0,	0.0,	0.0,	1.8);
(	366875.5,	3756760.0,	0.0,	0.0,	1.8);	(	366812.7,	3756738.5,	0.0,	0.0,	1.8);
(	366677.2,	3757024.5,	0.0,	0.0,	1.8);	(	366536.2,	3757322.0,	0.0,	0.0,	1.8);
(	366437.3,	3757530.8,	0.0,	0.0,	1.8);	(	366486.9,	3757537.2,	0.0,	0.0,	1.8);
(	366623.9,	3757468.0,	0.0,	0.0,	1.8);	(	366644.4,	3757530.8,	0.0,	0.0,	1.8);
(	366777.1,	3757519.8,	0.0,	0.0,	1.8);	(	366998.6,	3757642.2,	0.0,	0.0,	1.8);
(	367174.2,	3757739.5,	0.0,	0.0,	1.8);	(	367290.7,	3757694.2,	0.0,	0.0,	1.8);
(	367412.7,	3757694.8,	0.0,	0.0,	1.8);	(	367409.8,	3757735.8,	0.0,	0.0,	1.8);
(	367517.8,	3757796.2,	0.0,	0.0,	1.8);	(	367539.2,	3757802.0,	0.0,	0.0,	1.8);
(	367609.1,	3757676.8,	0.0,	0.0,	1.8);	(	367769.1,	3757644.2,	0.0,	0.0,	1.8);
(	367774.8,	3757718.5,	0.0,	0.0,	1.8);	(	367809.5,	3757834.5,	0.0,	0.0,	1.8);
(	367807.1,	3757935.5,	0.0,	0.0,	1.8);	(	367774.9,	3757958.5,	0.0,	0.0,	1.8);
(	367798.1,	3758011.0,	0.0,	0.0,	1.8);	(	367914.4,	3757961.5,	0.0,	0.0,	1.8);
(	367904.5,	3757930.2,	0.0,	0.0,	1.8);	(	368108.7,	3757840.2,	0.0,	0.0,	1.8);
(	368232.8,	3757790.2,	0.0,	0.0,	1.8);	(	368308.9,	3757761.5,	0.0,	0.0,	1.8);
(	368603.4,	3757765.0,	0.0,	0.0,	1.8);	(	368603.8,	3757718.5,	0.0,	0.0,	1.8);
(	368769.7,	3757798.5,	0.0,	0.0,	1.8);	(	369017.2,	3757954.2,	0.0,	0.0,	1.8);
(	369080.3,	3757864.0,	0.0,	0.0,	1.8);	(	369224.0,	3757952.2,	0.0,	0.0,	1.8);
(	369408.7,	3757730.0,	0.0,	0.0,	1.8);	(	369454.2,	3757776.0,	0.0,	0.0,	1.8);
(	369265.0,	3757996.5,	0.0,	0.0,	1.8);	(	369451.6,	3758128.0,	0.0,	0.0,	1.8);
(	369460.0,	3758394.2,	0.0,	0.0,	1.8);	(	369853.1,	3758394.2,	0.0,	0.0,	1.8);
(	369850.4,	3758078.0,	0.0,	0.0,	1.8);	(	370298.6,	3758078.2,	0.0,	0.0,	1.8);
(	370297.5,	3757962.8,	0.0,	0.0,	1.8);	(	370382.3,	3757966.0,	0.0,	0.0,	1.8);
(	370510.1,	3758027.2,	0.0,	0.0,	1.8);	(	370505.6,	3758087.8,	0.0,	0.0,	1.8);
(	370886.4,	3758089.0,	0.0,	0.0,	1.8);	(	370885.1,	3757750.5,	0.0,	0.0,	1.8);
(	370907.3,	3757701.5,	0.0,	0.0,	1.8);	(	370944.9,	3757670.0,	0.0,	0.0,	1.8);
(	371045.8,	3757667.5,	0.0,	0.0,	1.8);	(	371046.3,	3757585.0,	0.0,	0.0,	1.8);
(	371121.7,	3757583.5,	0.0,	0.0,	1.8);	(	371192.6,	3757720.2,	0.0,	0.0,	1.8);
(	371254.0,	3757762.2,	0.0,	0.0,	1.8);	(	371263.7,	3757782.5,	0.0,	0.0,	1.8);
(	371372.3,	3757782.2,	0.0,	0.0,	1.8);	(	371399.4,	3757806.2,	0.0,	0.0,	1.8);
(	371798.3,	3758080.2,	0.0,	0.0,	1.8);	(	371908.2,	3757933.5,	0.0,	0.0,	1.8);
(	371964.2,	3757921.8,	0.0,	0.0,	1.8);	(	371970.2,	3757841.5,	0.0,	0.0,	1.8);
(	372023.3,	3757843.2,	0.0,	0.0,	1.8);	(	372019.9,	3757551.5,	0.0,	0.0,	1.8);
(	372002.4,	3757140.2,	0.0,	0.0,	1.8);	(	371514.1,	3757136.2,	0.0,	0.0,	1.8);
(	371034.6,	3757132.5,	0.0,	0.0,	1.8);	(	371034.4,	3757085.2,	0.0,	0.0,	1.8);
(	370764.2,	3757087.0,	0.0,	0.0,	1.8);	(	370754.0,	3756817.8,	0.0,	0.0,	1.8);
(	371031.5,	3756807.2,	0.0,	0.0,	1.8);	(	371033.1,	3756780.2,	0.0,	0.0,	1.8);
(	371483.1,	3756770.2,	0.0,	0.0,	1.8);	(	371817.2,	3756763.0,	0.0,	0.0,	1.8);
(	372274.4,	3756752.8,	0.0,	0.0,	1.8);	(	372713.4,	3756743.0,	0.0,	0.0,	1.8);
(	372702.6,	3756552.5,	0.0,	0.0,	1.8);	(	372818.8,	3756548.8,	0.0,	0.0,	1.8);
(	372814.4,	3756455.0,	0.0,	0.0,	1.8);	(	372796.8,	3756367.5,	0.0,	0.0,	1.8);
(	372704.8,	3756371.5,	0.0,	0.0,	1.8);	(	372706.3,	3756326.8,	0.0,	0.0,	1.8);
(	372927.1,	3756319.2,	0.0,	0.0,	1.8);	(	372926.2,	3756245.0,	0.0,	0.0,	1.8);

CONC DFAUT ELEV FLGPOL

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

(	373456.8,	3756235.5,	0.0,	0.0,	1.8);	(	373448.0,	3755559.8,	0.0,	0.0,	1.8);
(	373222.5,	3755568.8,	0.0,	0.0,	1.8);	(	373219.3,	3755705.0,	0.0,	0.0,	1.8);
(	373134.7,	3755704.0,	0.0,	0.0,	1.8);	(	373131.2,	3755566.8,	0.0,	0.0,	1.8);
(	373054.1,	3755562.8,	0.0,	0.0,	1.8);	(	373046.2,	3755174.0,	0.0,	0.0,	1.8);
(	372725.5,	3755177.0,	0.0,	0.0,	1.8);	(	372624.1,	3755182.2,	0.0,	0.0,	1.8);
(	372237.7,	3755185.5,	0.0,	0.0,	1.8);	(	371843.0,	3755188.8,	0.0,	0.0,	1.8);
(	371462.8,	3755192.0,	0.0,	0.0,	1.8);	(	371049.0,	3755195.5,	0.0,	0.0,	1.8);
(	371056.3,	3755349.0,	0.0,	0.0,	1.8);	(	371043.4,	3755384.0,	0.0,	0.0,	1.8);
(	371042.4,	3755556.2,	0.0,	0.0,	1.8);	(	370995.8,	3755560.2,	0.0,	0.0,	1.8);
(	371001.0,	3755419.2,	0.0,	0.0,	1.8);	(	370801.4,	3755275.5,	0.0,	0.0,	1.8);
(	370666.7,	3755261.8,	0.0,	0.0,	1.8);	(	370380.3,	3755263.2,	0.0,	0.0,	1.8);
(	370075.9,	3755265.0,	0.0,	0.0,	1.8);	(	369786.9,	3755266.5,	0.0,	0.0,	1.8);
(	369498.0,	3755268.2,	0.0,	0.0,	1.8);	(	369193.6,	3755269.8,	0.0,	0.0,	1.8);
(	368889.2,	3755271.5,	0.0,	0.0,	1.8);	(	368569.3,	3755273.2,	0.0,	0.0,	1.8);
(	368274.8,	3755274.8,	0.0,	0.0,	1.8);	(	367936.4,	3755213.2,	0.0,	0.0,	1.8);

CONC DFAULT ELEV FLGPOL

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 0 0 0 0
AND END DATE: 9999 99 99 24

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,

CONC DFAULT ELEV FLGPOL

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: OS_96.SFC Met Version: 06341
Profile file: OS_96.PFL
Surface format: (3(I2,1X),I3,1X,I2,1X,F6.1,1X,3(F6.3,1X),2(F5.0,1X),F8.1,1X,F6.3,1X,2(F6.2,1X),F7.2,1X,F5.0,3(1X,F6.1))
Profile format: (4(I2,1X),F6.1,1X,I1,1X,F5.0,1X,F7.2,1X,F7.2,1X,F6.1,1X,F7.2)
Surface station no.: 23174 Upper air station no.: 3190
Name: LOS_ANGELES/INT'L_ARPT Name: UNKNOWN
Year: 1996 Year: 1996

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
96	01	01	1	01	-64.0	0.658	-9.000	-9.000	-999.	1228.	400.6	1.00	1.50	1.00	3.10	61.	6.1	291.4	2.0
96	01	01	1	02	-45.5	0.415	-9.000	-9.000	-999.	669.	141.3	1.00	1.50	1.00	2.10	38.	6.1	288.1	2.0
96	01	01	1	03	-27.5	0.248	-9.000	-9.000	-999.	311.	50.0	1.00	1.50	1.00	1.50	34.	6.1	285.4	2.0
96	01	01	1	04	-27.5	0.248	-9.000	-9.000	-999.	284.	50.0	1.00	1.50	1.00	1.50	233.	6.1	285.4	2.0
96	01	01	1	05	-27.5	0.248	-9.000	-9.000	-999.	285.	50.2	1.00	1.50	1.00	1.50	293.	6.1	285.9	2.0
96	01	01	1	06	-45.8	0.415	-9.000	-9.000	-999.	614.	140.2	1.00	1.50	1.00	2.10	162.	6.1	286.4	2.0
96	01	01	1	07	-57.3	0.538	-9.000	-9.000	-999.	907.	245.1	1.00	1.50	1.00	2.60	185.	6.1	285.4	2.0
96	01	01	1	08	-64.0	0.892	-9.000	-9.000	-999.	1936.	1000.6	1.00	1.50	0.68	4.10	183.	6.1	289.2	2.0
96	01	01	1	09	22.5	0.910	0.371	0.005	82.	1995.	-998.0	1.00	1.50	0.47	4.10	237.	6.1	290.4	2.0
96	01	01	1	10	70.3	0.917	1.041	0.005	580.	2019.	-990.8	1.00	1.50	0.40	4.10	181.	6.1	293.8	2.0
96	01	01	1	11	101.2	0.814	1.300	0.005	785.	1707.	-481.9	1.00	1.50	0.38	3.60	234.	6.1	294.9	2.0
96	01	01	1	12	119.0	1.270	1.378	0.007	795.	3284.	-998.0	1.00	1.50	0.37	5.70	236.	6.1	294.9	2.0
96	01	01	1	13	117.5	1.270	1.378	0.007	804.	3290.	-998.0	1.00	1.50	0.37	5.70	243.	6.1	293.8	2.0
96	01	01	1	14	98.4	1.029	1.303	0.005	811.	2494.	-998.1	1.00	1.50	0.38	4.60	249.	6.1	293.8	2.0
96	01	01	1	15	64.2	0.916	1.132	0.005	816.	2051.	-998.0	1.00	1.50	0.41	4.10	252.	6.1	293.8	2.0
96	01	01	1	16	13.6	0.689	0.676	0.005	817.	1381.	-998.0	1.00	1.50	0.49	3.10	254.	6.1	293.1	2.0
96	01	01	1	17	-25.2	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.50	0.72	0.00	0.	6.1	291.4	2.0
96	01	01	1	18	-64.0	0.658	-9.000	-9.000	-999.	1228.	401.4	1.00	1.50	1.00	3.10	237.	6.1	290.4	2.0
96	01	01	1	19	-27.4	0.250	-9.000	-9.000	-999.	505.	51.2	1.00	1.50	1.00	1.50	4.	6.1	288.8	2.0
96	01	01	1	20	-27.3	0.250	-9.000	-9.000	-999.	294.	51.6	1.00	1.50	1.00	1.50	67.	6.1	289.9	2.0
96	01	01	1	21	-27.4	0.250	-9.000	-9.000	-999.	287.	51.2	1.00	1.50	1.00	1.50	30.	6.1	288.8	2.0
96	01	01	1	22	-27.2	0.251	-9.000	-9.000	-999.	290.	52.8	1.00	1.50	1.00	1.50	52.	6.1	288.8	2.0
96	01	01	1	23	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	1.00	1.50	1.00	0.00	0.	6.1	288.1	2.0
96	01	01	1	24	-59.6	0.536	-9.000	-9.000	-999.	904.	233.4	1.00	1.50	1.00	2.60	90.	6.1	286.4	2.0

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
96	01	01	01	6.1	1	61.	3.10	291.5	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: DIESEL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000777, L0000778, L0000779, L0000780, L0000781,
L0000782, L0000783, L0000784, L0000785, L0000786, L0000787, L0000788, L0000789, L0000790, L0000791, L0000792, L0000793,
L0000794, L0000795, L0000796, L0000797, L0000798, L0000799, L0000800, L0000801, L0000802, L0000803, L0000804, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.15160c	(96020724)	367300.88	3755623.25	0.17842c	(96011524)
367114.28	3756056.25	0.21175c	(96012724)	366984.53	3756357.50	0.17008c	(96012924)
366852.91	3756663.00	0.13380c	(96012924)	366902.28	3756692.00	0.13444c	(96012924)
366875.53	3756760.00	0.12796c	(96012924)	366812.69	3756738.50	0.12628c	(96012924)
366677.25	3757024.50	0.11034c	(96020224)	366536.22	3757322.00	0.10030c	(96020224)
366437.28	3757530.75	0.08948c	(96020224)	366486.94	3757537.25	0.09023c	(96020224)
366623.91	3757468.00	0.09705c	(96020224)	366644.38	3757530.75	0.09408c	(96020224)
366777.06	3757519.75	0.09792c	(96020224)	366998.56	3757642.25	0.09209c	(96020224)
367174.25	3757739.50	0.08253c	(96020224)	367290.72	3757694.25	0.08814c	(96020224)
367412.66	3757694.75	0.08779c	(96020224)	367409.81	3757735.75	0.08308c	(96020724)
367517.78	3757796.25	0.08563c	(96020724)	367539.25	3757802.00	0.08628c	(96020724)
367609.12	3757676.75	0.09591c	(96020724)	367769.06	3757644.25	0.10777c	(96020724)
367774.81	3757718.50	0.10261c	(96020724)	367809.47	3757834.50	0.09425c	(96020724)
367807.06	3757935.50	0.08529c	(96020124)	367774.94	3757958.50	0.08319c	(96020124)
367798.12	3758011.00	0.08250c	(96020124)	367914.41	3757961.50	0.08846c	(96020124)
367904.53	3757930.25	0.08960c	(96020124)	368108.69	3757840.25	0.10167c	(96020124)
368232.75	3757790.25	0.10865c	(96020124)	368308.88	3757761.50	0.11243c	(96020124)
368603.38	3757765.00	0.13191c	(96020324)	368603.84	3757718.50	0.13955c	(96020324)
368769.72	3757798.50	0.14482	(96032224)	369017.16	3757954.25	0.14574	(96032224)
369080.28	3757864.00	0.15816	(96032224)	369224.00	3757952.25	0.13189c	(96010924)
369408.72	3757730.00	0.14556c	(96010924)	369454.22	3757776.00	0.12760c	(96010924)
369264.97	3757996.50	0.12295c	(96010924)	369451.62	3758128.00	0.09030c	(96010924)
369459.97	3758394.25	0.07259c	(96010924)	369853.09	3758394.25	0.05432c	(96040824)
369850.44	3758078.00	0.09209c	(96092924)	370298.62	3758078.25	0.14443c	(96092924)
370297.53	3757962.75	0.16858c	(96092924)	370382.34	3757966.00	0.16877c	(96092924)
370510.12	3758027.25	0.15699c	(96092924)	370505.62	3758087.75	0.14808c	(96092924)
370886.41	3758089.00	0.13323c	(96092924)	370885.06	3757750.50	0.14055c	(96092924)
370907.31	3757701.50	0.14132c	(96100824)	370944.91	3757670.00	0.13895c	(96100824)
371045.81	3757667.50	0.12910c	(96100824)	371046.34	3757585.00	0.12933c	(96100824)
371121.66	3757583.50	0.12131c	(96100824)	371192.59	3757720.25	0.11532c	(96100824)
371253.97	3757762.25	0.11012c	(96100824)	371263.66	3757782.50	0.10926c	(96100824)
371372.34	3757782.25	0.10113c	(96100824)	371399.44	3757806.25	0.09926c	(96100824)
371798.31	3758080.25	0.07701c	(96100824)	371908.19	3757933.50	0.07090c	(96090424)
371964.22	3757921.75	0.06888c	(96090424)	371970.19	3757841.50	0.06850c	(96090424)
372023.31	3757843.25	0.06645c	(96090424)	372019.88	3757551.50	0.06238	(96101124)
372002.41	3757140.25	0.07096c	(96021424)	371514.12	3757136.25	0.09006c	(96021424)
371034.56	3757132.50	0.12055c	(96021424)	371034.44	3757085.25	0.12135c	(96021424)
370764.19	3757087.00	0.14918c	(96021424)	370754.00	3756817.75	0.14280c	(96021424)
371031.47	3756807.25	0.11473c	(96021424)	371033.12	3756780.25	0.11295c	(96021424)
371483.09	3756770.25	0.08410c	(96021424)	371817.25	3756763.00	0.06959c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: DIESEL ***
INCLUDING SOURCE(S): PAREA01 , PAREA02 , L0000777, L0000778, L0000779, L0000780, L0000781, L0000782, L0000783, L0000784, L0000785, L0000786, L0000787, L0000788, L0000789, L0000790, L0000791, L0000792, L0000793, L0000794, L0000795, L0000796, L0000797, L0000798, L0000799, L0000800, L0000801, L0000802, L0000803, L0000804, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.05518c	(96021424)	372713.41	3756743.00	0.04512c	(96021424)
372702.62	3756552.50	0.03863c	(96021424)	372818.81	3756548.75	0.03667c	(96021424)
372814.44	3756455.00	0.03330c	(96021424)	372796.75	3756367.50	0.03024c	(96021424)
372704.81	3756371.50	0.03154c	(96021424)	372706.31	3756326.75	0.02975c	(96021424)
372927.09	3756319.25	0.02702c	(96021424)	372926.22	3756245.00	0.02443c	(96021424)
373456.81	3756235.50	0.02001c	(96021424)	373448.00	3755559.75	0.01296c	(96052124)
373222.47	3755568.75	0.01386c	(96010224)	373219.34	3755705.00	0.01423c	(96052124)
373134.66	3755704.00	0.01454c	(96052124)	373131.22	3755566.75	0.01459c	(96010224)
373054.09	3755562.75	0.01528c	(96010224)	373046.22	3755174.00	0.01825c	(96010224)
372725.47	3755177.00	0.02111c	(96010224)	372624.12	3755182.25	0.02207c	(96010224)
372237.69	3755185.50	0.02607c	(96010224)	371843.00	3755188.75	0.03041c	(96010224)
371462.81	3755192.00	0.03441c	(96010224)	371049.03	3755195.50	0.03765c	(96010224)
371056.31	3755349.00	0.04173c	(96010224)	371043.41	3755384.00	0.04275c	(96010224)
371042.38	3755556.25	0.04616c	(96010224)	370995.81	3755560.25	0.04721c	(96010224)
371001.00	3755419.25	0.04417c	(96010224)	370801.41	3755275.50	0.04151c	(96010224)
370666.66	3755261.75	0.04129c	(96010224)	370380.28	3755263.25	0.04073c	(96010924)
370075.88	3755265.00	0.05027c	(96012924)	369786.91	3755266.50	0.06318c	(96012924)
369498.00	3755268.25	0.06974c	(96012924)	369193.59	3755269.75	0.10634c	(96022824)
368889.16	3755271.50	0.18382c	(96011024)	368569.28	3755273.25	0.26214c	(96012624)
368274.84	3755274.75	0.24636c	(96012624)	367936.44	3755213.25	0.17774c	(96012624)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: GASOLINE ***
INCLUDING SOURCE(S): PAREA03 , PAREA04 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.00188c	(96020724)	367300.88	3755623.25	0.00222c	(96011524)
367114.28	3756056.25	0.00264c	(96012724)	366984.53	3756357.50	0.00211c	(96012924)
366852.91	3756663.00	0.00165c	(96012924)	366902.28	3756692.00	0.00166c	(96012924)
366875.53	3756760.00	0.00158c	(96012924)	366812.69	3756738.50	0.00156c	(96012924)
366677.25	3757024.50	0.00137c	(96020224)	366536.22	3757322.00	0.00124c	(96020224)
366437.28	3757530.75	0.00111c	(96020224)	366486.94	3757537.25	0.00112c	(96020224)
366623.91	3757468.00	0.00121c	(96020224)	366644.38	3757530.75	0.00117c	(96020224)
366777.06	3757519.75	0.00122c	(96020224)	366998.56	3757642.25	0.00115c	(96020224)
367174.25	3757739.50	0.00103c	(96020224)	367290.72	3757694.25	0.00110c	(96020224)
367412.66	3757694.75	0.00110c	(96020224)	367409.81	3757735.75	0.00102c	(96020724)
367517.78	3757796.25	0.00106c	(96020724)	367539.25	3757802.00	0.00107c	(96020724)
367609.12	3757676.75	0.00118c	(96020724)	367769.06	3757644.25	0.00133c	(96020724)
367774.81	3757718.50	0.00127c	(96020724)	367809.47	3757834.50	0.00117c	(96020724)
367807.06	3757935.50	0.00106c	(96020124)	367774.94	3757958.50	0.00104c	(96020124)
367798.12	3758011.00	0.00103c	(96020124)	367914.41	3757961.50	0.00110c	(96020124)
367904.53	3757930.25	0.00112c	(96020124)	368108.69	3757840.25	0.00127c	(96020124)
368232.75	3757790.25	0.00136c	(96020124)	368308.88	3757761.50	0.00141c	(96020124)
368603.38	3757765.00	0.00165c	(96020324)	368603.84	3757718.50	0.00174c	(96020324)
368769.72	3757798.50	0.00181	(96032224)	369017.16	3757954.25	0.00183	(96032224)
369080.28	3757864.00	0.00199	(96032224)	369224.00	3757952.25	0.00165c	(96010924)
369408.72	3757730.00	0.00182c	(96010924)	369454.22	3757776.00	0.00160c	(96010924)
369264.97	3757996.50	0.00154c	(96010924)	369451.62	3758128.00	0.00113c	(96010924)
369459.97	3758394.25	0.00091c	(96010924)	369853.09	3758394.25	0.00068c	(96040824)
369850.44	3758078.00	0.00115c	(96092924)	370298.62	3758078.25	0.00180c	(96092924)
370297.53	3757962.75	0.00211c	(96092924)	370382.34	3757966.00	0.00211c	(96092924)
370510.12	3758027.25	0.00196c	(96092924)	370505.62	3758087.75	0.00185c	(96092924)
370886.41	3758089.00	0.00167c	(96092924)	370885.06	3757750.50	0.00176c	(96092924)
370907.31	3757701.50	0.00177c	(96100824)	370944.91	3757670.00	0.00174c	(96100824)
371045.81	3757667.50	0.00161c	(96100824)	371046.34	3757585.00	0.00161c	(96100824)
371121.66	3757583.50	0.00151c	(96100824)	371192.59	3757720.25	0.00144c	(96100824)
371253.97	3757762.25	0.00137c	(96100824)	371263.66	3757782.50	0.00136c	(96100824)
371372.34	3757782.25	0.00126c	(96100824)	371399.44	3757806.25	0.00124c	(96100824)
371798.31	3758080.25	0.00096c	(96100824)	371908.19	3757933.50	0.00088c	(96090424)
371964.22	3757921.75	0.00086c	(96090424)	371970.19	3757841.50	0.00085c	(96090424)
372023.31	3757843.25	0.00083c	(96090424)	372019.88	3757551.50	0.00078	(96101124)
372002.41	3757140.25	0.00089c	(96021424)	371514.12	3757136.25	0.00113c	(96021424)
371034.56	3757132.50	0.00151c	(96021424)	371034.44	3757085.25	0.00152c	(96021424)
370764.19	3757087.00	0.00186c	(96021424)	370754.00	3756817.75	0.00179c	(96021424)
371031.47	3756807.25	0.00143c	(96021424)	371033.12	3756780.25	0.00141c	(96021424)
371483.09	3756770.25	0.00105c	(96021424)	371817.25	3756763.00	0.00087c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: GASOLINE ***
INCLUDING SOURCE(S): PAREA03 , PAREA04 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.00069c	(96021424)	372713.41	3756743.00	0.00056c	(96021424)
372702.62	3756552.50	0.00048c	(96021424)	372818.81	3756548.75	0.00046c	(96021424)
372814.44	3756455.00	0.00041c	(96021424)	372796.75	3756367.50	0.00038c	(96021424)
372704.81	3756371.50	0.00039c	(96021424)	372706.31	3756326.75	0.00037c	(96021424)
372927.09	3756319.25	0.00034c	(96021424)	372926.22	3756245.00	0.00030c	(96021424)
373456.81	3756235.50	0.00025c	(96021424)	373448.00	3755559.75	0.00016c	(96052124)
373222.47	3755568.75	0.00017c	(96010224)	373219.34	3755705.00	0.00018c	(96052124)
373134.66	3755704.00	0.00018c	(96052124)	373131.22	3755566.75	0.00018c	(96010224)
373054.09	3755562.75	0.00019c	(96010224)	373046.22	3755174.00	0.00023c	(96010224)
372725.47	3755177.00	0.00026c	(96010224)	372624.12	3755182.25	0.00028c	(96010224)
372237.69	3755185.50	0.00033c	(96010224)	371843.00	3755188.75	0.00038c	(96010224)
371462.81	3755192.00	0.00043c	(96010224)	371049.03	3755195.50	0.00047c	(96010224)
371056.31	3755349.00	0.00052c	(96010224)	371043.41	3755384.00	0.00053c	(96010224)
371042.38	3755556.25	0.00058c	(96010224)	370995.81	3755560.25	0.00059c	(96010224)
371001.00	3755419.25	0.00055c	(96010224)	370801.41	3755275.50	0.00052c	(96010224)
370666.66	3755261.75	0.00051c	(96010224)	370380.28	3755263.25	0.00051c	(96010924)
370075.88	3755265.00	0.00062c	(96012924)	369786.91	3755266.50	0.00078c	(96012924)
369498.00	3755268.25	0.00086c	(96012924)	369193.59	3755269.75	0.00133c	(96022824)
368889.16	3755271.50	0.00228c	(96011024)	368569.28	3755273.25	0.00325c	(96012624)
368274.84	3755274.75	0.00303c	(96012624)	367936.44	3755213.25	0.00220c	(96012624)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: FUG_DUST ***
INCLUDING SOURCE(S): PAREA07 , PAREA08 , L0000971, L0000972, L0000973, L0000974, L0000975,
L0000976, L0000977, L0000978, L0000979, L0000980, L0000981, L0000982, L0000983, L0000984, L0000985, L0000986, L0000987,
L0000988, L0000989, L0000990, L0000991, L0000992, L0000993, L0000994, L0000995, L0000996, L0000997, L0000998, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.13573c	(96020724)	367300.88	3755623.25	0.18063c	(96011524)
367114.28	3756056.25	0.20095c	(96012724)	366984.53	3756357.50	0.17312c	(96012924)
366852.91	3756663.00	0.17828c	(96012924)	366902.28	3756692.00	0.18095c	(96012924)
366875.53	3756760.00	0.17696c	(96012924)	366812.69	3756738.50	0.17374c	(96012924)
366677.25	3757024.50	0.14694c	(96020224)	366536.22	3757322.00	0.15224c	(96020224)
366437.28	3757530.75	0.14166c	(96020224)	366486.94	3757537.25	0.14261c	(96020224)
366623.91	3757468.00	0.15206c	(96020224)	366644.38	3757530.75	0.14767c	(96020224)
366777.06	3757519.75	0.15264c	(96020224)	366998.56	3757642.25	0.13193c	(96020224)
367174.25	3757739.50	0.09747c	(96020224)	367290.72	3757694.25	0.10530c	(96020224)
367412.66	3757694.75	0.10113c	(96020724)	367409.81	3757735.75	0.10115c	(96020724)
367517.78	3757796.25	0.10969c	(96020724)	367539.25	3757802.00	0.11131c	(96020724)
367609.12	3757676.75	0.11981c	(96020724)	367769.06	3757644.25	0.13798c	(96020724)
367774.81	3757718.50	0.13509c	(96020724)	367809.47	3757834.50	0.13552c	(96020124)
367807.06	3757935.50	0.13542c	(96020124)	367774.94	3757958.50	0.13272c	(96020124)
367798.12	3758011.00	0.13270c	(96020124)	367914.41	3757961.50	0.13961c	(96020124)
367904.53	3757930.25	0.14131c	(96020124)	368108.69	3757840.25	0.15344c	(96020124)
368232.75	3757790.25	0.15755c	(96020124)	368308.88	3757761.50	0.15803c	(96020124)
368603.38	3757765.00	0.13150c	(96020324)	368603.84	3757718.50	0.14121c	(96020324)
368769.72	3757798.50	0.23734	(96032224)	369017.16	3757954.25	0.21320	(96032224)
369080.28	3757864.00	0.21054	(96032224)	369224.00	3757952.25	0.18785c	(96010924)
369408.72	3757730.00	0.18718c	(96010924)	369454.22	3757776.00	0.15755c	(96010924)
369264.97	3757996.50	0.17839c	(96010924)	369451.62	3758128.00	0.12584c	(96010924)
369459.97	3758394.25	0.10645c	(96011024)	369853.09	3758394.25	0.08959c	(96040824)
369850.44	3758078.00	0.10200c	(96040824)	370298.62	3758078.25	0.18334c	(96092924)
370297.53	3757962.75	0.23786c	(96092924)	370382.34	3757966.00	0.25185c	(96092924)
370510.12	3758027.25	0.24259c	(96092924)	370505.62	3758087.75	0.22395c	(96092924)
370886.41	3758089.00	0.20707c	(96092924)	370885.06	3757750.50	0.20246	(96020524)
370907.31	3757701.50	0.20165	(96020524)	370944.91	3757670.00	0.19604	(96020524)
371045.81	3757667.50	0.18069	(96020524)	371046.34	3757585.00	0.17283	(96020524)
371121.66	3757583.50	0.16178	(96101124)	371192.59	3757720.25	0.16299	(96020524)
371253.97	3757762.25	0.15774	(96020524)	371263.66	3757782.50	0.15786	(96020524)
371372.34	3757782.25	0.14379	(96020524)	371399.44	3757806.25	0.14238	(96020524)
371798.31	3758080.25	0.11844	(96020524)	371908.19	3757933.50	0.10168	(96101124)
371964.22	3757921.75	0.09953	(96101124)	371970.19	3757841.50	0.09944	(96101124)
372023.31	3757843.25	0.09654	(96101124)	372019.88	3757551.50	0.08234	(96101124)
372002.41	3757140.25	0.10541c	(96021424)	371514.12	3757136.25	0.12657c	(96021424)
371034.56	3757132.50	0.16244c	(96021424)	371034.44	3757085.25	0.15954c	(96021424)
370764.19	3757087.00	0.19560c	(96021424)	370754.00	3756817.75	0.16802c	(96021424)
371031.47	3756807.25	0.14488c	(96021424)	371033.12	3756780.25	0.14371c	(96021424)
371483.09	3756770.25	0.11161c	(96021424)	371817.25	3756763.00	0.09248c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: FUG_DUST ***
INCLUDING SOURCE(S): PAREA07 , PAREA08 , L0000971, L0000972, L0000973, L0000974, L0000975,
L0000976, L0000977, L0000978, L0000979, L0000980, L0000981, L0000982, L0000983, L0000984, L0000985, L0000986, L0000987,
L0000988, L0000989, L0000990, L0000991, L0000992, L0000993, L0000994, L0000995, L0000996, L0000997, L0000998, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.07132c	(96021424)	372713.41	3756743.00	0.05553c	(96021424)
372702.62	3756552.50	0.03692c	(96021424)	372818.81	3756548.75	0.03407c	(96021424)
372814.44	3756455.00	0.02848	(96052224)	372796.75	3756367.50	0.02711	(96052224)
372704.81	3756371.50	0.02786	(96052224)	372706.31	3756326.75	0.02686	(96052224)
372927.09	3756319.25	0.02521	(96052224)	372926.22	3756245.00	0.02341	(96052224)
373456.81	3756235.50	0.02053	(96052224)	373448.00	3755559.75	0.01996c	(96052124)
373222.47	3755568.75	0.02044c	(96052124)	373219.34	3755705.00	0.02244c	(96052124)
373134.66	3755704.00	0.02269c	(96052124)	373131.22	3755566.75	0.02051c	(96052124)
373054.09	3755562.75	0.02052c	(96052124)	373046.22	3755174.00	0.02572c	(96010224)
372725.47	3755177.00	0.03240c	(96010224)	372624.12	3755182.25	0.03445c	(96010224)
372237.69	3755185.50	0.04236c	(96010224)	371843.00	3755188.75	0.04875c	(96010224)
371462.81	3755192.00	0.05188c	(96010224)	371049.03	3755195.50	0.05044c	(96010224)
371056.31	3755349.00	0.05954c	(96010224)	371043.41	3755384.00	0.06127c	(96010224)
371042.38	3755556.25	0.06725c	(96010224)	370995.81	3755560.25	0.06832c	(96010224)
371001.00	3755419.25	0.06314c	(96010224)	370801.41	3755275.50	0.05313c	(96010224)
370666.66	3755261.75	0.04933c	(96010224)	370380.28	3755263.25	0.05908c	(96010924)
370075.88	3755265.00	0.06891c	(96012224)	369786.91	3755266.50	0.09192c	(96100724)
369498.00	3755268.25	0.09455c	(96100724)	369193.59	3755269.75	0.14429	(96030124)
368889.16	3755271.50	0.31169c	(96011024)	368569.28	3755273.25	0.38207c	(96012624)
368274.84	3755274.75	0.39588c	(96012624)	367936.44	3755213.25	0.27875c	(96020724)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: BATCH ***
INCLUDING SOURCE(S): STCK01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.00711c	(96102224)	367300.88	3755623.25	0.01039c	(96011824)
367114.28	3756056.25	0.01132	(96010824)	366984.53	3756357.50	0.00999c	(96020224)
366852.91	3756663.00	0.00619c	(96020224)	366902.28	3756692.00	0.00578c	(96020224)
366875.53	3756760.00	0.00522c	(96020724)	366812.69	3756738.50	0.00522c	(96020224)
366677.25	3757024.50	0.00375c	(96020724)	366536.22	3757322.00	0.00272c	(96020724)
366437.28	3757530.75	0.00230c	(96020124)	366486.94	3757537.25	0.00238c	(96020124)
366623.91	3757468.00	0.00265c	(96020124)	366644.38	3757530.75	0.00261c	(96020124)
366777.06	3757519.75	0.00272c	(96020124)	366998.56	3757642.25	0.00215c	(96020124)
367174.25	3757739.50	0.00162c	(96020324)	367290.72	3757694.25	0.00181c	(96020324)
367412.66	3757694.75	0.00215	(96032224)	367409.81	3757735.75	0.00213	(96032224)
367517.78	3757796.25	0.00251	(96032224)	367539.25	3757802.00	0.00258	(96032224)
367609.12	3757676.75	0.00298	(96032224)	367769.06	3757644.25	0.00342	(96032224)
367774.81	3757718.50	0.00323	(96032224)	367809.47	3757834.50	0.00296	(96032224)
367807.06	3757935.50	0.00274	(96032224)	367774.94	3757958.50	0.00271	(96032224)
367798.12	3758011.00	0.00260	(96032224)	367914.41	3757961.50	0.00257	(96032224)
367904.53	3757930.25	0.00265	(96032224)	368108.69	3757840.25	0.00230	(96032224)
368232.75	3757790.25	0.00212c	(96010924)	368308.88	3757761.50	0.00212c	(96011024)
368603.38	3757765.00	0.00156c	(96040824)	368603.84	3757718.50	0.00165c	(96100424)
368769.72	3757798.50	0.00156c	(96100424)	369017.16	3757954.25	0.00130c	(96092924)
369080.28	3757864.00	0.00173c	(96092924)	369224.00	3757952.25	0.00181c	(96092924)
369408.72	3757730.00	0.00304c	(96092924)	369454.22	3757776.00	0.00292c	(96092924)
369264.97	3757996.50	0.00177c	(96092924)	369451.62	3758128.00	0.00178c	(96092924)
369459.97	3758394.25	0.00120c	(96092924)	369853.09	3758394.25	0.00171c	(96092924)
369850.44	3758078.00	0.00239c	(96092924)	370298.62	3758078.25	0.00236c	(96092924)
370297.53	3757962.75	0.00249c	(96092924)	370382.34	3757966.00	0.00240c	(96092924)
370510.12	3758027.25	0.00224c	(96092924)	370505.62	3758087.75	0.00220c	(96092924)
370886.41	3758089.00	0.00184c	(96092924)	370885.06	3757750.50	0.00193c	(96100824)
370907.31	3757701.50	0.00192c	(96100824)	370944.91	3757670.00	0.00188c	(96100824)
371045.81	3757667.50	0.00178c	(96100824)	371046.34	3757585.00	0.00176c	(96100824)
371121.66	3757583.50	0.00167c	(96100824)	371192.59	3757720.25	0.00164c	(96100824)
371253.97	3757762.25	0.00158c	(96100824)	371263.66	3757782.50	0.00158c	(96100824)
371372.34	3757782.25	0.00148c	(96100824)	371399.44	3757806.25	0.00146c	(96100824)
371798.31	3758080.25	0.00122c	(96100824)	371908.19	3757933.50	0.00117	(96101124)
371964.22	3757921.75	0.00116	(96101124)	371970.19	3757841.50	0.00118	(96101124)
372023.31	3757843.25	0.00115	(96101124)	372019.88	3757551.50	0.00115	(96101124)
372002.41	3757140.25	0.00117c	(96021424)	371514.12	3757136.25	0.00133	(96101124)
371034.56	3757132.50	0.00180	(96101124)	371034.44	3757085.25	0.00178	(96101124)
370764.19	3757087.00	0.00212	(96101124)	370754.00	3756817.75	0.00203c	(96021424)
371031.47	3756807.25	0.00183c	(96021424)	371033.12	3756780.25	0.00185c	(96021424)
371483.09	3756770.25	0.00156c	(96021424)	371817.25	3756763.00	0.00138c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: BATCH ***
INCLUDING SOURCE(S): STCK01 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.00118c	(96021424)	372713.41	3756743.00	0.00102c	(96021424)
372702.62	3756552.50	0.00097c	(96021424)	372818.81	3756548.75	0.00093c	(96021424)
372814.44	3756455.00	0.00089c	(96021424)	372796.75	3756367.50	0.00085c	(96021424)
372704.81	3756371.50	0.00088c	(96021424)	372706.31	3756326.75	0.00086c	(96021424)
372927.09	3756319.25	0.00079c	(96021424)	372926.22	3756245.00	0.00075c	(96021424)
373456.81	3756235.50	0.00062c	(96021424)	373448.00	3755559.75	0.00030c	(96021424)
373222.47	3755568.75	0.00032c	(96021424)	373219.34	3755705.00	0.00038c	(96021424)
373134.66	3755704.00	0.00039c	(96021424)	373131.22	3755566.75	0.00032c	(96021424)
373054.09	3755562.75	0.00033c	(96021424)	373046.22	3755174.00	0.00034c	(96052124)
372725.47	3755177.00	0.00037c	(96052124)	372624.12	3755182.25	0.00038c	(96052124)
372237.69	3755185.50	0.00042c	(96052124)	371843.00	3755188.75	0.00046c	(96052124)
371462.81	3755192.00	0.00056c	(96010224)	371049.03	3755195.50	0.00075c	(96010224)
371056.31	3755349.00	0.00067c	(96010224)	371043.41	3755384.00	0.00065c	(96010224)
371042.38	3755556.25	0.00068c	(96052124)	370995.81	3755560.25	0.00069c	(96052124)
371001.00	3755419.25	0.00066c	(96052124)	370801.41	3755275.50	0.00086c	(96010224)
370666.66	3755261.75	0.00096c	(96010224)	370380.28	3755263.25	0.00121c	(96010224)
370075.88	3755265.00	0.00156c	(96010224)	369786.91	3755266.50	0.00196c	(96010224)
369498.00	3755268.25	0.00241c	(96010224)	369193.59	3755269.75	0.00277c	(96010224)
368889.16	3755271.50	0.00272c	(96012224)	368569.28	3755273.25	0.00414c	(96102524)
368274.84	3755274.75	0.00473	(96030124)	367936.44	3755213.25	0.00921c	(96022824)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: CRUSHER ***
INCLUDING SOURCE(S): STCK02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.00171c	(96011124)	367300.88	3755623.25	0.00250c	(96011824)
367114.28	3756056.25	0.00358c	(96012724)	366984.53	3756357.50	0.00279c	(96020224)
366852.91	3756663.00	0.00175c	(96020224)	366902.28	3756692.00	0.00163c	(96020224)
366875.53	3756760.00	0.00151c	(96020724)	366812.69	3756738.50	0.00146c	(96020224)
366677.25	3757024.50	0.00104c	(96020724)	366536.22	3757322.00	0.00072c	(96020724)
366437.28	3757530.75	0.00061c	(96020124)	366486.94	3757537.25	0.00063c	(96020124)
366623.91	3757468.00	0.00070c	(96020124)	366644.38	3757530.75	0.00068c	(96020124)
366777.06	3757519.75	0.00069c	(96020124)	366998.56	3757642.25	0.00050c	(96020124)
367174.25	3757739.50	0.00045c	(96020324)	367290.72	3757694.25	0.00052	(96032224)
367412.66	3757694.75	0.00066	(96032224)	367409.81	3757735.75	0.00065	(96032224)
367517.78	3757796.25	0.00072	(96032224)	367539.25	3757802.00	0.00073	(96032224)
367609.12	3757676.75	0.00083	(96032224)	367769.06	3757644.25	0.00086	(96032224)
367774.81	3757718.50	0.00081	(96032224)	367809.47	3757834.50	0.00071	(96032224)
367807.06	3757935.50	0.00066	(96032224)	367774.94	3757958.50	0.00066	(96032224)
367798.12	3758011.00	0.00062	(96032224)	367914.41	3757961.50	0.00058	(96032224)
367904.53	3757930.25	0.00060	(96032224)	368108.69	3757840.25	0.00051c	(96010924)
368232.75	3757790.25	0.00051c	(96011024)	368308.88	3757761.50	0.00048c	(96011024)
368603.38	3757765.00	0.00041c	(96100424)	368603.84	3757718.50	0.00043c	(96100424)
368769.72	3757798.50	0.00039c	(96092924)	369017.16	3757954.25	0.00044c	(96092924)
369080.28	3757864.00	0.00056c	(96092924)	369224.00	3757952.25	0.00056c	(96092924)
369408.72	3757730.00	0.00083c	(96092924)	369454.22	3757776.00	0.00079c	(96092924)
369264.97	3757996.50	0.00054c	(96092924)	369451.62	3758128.00	0.00052c	(96092924)
369459.97	3758394.25	0.00037c	(96092924)	369853.09	3758394.25	0.00047c	(96092924)
369850.44	3758078.00	0.00062c	(96092924)	370298.62	3758078.25	0.00056c	(96092924)
370297.53	3757962.75	0.00058c	(96092924)	370382.34	3757966.00	0.00055c	(96092924)
370510.12	3758027.25	0.00051c	(96092924)	370505.62	3758087.75	0.00051c	(96092924)
370886.41	3758089.00	0.00041c	(96100824)	370885.06	3757750.50	0.00043c	(96100824)
370907.31	3757701.50	0.00043c	(96100824)	370944.91	3757670.00	0.00042c	(96100824)
371045.81	3757667.50	0.00039	(96101124)	371046.34	3757585.00	0.00040	(96101124)
371121.66	3757583.50	0.00039	(96101124)	371192.59	3757720.25	0.00037	(96101124)
371253.97	3757762.25	0.00035	(96101124)	371263.66	3757782.50	0.00035	(96101124)
371372.34	3757782.25	0.00034	(96101124)	371399.44	3757806.25	0.00033	(96101124)
371798.31	3758080.25	0.00027	(96101124)	371908.19	3757933.50	0.00027	(96101124)
371964.22	3757921.75	0.00027	(96101124)	371970.19	3757841.50	0.00027	(96101124)
372023.31	3757843.25	0.00027	(96101124)	372019.88	3757551.50	0.00026	(96101124)
372002.41	3757140.25	0.00028c	(96021424)	371514.12	3757136.25	0.00032c	(96021424)
371034.56	3757132.50	0.00039	(96101124)	371034.44	3757085.25	0.00038	(96101124)
370764.19	3757087.00	0.00046	(96101124)	370754.00	3756817.75	0.00048c	(96021424)
371031.47	3756807.25	0.00043c	(96021424)	371033.12	3756780.25	0.00043c	(96021424)
371483.09	3756770.25	0.00036c	(96021424)	371817.25	3756763.00	0.00032c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: CRUSHER ***
INCLUDING SOURCE(S): STCK02 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.00027c	(96021424)	372713.41	3756743.00	0.00023c	(96021424)
372702.62	3756552.50	0.00022c	(96021424)	372818.81	3756548.75	0.00021c	(96021424)
372814.44	3756455.00	0.00020c	(96021424)	372796.75	3756367.50	0.00019c	(96021424)
372704.81	3756371.50	0.00019c	(96021424)	372706.31	3756326.75	0.00019c	(96021424)
372927.09	3756319.25	0.00017c	(96021424)	372926.22	3756245.00	0.00016c	(96021424)
373456.81	3756235.50	0.00014c	(96021424)	373448.00	3755559.75	0.00006c	(96052124)
373222.47	3755568.75	0.00007c	(96052124)	373219.34	3755705.00	0.00008c	(96021424)
373134.66	3755704.00	0.00008c	(96021424)	373131.22	3755566.75	0.00007c	(96052124)
373054.09	3755562.75	0.00007c	(96052124)	373046.22	3755174.00	0.00008c	(96052124)
372725.47	3755177.00	0.00008c	(96052124)	372624.12	3755182.25	0.00009c	(96052124)
372237.69	3755185.50	0.00009c	(96052124)	371843.00	3755188.75	0.00010c	(96052124)
371462.81	3755192.00	0.00013c	(96010224)	371049.03	3755195.50	0.00017c	(96010224)
371056.31	3755349.00	0.00015c	(96010224)	371043.41	3755384.00	0.00015c	(96010224)
371042.38	3755556.25	0.00015c	(96052124)	370995.81	3755560.25	0.00016c	(96052124)
371001.00	3755419.25	0.00015c	(96010224)	370801.41	3755275.50	0.00020c	(96010224)
370666.66	3755261.75	0.00022c	(96010224)	370380.28	3755263.25	0.00027c	(96010224)
370075.88	3755265.00	0.00034c	(96010224)	369786.91	3755266.50	0.00042c	(96010224)
369498.00	3755268.25	0.00051c	(96010224)	369193.59	3755269.75	0.00058c	(96010224)
368889.16	3755271.50	0.00056c	(96010224)	368569.28	3755273.25	0.00076c	(96102524)
368274.84	3755274.75	0.00094c	(96100724)	367936.44	3755213.25	0.00147c	(96022824)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK01 , STCK02 , PAREA01 , PAREA02 , PAREA03 , PAREA04 , PAREA07 ,
PAREA08 , L0000777, L0000778, L0000779, L0000780, L0000781, L0000782, L0000783, L0000784, L0000785, L0000786, L0000787,
L0000788, L0000789, L0000790, L0000791, L0000792, L0000793, L0000794, L0000795, L0000796, L0000797, L0000798, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***
** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
367483.66	3755199.00	0.29678c	(96020724)	367300.88	3755623.25	0.37103c	(96011524)
367114.28	3756056.25	0.42953c	(96012724)	366984.53	3756357.50	0.35129c	(96012924)
366852.91	3756663.00	0.31511c	(96012924)	366902.28	3756692.00	0.31817c	(96012924)
366875.53	3756760.00	0.30735c	(96012924)	366812.69	3756738.50	0.30258c	(96012924)
366677.25	3757024.50	0.26190c	(96020224)	366536.22	3757322.00	0.25532c	(96020224)
366437.28	3757530.75	0.23318c	(96020224)	366486.94	3757537.25	0.23482c	(96020224)
366623.91	3757468.00	0.25117c	(96020224)	366644.38	3757530.75	0.24359c	(96020224)
366777.06	3757519.75	0.25233c	(96020224)	366998.56	3757642.25	0.22547c	(96020224)
367174.25	3757739.50	0.18128c	(96020224)	367290.72	3757694.25	0.19481c	(96020224)
367412.66	3757694.75	0.18771c	(96020724)	367409.81	3757735.75	0.18624c	(96020724)
367517.78	3757796.25	0.19712c	(96020724)	367539.25	3757802.00	0.19936c	(96020724)
367609.12	3757676.75	0.21768c	(96020724)	367769.06	3757644.25	0.24773c	(96020724)
367774.81	3757718.50	0.23956c	(96020724)	367809.47	3757834.50	0.22445c	(96020124)
367807.06	3757935.50	0.22202c	(96020124)	367774.94	3757958.50	0.21720c	(96020124)
367798.12	3758011.00	0.21647c	(96020124)	367914.41	3757961.50	0.22940c	(96020124)
367904.53	3757930.25	0.23226c	(96020124)	368108.69	3757840.25	0.25663c	(96020124)
368232.75	3757790.25	0.26782c	(96020124)	368308.88	3757761.50	0.27215c	(96020124)
368603.38	3757765.00	0.26578c	(96020324)	368603.84	3757718.50	0.28325c	(96020324)
368769.72	3757798.50	0.38481	(96032224)	369017.16	3757954.25	0.36137	(96032224)
369080.28	3757864.00	0.37128	(96032224)	369224.00	3757952.25	0.32172c	(96010924)
369408.72	3757730.00	0.33504c	(96010924)	369454.22	3757776.00	0.28721c	(96010924)
369264.97	3757996.50	0.30318c	(96010924)	369451.62	3758128.00	0.21753c	(96010924)
369459.97	3758394.25	0.17932c	(96010924)	369853.09	3758394.25	0.14560c	(96040824)
369850.44	3758078.00	0.17893c	(96040824)	370298.62	3758078.25	0.33249c	(96092924)
370297.53	3757962.75	0.41160c	(96092924)	370382.34	3757966.00	0.42568c	(96092924)
370510.12	3758027.25	0.40429c	(96092924)	370505.62	3758087.75	0.37659c	(96092924)
370886.41	3758089.00	0.34420c	(96092924)	370885.06	3757750.50	0.33966c	(96100824)
370907.31	3757701.50	0.33630c	(96100824)	370944.91	3757670.00	0.32656c	(96100824)
371045.81	3757667.50	0.29907c	(96100824)	371046.34	3757585.00	0.29660c	(96090424)
371121.66	3757583.50	0.27916c	(96090424)	371192.59	3757720.25	0.26860	(96020524)
371253.97	3757762.25	0.25910	(96020524)	371263.66	3757782.50	0.25851	(96020524)
371372.34	3757782.25	0.23780	(96020524)	371399.44	3757806.25	0.23485	(96020524)
371798.31	3758080.25	0.19218	(96020524)	371908.19	3757933.50	0.17202	(96101124)
371964.22	3757921.75	0.16843	(96101124)	371970.19	3757841.50	0.16889	(96101124)
372023.31	3757843.25	0.16425	(96101124)	372019.88	3757551.50	0.14691	(96101124)
372002.41	3757140.25	0.17871c	(96021424)	371514.12	3757136.25	0.21940c	(96021424)
371034.56	3757132.50	0.28636c	(96021424)	371034.44	3757085.25	0.28433c	(96021424)
370764.19	3757087.00	0.34872c	(96021424)	370754.00	3756817.75	0.31511c	(96021424)
371031.47	3756807.25	0.26331c	(96021424)	371033.12	3756780.25	0.26035c	(96021424)
371483.09	3756770.25	0.19868c	(96021424)	371817.25	3756763.00	0.16463c	(96021424)

CONC DFAULT ELEV FLGPOL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK01 , STCK02 , PAREA01 , PAREA02 , PAREA03 , PAREA04 , PAREA07 ,
PAREA08 , L0000777, L0000778, L0000779, L0000780, L0000781, L0000782, L0000783, L0000784, L0000785, L0000786, L0000787,
L0000788, L0000789, L0000790, L0000791, L0000792, L0000793, L0000794, L0000795, L0000796, L0000797, L0000798, . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
372274.41	3756752.75	0.12863c	(96021424)	372713.41	3756743.00	0.10246c	(96021424)
372702.62	3756552.50	0.07721c	(96021424)	372818.81	3756548.75	0.07233c	(96021424)
372814.44	3756455.00	0.06080c	(96021424)	372796.75	3756367.50	0.05134c	(96021424)
372704.81	3756371.50	0.05419c	(96021424)	372706.31	3756326.75	0.04920c	(96021424)
372927.09	3756319.25	0.04405	(96052224)	372926.22	3756245.00	0.04163	(96052224)
373456.81	3756235.50	0.03601	(96052224)	373448.00	3755559.75	0.03342c	(96052124)
373222.47	3755568.75	0.03462c	(96052124)	373219.34	3755705.00	0.03717c	(96052124)
373134.66	3755704.00	0.03775c	(96052124)	373131.22	3755566.75	0.03497c	(96052124)
373054.09	3755562.75	0.03518c	(96052124)	373046.22	3755174.00	0.04447c	(96010224)
372725.47	3755177.00	0.05410c	(96010224)	372624.12	3755182.25	0.05714c	(96010224)
372237.69	3755185.50	0.06919c	(96010224)	371843.00	3755188.75	0.08007c	(96010224)
371462.81	3755192.00	0.08741c	(96010224)	371049.03	3755195.50	0.08948c	(96010224)
371056.31	3755349.00	0.10261c	(96010224)	371043.41	3755384.00	0.10535c	(96010224)
371042.38	3755556.25	0.11466c	(96010224)	370995.81	3755560.25	0.11682c	(96010224)
371001.00	3755419.25	0.10866c	(96010224)	370801.41	3755275.50	0.09622c	(96010224)
370666.66	3755261.75	0.09231c	(96010224)	370380.28	3755263.25	0.10060c	(96010924)
370075.88	3755265.00	0.11881c	(96012224)	369786.91	3755266.50	0.15226c	(96100724)
369498.00	3755268.25	0.15856c	(96012924)	369193.59	3755269.75	0.24546	(96030124)
368889.16	3755271.50	0.49915c	(96011024)	368569.28	3755273.25	0.64825c	(96012624)
368274.84	3755274.75	0.64989c	(96012624)	367936.44	3755213.25	0.45874c	(96020724)

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF PM2.5DAY IN MICROGRAMS/M**3 **

GROUP ID	AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG)	NETWORK OF TYPE	GRID-ID
DIESEL	HIGH 1ST HIGH VALUE IS	0.26214c	ON 96012624: AT (368569.28, 3755273.25, 0.00, 0.00, 1.80)	DC	
GASOLINE	HIGH 1ST HIGH VALUE IS	0.00325c	ON 96012624: AT (368569.28, 3755273.25, 0.00, 0.00, 1.80)	DC	
FUG_DUST	HIGH 1ST HIGH VALUE IS	0.39588c	ON 96012624: AT (368274.84, 3755274.75, 0.00, 0.00, 1.80)	DC	
BATCH	HIGH 1ST HIGH VALUE IS	0.01132	ON 96010824: AT (367114.28, 3756056.25, 0.00, 0.00, 1.80)	DC	
CRUSHER	HIGH 1ST HIGH VALUE IS	0.00358c	ON 96012724: AT (367114.28, 3756056.25, 0.00, 0.00, 1.80)	DC	
ALL	HIGH 1ST HIGH VALUE IS	0.64989c	ON 96012624: AT (368274.84, 3755274.75, 0.00, 0.00, 1.80)	DC	

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR

CONC   DFAULT ELEV   FLGPOL

*** Message Summary : AERMOD Model Execution ***

 --------- Summary of Total Messages --------

A Total of   0 Fatal Error Message(s)
A Total of   0 Warning Message(s)
A Total of   2275 Informational Message(s)

A Total of   920 Calm Hours Identified

A Total of   1355 Missing Hours Identified (15.43 Percent)

CAUTION!: Number of Missing Hours Exceeds 10 Percent of Total!
           Data May Not Be Acceptable for Regulatory Applications.
           See Section 5.3.2 of "Meteorological Monitoring Guidance
           for Regulatory Modeling Applications" (EPA-454/R-99-005).

   ******** FATAL ERROR MESSAGES ********
              *** NONE ***

   ********   WARNING MESSAGES   ********
              *** NONE ***

   ****
   *** AERMOD Finishes Successfully ***
   ****

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Attachment 1

Original Comment Letters on the CFTP Draft EIR

U.S. Department of Homeland Security

United States Coast Guard

Commander
Maintenance & Logistics
Command Pacific

Chief, Civil Engineering Division
1301 Clay Street, Suite 700N
Oakland, CA 94612-5203
Staff Symbol: sts
Phone: (510) 637-5505
FAX: (510) 637-5513
Email: charles.p.wells@uscg.mil

16475

NOV 05 2008

Mr. Dennis Quilliam
Los Angeles World Airports,
Airport and Facilities Planning
7301 World Way West, 3rd Floor
Los Angeles, CA 90045-5803

Dear Mr. Quilliam:

Thank you for the opportunity to review the draft Environmental Impact Report (EIR) for the Cross Field Taxiway Project (CFTP) at the Los Angeles World Airports (LAWA).

The U. S. Coast Guard (CG) Air Station Los Angeles facilities at LAWA are essential to supporting the Maritime Homeland Security (MHLS) mission of the United States. Personnel and equipment assigned to support CG operations based at the LAWA require unfettered, uninterrupted (24/7/365) access to and egress from CG facilities. The CG has reviewed your draft CFTP EIR and has the following concerns:

1. The increase in traffic volumes, construction equipment, and changes in traffic patterns during construction could negatively impact CG's mission response posture.
2. If construction debris is not kept clear of the CG's ramp, it could result in grounding and possible damage of the helicopters CG's helicopter engines and tail rotors are very susceptible to foreign object damage (FOD).
3. From previous meetings with LAWA officials, it appears the fence forming the eastern boundary of the CG's ramp will be moved eight (8) feet to the west. With this loss of approximately 2,800 SF of CG ramp space, it will be difficult for the CG to maintain sufficient clearance between taxiing aircrafts and the new fence creating a safety hazard for CG personnel and risk of damage to aircraft.
4. The proposed relocation of the water and sewer line below the CG Air Station parking lot could disrupt access to our facility as well as parking for CG personnel.
5. Any utility disruptions to communications, electrical and gas line during construction will disrupt CG's ability to carry out its MHLS mission.

Should you have any questions, my lead on this project is Mr. Patrick Wallis at (510) 637-5505.

Sincerely,

V. K. HOLTZMAN-BELL
Captain, U.S. Coast Guard
Chief, Civil Engineering Division
By direction of the Commander

Subj: AIRSTA LOS ANGELES FACILITIES AT LAWA 16475

Copy: COMDT (CG-711), Joe Faubion
COMDT (CG-431), Stan Synowczynski
CG AIRSTA Los Angeles
CGD Eleven

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337

Flex your power!
Be energy efficient!

November 3, 2008

IGR/CEQA DEIR CS/080957
LAX Crossfield Taxiway Project
Vic. LA-1-, SCH# 2008041058

Mr. Dennis Quilliam
Los Angeles World Airports
7301 World Way West, 3rd floor
Los Angeles, CA 90045

Dear Mr. Quilliam:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR) for the LAX Crossfield Taxiway Project. Based on the information received, we have the following comments:

Since LAX is located close to the Interstate 405 (I-405) San Diego Freeway and just north of the Interstate 105 (I-105) Glenn Anderson Freeway, we request that the contractor avoid platooning of truck trips on mainline freeways, on freeway ramps and at freeway ramp intersections. We recommend that construction related truck trips on State highways be limited to off-peak commute periods. Transport of over-size or over-weight vehicles on State highways will need a Caltrans Transportation Permit.

Any work to be performed within the State Right-of-way will require a Caltrans Encroachment Permit. Projects within the State Right-of-way, which is expected to cost over $1 million, will need a Project Study Report.

If you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 080957/CS.

Sincerely,

ELMER ALVAREZ
IGR/CEQA Program Manager
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

November 14, 2008

Dennis Quilliam
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045

Subject: Los Angeles International Airport (LAX) Crossfield Taxiway Project
SCH#: 2008041058

Dear Dennis Quilliam:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on November 10, 2008, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

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Document Details Report
State Clearinghouse Data Base

SCH# 2008041058
Project Title Los Angeles International Airport (LAX) Crossfield Taxiway Project
Lead Agency Los Angeles World Airports

Type EIR Draft EIR
Description NOTE: Tiered from SCH#1997061047

As one of the airfield improvements included in the LAX Master Plan, the LAX CFTP encompasses improvements to a portion of the existing taxiway system that supports aircraft access between the north runway complex (i.e. Runways 6L/24R and 6R/24L) and the south runway complex (i.e. Runways 7L/25R and 7R/25L). In particular, the proposed project would provide a new crossfield taxiway, identified as Taxiway C13, and an associated connection to, and extension of, the existing Taxiway D. In addition, a new parallel service road along Taxiway C13 would be built and the existing aircraft rescue and fire fighting facility (ARFF) would also be constructed as part of the project. The subject taxiway improvements are proposed in light of airfield congestion that occurs periodically at the near the existing midfield taxiways relative to movement of aircraft on the ground, and also reflect the phased implementation of improvements that are included in the approved LAX Master Plan. The proposed ARFF would replace an existing station that is severely undersized and, similar to the taxiway improvements, would be developed consistent with the phased implementation of the LAX Master Plan.

Lead Agency Contact
Name Dennis Quilliam
Agency Los Angeles World Airports
Phone 310-646-7614 **Fax**
email
Address 7301 World Way West, 3rd Floor
City Los Angeles **State** CA **Zip** 90045

Project Location
County Los Angeles
City Los Angeles, City of
Region
Lat / Long 33° 56' N / 118° 25' W
Cross Streets World Way West/Coastguard Road
Parcel No.
Township **Range** **Section** **Base**

Proximity to:
Highways I-105 & I-405
Airports LAX
Railways
Waterways Pacific Ocean
Schools St. Bernards High
Land Use Airport related airfield; LAX-A Zone

Project Issues Noise; Traffic/Circulation; Water Quality; Air Quality

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board, Airport Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission

Date Received 09/25/2008 **Start of Review** 09/25/2008 **End of Review** 11/10/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

E-MAILED: NOVEMBER 14, 2008 November 14, 2008

Mr. Dennis Quilliam
Airport and Facilities Planning
Los Angeles World Airports
7301 World Way West, 3rd Floor
Los Angeles, CA 90045-5803

Draft Environmental Impact Report (Draft EIR) for the Proposed Los Angeles International Airport Crossfield Taxiway Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD would also like to thank the lead agency for the additional time to submit comments. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Environmental Impact Report.

Pursuant to Public Resources Code Section 21092.5, please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The SCAQMD staff would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,

Steve Smith

Steve Smith
Program Supervisor – CEQA Section
Planning, Rule Development & Area Sources

Attachment

SS:GM

LAC080926-07
Control Number

Localized Significance Thresholds

1. The SCAQMD requests that the lead agency evaluate localized air quality impacts to ensure that any nearby sensitive receptors are not adversely affected by the construction activities that are occurring in close proximity. SCAQMD guidance for performing a localized air quality analysis can be found at the following web address: http://www.aqmd.gov/ceqa/handbook/LST/LST.html .

Construction Mitigation Measures

2. Because the construction air quality impacts from the proposed project are estimated to exceed established daily significance thresholds for carbon monoxide (CO), fugitive dust (PM10), volatile organic compounds (VOC) and nitrogen oxide (NO_x), the SCAQMD recommends that the lead agency consider should consider adding the following mitigation measures to those listed on pages 4-70 and 4-71 in Tables 4.2-6 and 4.2-7 in Volume 1 of the Draft EIR to further reduce construction air quality impacts from the project, if applicable and feasible:

   The following is a list of additional recommended mitigation measures to further reduce fugitive dust cumulative significant adverse PM10 impacts:

   - Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
   - Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph;
   - All trucks hauling dirt, sand, soil, or other loose materials are to be covered;
   - Traffic speeds on all unpaved roads to be reduced to 15 mph or less; and
   - Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water).

3. The following mitigation measure is recommended to further reduce project-specific and cumulative NOx emission impacts:

   - Use SCAQMD Rule 2449 – Control of Oxides of Nitrogen from Off-Road Diesel Vehicles, compliant construction equipment.

SCAQMD Permit Requirements

4. In the Draft EIR, the lead agency describes concrete batching and aggregate rock crushing operations that might require SCAQMD permits. The lead agency should be aware that concrete batch and aggregate rock crushing operations are subject to the following rules and should note this in the Final EIR.

- Rule 1156 – PM10 Emission Reductions from Cement Manufacturing Facilities;
- Rule 1157 - PM10 Emission Reductions from Aggregate and Related Operations; and
- Regulation XIII – New Source Review.

Health Risk Assessment

5. In the Draft EIR, the lead agency states that the incremental health risks due to inhalation of TACs from operational sources associated with four build alternatives and the No Action/No Project Alternative was addressed in the LAX Master Plan Final EIR on page 4-77. There appears to be no further discussion of potential health risks from operation. SCAQMD staff assumes that a formal HHRA for operational impacts was not prepared because the project results in a reduction of overall emission reductions. It would be helpful if the lead agency summarized the operational HHRA health risk results from the Final Program EIR for the LAX Master Plan and provide a better explanation in the Final EIR why an HHRA for the project operation was not prepared.

From: Denise Chow [mailto:Denise.Chow@lacity.org]
Sent: Tuesday, October 21, 2008 10:58 AM
To: Cross Field Project
Cc: Abdulsamad Danishwar; Denise Chow; Namhee Kwon; Rowena Lau
Subject: Memo: Los Angeles International Airport Crossfield TaxiwayProject

Hi Roger,

My name is Denise Chow and am currently working on the Los Angeles International Airport Crossfield Taxiway Project. The CEQA regarding the crossfield taxiway is unrelated to sewers. We therefore have no further comments.

Denise Chow
Environmental Engineering Associate
Bureau of Sanitation - WESD
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CFTP-AL00001

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November 10, 2008

By Facsimile, E-mail and U.S. Mail
crossfieldproject@lawa.org
dquillam@lawa.org
(310)646-0686

Los Angeles World Airports
Airport and Facilities Planning
Attention: Dennis Quillam
7301 World Way West, 3rd Floor
Los Angeles, CA 90045-5803

Re: Draft Environmental Impact Report (Draft EIR) (SCH No. 2008041058) - Los Angeles International Airport Crossfield Taxiway Project

Dear Mr. Quillam:

The following are the comments of the Cities of Inglewood and Culver City ("Cities") concerning the Draft environmental Impact Report (DEIR) for the Los Angeles International Airport ("LAX") Crossfield Taxiway Project (the "Project").[1]

I. THE "TIERING" OF THE DEIR ON THE "APPROVED MASTER PLAN EIR" RESULTS IN IMPROPERLY ATTENUATED ENVIRONMENTAL REVIEW.

The DEIR justifies expedited environmental review on the apparent ground that, as a part of "the approved LAX Master Plan" (DEIR, p. 1-10) adequate environmental review was already completed during the prior Master Plan environmental review process.[2] Cities disagree.

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[1] As a threshold issue, please be advised that Cities note that none of the issues they raised in their May 12, 2008, comment letter regarding the Notice of Preparation were specifically addressed in the DEIR.

[2] "Concurrent with the approval of the LAX Master Plan was the certification of the LAX Master Plan Final Plan Final EIR, which addresses the environmental impacts associated with the LAX Master Plan improvements. As a programmatic level EIR, the LAX Master Plan Final EIR was prepared and certified by LAWA for the entire LAX Master Plan. In accordance with CEQA, subsequent activities occurring within the program (i.e., the Master Plan) are

It is true that CEQA requires, in pertinent part, that "environmental impact reports shall be tiered whenever feasible . . .", *Public Resources Code* § 21093(b). However, the utility of tiering is limited to those situations in which individual projects, such as the Crossfield Taxiway are consistent with the larger project such as the approved Master Plan project which has already been environmentally reviewed.[3]

Despite the fact that the "approved Master Plan" remains in place, most of its most salient features, such as the off-site ticketing facility; closure of the Central Terminal Area ("CTA") to surface traffic; movement of Runway 6L/24R 340 feet to the south, thus necessitating restructuring of Terminals 1 through 3, have been replaced by the Specific Plan projects currently being evaluated as separate projects. Therefore, the Specific Plan projects, and their environmental impacts, will be radically different from the projects and environmental impacts originally evaluated in conjunction with the approved Master Plan. As a consequence, even if the Crossfield Taxiway Project were envisioned and evaluated in the EIR for the approved Master Plan, it cannot remain consistent with a "first tier decision" that has itself been radically transformed.

The second order consequence of this radical transformation is the potential for different and additional environmental impacts. For example, the DEIR fails to disclose if or how leaving Runway 6L/24R in place or, as is currently being proposed, moving it 340 feet north, will change the Project's impacts resulting from aircraft taxiing distances different from those envisioned in the Master Plan. In short, because of the manifest inconsistency between the "Approved Master Plan" and the current Specific Plan, the Cross Field Taxiway project must be fully and independently evaluated under CEQA.

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examined in light of the program EIR to determine whether an additional environmental document must be prepared." DEIR, p.1-1.

[3] "Tiering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture' and can then use streamlined CEQA review for individual projects that are consistent with such . . . [first tier decisions] . . ." Koster v. County of San Joaquin, 47 Cal.App.4th 29, 36 (1996).

II. THE DEIR'S AIR QUALITY ANALYSIS IS LIMITED ONLY TO "TEMPORARY EMISSIONS FROM CONSTRUCTION" AND IS INADEQUATE TO SATISFY CEQA.

CEQA requires that an EIR be "a detailed statement prepared under CEQA describing and analyzing the significant effects of a project and discussing ways to mitigate or avoid the effects." CEQA Guidelines, § 15362. However, the DEIR does not address any of the air quality impacts of the Project except for emissions created by the actual construction of the Project.[4] Thus, the DEIR fails to analyze any of the significant effects that the operational components of the Project will have on air quality. The DEIR provides no justification for the minimal air quality analysis of the Crossfield Taxiway Project, other than what was previously stated in the Notice of Project (NOP)that "[w]hile it would reduce delays associated with taxiing aircraft, the proposed project would not increase the capacity of the airfield, as that capacity is currently constrained by number and availability of gates." DEIR App. A, p.4 (emphasis added). This premise is flawed.

First, and most obviously, while it is true that landside facility constraints will play a role in limiting airport capacity, the current constraint on numbers of gates to 153, established in the "Judgment Pursuant to Stipulated Settlement," ("Settlement") [5] expires at the end of 2020. Therefore, the "current" gate constraints (which do not in any event become applicable unless and until LAX reaches 75 million air passengers per year[6]) will exist for a maximum of 12 more years. All envisioned improvements may only barely be completed by that date. As air quality should be evaluated for future as well as current scenarios, the "current" gate constraints relied upon in the DEIR as an effective capacity constraint will not be the same constraint on future capacity increases.

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[4] "This EIR for the CFTP tiers from the analysis and findings documented in the LAX Master Plan Final EIR. This analysis has been further refined to incorporate detailed project-related assumptions regarding construction equipment that would be utilized and airport activity levels during the construction of the CFTP." DEIR, p.4-57.

[5] The settlement ended the challenge to the approved Master Plan brought by Cities, among other Petitioners. *City of El Segundo, et al. v. City of Los Angeles, et al.*, Riverside County Superior Court Case No. 426822.

[6] Settlement, IV.C., p.8.

Second, the decrease in delay which is the stated purpose of the Crossfield Taxiway Project (NOP, p. 4) may itself give rise to increased capacity. "Airport capacity" is defined by the FAA as "throughput rate, *i.e.*, the maximum number of operations that can take place in an hour," FAA Advisory Circular AC150/5060-5, p. 1. Both the DEIR and the NOP concede that the Crossfield Taxiway Project's purpose is to "reduce delays associated with taxiing aircraft" (NOP, p. 4) *see also*, DEIR pp. 2-21, 2-22.[7] The corollary of reduced delay is increased "throughput rate." As "nature abhors a vacuum," the slots created by increased throughput rate will, as has occurred at the vast majority of airports including LAX in the past, ultimately result in a higher "maximum number of operations that can take place in an hour."

This is not a concept that is unfamiliar to those who work with airports and proprietors of airports. This principle is explicitly recognized in the FAA's regulatory guidance governing benefit-cost analysis of airport projects. *See, FAA Airport Benefit Cost Analysis Guidance*, (Office of Aviation Policy and Plans December 15, 1999) ("BCA Guidance"). The BCA Guidance, which is intended to help the FAA weigh the relative merits of airport projects in making discretionary funding decisions, relies on this principle to help FAA and airport proprietors justify, and quantify the benefits of, investments in aviation projects that reduce airport delays. *Id.*, § 1.1 at p. 1, § 10.4.1.3 at p. 41. The BCA Guidance acknowledges that transportation projects "often" induce higher levels of operations. *Id.*, § 10.4.1.3 at p. 41. It notes that this common-sense relationship between transportation projects and higher levels of operations applies with special force to aviation projects that reduce flight delays. In the FAA's own words:

> *Allowance for Induced Demand.* It is often the case with transportation projects that an improvement in service attributable to an investment at a facility will induce greater use of the facility than would have occurred without the investment. For instance, *an investment that lowers average delay at an airport will induce some potential customers who formerly avoided the airport to use it.*

Id. (emphasis in last sentence added).

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[7] ". . . the new crossfield taxiway and associated improvements will help relieve existing aircraft congestion and reduce delays that periodically occur on the existing crossfield taxiway system and on adjacent taxiways . . ." DEIR pp. 2-21, 2-22.

Moreover, BCA Guidance also offers a formula to calculate the amount of induced demand created by reductions in delay: if "delay savings are more than one minute per operation, it is advisable to resimulate the project alternative case assuming 2 percent increments in operations/passengers." *Id.* Such 2 percent increments in induced operations should be calculated for each 3 minute saving attributable to the project. *Id.* "Thus, in the case of a project saving 6 minutes per operation relative to the base case, demand levels equivalent to the base case demand, the base case demand plus 2 percent, and the base case demand plus 4 percent should be simulated for the project case." *Id.*

Finally, a consequence of increased capacity is increased emissions from the greater number of aircraft. Therefore, even though taxi/idle time and distance traveled may be reduced for individual aircraft, this air quality benefit is likely to be offset by additional emissions from additional aircraft.

In short, the Crossfield Taxiway Project may not have the limited air quality impact portrayed in the DEIR. Cities therefore strongly recommend that, given the potential synergistic air quality impacts of the Crossfield Taxiway Project with other projects currently being evaluated in the separate NOP for the Specific Plan and the remaining projects in the proposed Master Plan, as well as the Crossfield Taxiway Project's potential for increasing capacity, a complete air quality analysis be performed as part of the EIR. The analysis should include, at minimum, an air quality conformity applicability analysis which takes into account the potential air quality impacts of all projects planned or ongoing, in conjunction with construction of the Crossfield Taxiway Project.

III. THE DEIR DOES NOT TAKE INTO ACCOUNT CUMULATIVE IMPACTS OF THE CROSSFIELD TAXIWAY PROJECT WHEN TAKEN TOGETHER WITH THE SPECIFIC PLAN AND APPROVED MASTER PLAN PROJECTS.

The DEIR does not mention, let alone evaluate, the impacts of the Specific Plan and approved Master Plan projects. Those projects are, however, closely related to the Crossfield Taxiway Project.

> The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects. Cumulative

> impacts can result from individually minor, but collectively significant projects taking place over a period of time.

CEQA Guidelines, § 15355. The DEIR does mention the cumulative impacts that several construction projects will have, but because the DEIR limits its discussion solely to construction impacts, there is no discussion of cumulative operational impacts.

First, there is no doubt that the Specific Plan projects are reasonably foreseeable, given that the NOP for their environmental review was circulated contemporaneously with the NOP for this Project. Nor can it be argued that those projects are not closely related to the Crossfield Taxiway Project. For example, the purpose of the Specific Plan project separating the runways in the North Runway Complex is accommodation of New Large Aircraft ("NLA") like the A-380, the same purpose as asserted for the Crossfield Taxiway Project (NOP, p. 4). Moreover, the Crossfield Taxiway Project will facilitate traffic between the two runway complexes for the express purpose of allowing NLA and other long haul aircraft which are currently able to use only the South Runway Complex efficiently, to access the North Runway Complex.

Second, the Project's individual impacts may be portrayed as "minor," in comparison to those of the other projects, both individually and collectively, this comparison does not exempt the Crossfield Taxiway Project from a collective evaluation with the other contemporaneous Specific Plan and approved Master Plan projects. *See, e.g., Kings County Farm Bureau v. City of Hanford*, 221 Cal.App.3d 692, 720 (1990) *citing* Cal.Admin.Code, title 14 § 15355(b) "Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." In short, the Crossfield Taxiway Project is part of a larger complex of projects aimed at readying LAX for more numerous and larger aircraft. The DEIR should, therefore, at minimum, disclose the potential cumulative impacts of the Crossfield Taxiway Project when taken together with the Specific Plan and approved Master Plan projects which have manifestly the same purpose.

One of those potential cumulative impacts is noise. While the DEIR contemplates evaluation only of construction noise (DEIR, p. 3-2), the Crossfield Taxiway Project's potential cumulative impacts on communities to the north and east of LAX extends far beyond construction noise. To the extent that NLA and other traffic is shifted from the South to the North Runway Complex; and to the extent that the further separation of runways on the North Complex contemplated in the Specific Plan Amendment Study allows not merely larger aircraft, but more aircraft, by virtue of the planned center taxiway, the Crossfield Taxiway will be an

integral part of a large complex of projects. These projects when taken together may lead to changed configurations of the noise contour over adjacent communities.

Cities therefore urge that evaluation of the Project's noise impact be: (1) extended beyond construction to operational impacts; and (2) at minimum, performed, and mitigation measures developed, in the context of the cumulative impacts of all projects that are or will be implemented, and not individually and in isolation as currently contemplated in the DEIR.

IV. THE DEIR'S GREENHOUSE GAS EMISSION ANALYSIS SHOULD TAKE INTO ACCOUNT THE CALIFORNIA AIR RESOURCES BOARD'S RECENT PROPOSAL FOR INTERIM THRESHOLDS OF SIGNIFICANCE.

On September 27, 2006, Governor Schwarzenegger signed Assembly Bill 32, the Global Warming Solutions Act of 2006. The law requires a reduction of greenhouses (GHG) emissions to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on global warming emissions that will be phased in starting in 2012. In order to effectively implement the cap, AB 32 directs the California Air Resources Board (CARB) to develop appropriate regulations and establish a mandatory reporting system to track and monitor global warming emissions levels. Additionally, AB 32 requires that CARB use the following principles to implement the cap: distribute benefits and costs equitably; ensure that there are no direct, indirect, or cumulative increases in air pollution in local communities; protect entities that have reduced their emissions through actions prior to this regulatory mandate; and allow for coordination with other states and countries to reduce emissions.

The DEIR should also heed the recent settlement of *Brown v. San Bernardino County* in which California Attorney General Jerry Brown challenged San Bernardino County's General Plan on CEQA grounds because it did not take GHG into account. As a result of the settlement, the County began a 30-month public process aimed at cutting greenhouse gas emissions attributable to land use decisions and county government operations. Under the newly approved Greenhouse Gas Emissions Reduction Plan, the county must: (1) inventory all known, or reasonably discoverable, sources of greenhouse gases in the county; (2) inventory the greenhouse gas emissions level in 1990, the current level, and that projected for the year 2020; and (3) set a target for the reduction of emissions attributable to the county's discretionary land use decisions and its own internal government operations.

Although the DEIR does contain some analysis of GHG, it does not go far enough. Specifically, the DEIR states that "[t]here are no currently established CEQA thresholds of

significance or regulatory thresholds for GHG emissions on a local, state, or national basis." DEIR, p. 4-108. However, as part of CARB's mandate under AB 32 and under its duties under CEQA, on October 24, 2008, it released its Preliminary Draft Staff Proposal (PDSP) of *Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*.[1] In the PDSP, CARB recommended that if industrial projects emit more that 7,000 metric tons of CO2 a year, an EIR should be prepared and all feasible greenhouse gas (GHG) mitigation measures be implemented. CARB believes that this threshold "will result in a substantial portion of the GHG emissions from new projects being subject to CEQA's mitigation requirement, consistent with a lead agency's obligation to 'avoid or minimize environmental damage where feasible.'" PDSP, p.5, *citing* California Code of Regulations, title 14, § 15021.

Although CARB is still developing a "proposal for an interim approach for thresholds for transportation projects," the DEIR should take the PDSP into account by both evaluating the Project's potential GHG impacts and developing further mitigation measures to offset the potential increase in GHG. This is particularly true in light of the fact that CO2 emissions from the construction sources alone go well above the 7,000 metric ton threshold. *See*, DEIR, p.4-116. Although the DEIR claims that there will be reduction in fuel consumption and thus CO2 emissions, operational emissions, however, should be calculated so that the induced demand created by the project is taken into account. Once the PDSP's proposed threshold is taken into account and operational emissions are based on induced demand, the mitigation measures stated in 4.4.8 should be amended to account for the increase in GHG emissions.

Cities appreciate this opportunity to comment and request that future documents be transmitted to the office of their counsel, Chevalier, Allen & Lichman, LLP at the above address.

Sincerely,

CHEVALIER, ALLEN & LICHMAN, LLP

Barbara E. Lichman

Barbara E. Lichman, Ph.D.

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[1] Almost contemporaneously with the PDSP, CARB issued its *Climate Change Proposed Scoping Plan: a Framework for Change*, as part of its milestones for the implementation of AB 32. Since the *Proposed Scoping Plan* does not take currently suggest any measures for aircraft and airports, we do not discuss it here.

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November 7, 2008

Via U.S. Mail and
email to dquilliam@lawa.org and crossfieldproject@lawa.org

Dennis Quilliam
Los Angeles World Airports
Airport and Facilities Planning
7301 World Way West, 3rd floor
Los Angeles, CA 90045-5803

Re: Draft Environmental Impact Report for LAX Crossfield Taxiway Project

Dear Mr. Quilliam:

We submit this letter on behalf of our client, the City of El Segundo, to comment on the Los Angeles World Airports ("LAWA") Draft Environmental Impact Report ("DEIR") for its Crossfield Taxiway Project proposed for Los Angeles International Airport ("LAX"). El Segundo has been an active participant in the LAX Master Plan process since its inception. In February of 2006, El Segundo, together with other petitioners, entered into a Stipulated Settlement Agreement with LAWA. El Segundo continues to monitor LAWA's efforts to implement the LAX Master Plan in order to ensure those efforts comply with the terms of the Master Plan and Stipulated Settlement Agreement. In keeping with that approach, and in the spirit of cooperation, we submit this comment letter on behalf of the City of El Segundo.

We previously submitted a May 12, 2008 comment letter on behalf of El Segundo commenting on LAWA's Notice of Preparation ("NOP") for the Crossfield Taxiway Project DEIR. LAWA thereafter released a revised NOP, and has now circulated the DEIR for public review and comment. We are pleased to see that both the revised NOP and the DEIR respond to some of the issues raised in El Segundo's comment letter on the initial NOP.

For example, El Segundo's NOP comment letter asked for additional information regarding existing uses and facilities that would be displaced by the proposed Crossfield

Taxiway Project. As requested by El Segundo, the DEIR provides detailed information regarding the uses and facilities that would be displaced, information regarding where those uses will be relocated and an analysis of associated environmental impacts.

Similarly, El Segundo's NOP comment letter questioned whether and to what extent the Project was one of the Master Plan projects previously evaluated at a programmatic level in the LAX Master Plan Environmental Impact Statement/Environmental Impact Report. We asked for guidance regarding how the Master Plan EIS/EIR evaluated the proposed Crossfield Taxiway Project. In response, the DEIR acknowledges that the Crossfield Taxiway Project is rarely referenced specifically in the LAX Master Plan and its EIS/EIR, but points out how it was part of that plan and its environmental analysis (including noise, airfield efficiency, safety and capacity). *See* DEIR at 2-12 through 2-21.

Thank you for your efforts to provide detailed and substantive responses to our prior comments. Although the DEIR represents a marked improvement over LAWA's initial NOP for the Crossfield Taxiway Project, some issues remain. El Segundo therefore respectfully submits the following comments:

Relationship to Airfield Balance. In our comments on LAWA's NOP for the Crossfield Taxiway Project DEIR, we noted that the City of El Segundo is interested in ensuring that aircraft operations at LAX are balanced between the north and south airfields. The need for balance is particularly important for noisy large aircraft ("heavies"), which have historically used the south airfield (close to El Segundo) more than the north airfield. The DEIR prepared by LAWA responds to this comment by noting that one of the benefits of the Crossfield Taxiway Project is that it will help air traffic controllers better balance aircraft arrivals between the north and south airfields. *See* DEIR at 2-11. The DEIR acknowledges, however, that "implementation of the CFTP will not substantially change the existing overall daily split in operations between the north and south runway complexes, nor will it materially change the existing imbalance in the number of heavy aircraft operating on the north and south runway complexes. The assignment of departing heavy aircraft to a particular runway is based primarily on runway length; Runway 7L/25R in the south complex is currently the longest runway at LAX and is the primary runway used for the departure of heavy aircraft. LAWA is currently evaluating options for improvements to the north runway complex, within the SPAS process, including the lengthening of runways to address that imbalance issue." DEIR at 2-11.

El Segundo appreciates this clarification regarding the relationship between the Crossfield Taxiway Project and airfield balance. The analysis provided further underscores the importance of completing the Specific Plan Advisory Study ("SPAS") process expeditiously. As El Segundo has previously pointed out, the delay experienced in that process is inconsistent with the clear timeline and language in the Stipulated Settlement Agreement. Additionally, the SPAS process must produce solutions for the north airfield that address the need for safety

improvements and better airfield balance. From the perspective of fairness, efficiency and safety, LAX simply cannot continue to operate in its current lopsided manner. The proposed Crossfield Taxiway Project should be seen as a first, small step towards addressing that serious problem.

New Large Aircraft ("NLA") Operations. The DEIR indicates that one objective of the proposed Crossfield Taxiway Project is to "provide a new crossfield taxiway designed to accommodate ADG VI aircraft (i.e., NLA such as the Airbus A380 and Boeing 747-8), recognizing that limited commercial operation of the A380 at LAX is scheduled to begin in October 2008 and is anticipated to increase substantially by early 2012."[1] DEIR at 2-21. The DEIR also provides detailed new information regarding how NLA are expected to utilize the airfield on arrival and departure, with and without the proposed Crossfield Taxiway Project. *See* DEIR Figs. 2-5, 2-6, 2-7 & 2-8.

Most notably, the DEIR makes clear that LAWA anticipates that NLA will routinely violate the longstanding preferential runway policy[2] in place at LAX, by departing from the runway closest to El Segundo (Runway 25L). *See* DEIR at 2-12 fn 7 ["As assumed in the Master Plan, NLA will depart only from Runway 25L, as Runway 25R does not meet separation standards between runway and Taxiway B/C for NLA."][3] & Figs. 2-6, 2-8. Prior to departure, NLA will also apparently use Taxiway A, which is located even closer to El Segundo than Runway 25L. NLA departures from Runway 25L, and the associated use of Taxiway A, will impose substantial adverse impacts on El Segundo residents, including increased noise and air pollution. LAWA must make every effort to avoid and reduce those impacts.

El Segundo recognizes that the problem of potential NLA departures from Runway 25L exists regardless of the proposed Crossfield Taxiway Project. As such, the problem must be addressed through other means. Specifically, LAWA must concentrate on operational changes and airfield modifications to address the problem. First, LAWA should undertake an exhaustive effort to identify operational modes that would allow NLA to arrive, taxi and depart without

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[1] In preparing the Final EIR, it should be noted that A380 operations have in fact begun at LAX.

[2] The purpose of the preferential runway policy is to place arrivals on LAX's outboard runways (Runways 25L and 24R) and place noisier departures on LAX's inboard runways (Runways 25R and 24L), farther from the communities north and south of the airport.

[3] The DEIR does not provide any specific citations to the Master Plan or its EIR/EIS to illustrate whether and to what extent those documents assumed NLA would depart from Runway 25L. El Segundo respectfully requests that LAWA provide that information in the Final EIR for the Crossfield Taxiway Project.

violating LAX's longstanding preferential runway policy. This may mean restricting other aircraft operations during NLA arrivals, taxiing and departures. LAWA may also need to seek variances from FAA for certain separation standards, as it has done elsewhere at LAX.

It is also important to note that although the Master Plan may have assumed that NLA would depart from Runway 25L (in violation of the preferential runway policy) for a short period of time prior to the construction of the north airfield improvements, the Master Plan should also have assumed that compliance with the preferential runway policy would be restored following the completion of those improvements. As such, it is disingenuous to imply, as the Crossfield Taxiway Project DEIR does, that the Master Plan assumed NLA would *permanently* depart from Runway 25L. Other Master Plan improvements can and must come on line to address the problem of potential NLA departures from Runway 25L. This further underscores the need for the SPAS process to proceed expeditiously to identify and implement north airfield improvements to replace those that received a "Yellow Light" in the Master Plan process.

Relationship to Midfield Satellite Terminal & TBIT Backsiding. El Segundo's comments on the NOP for the Crossfield Taxiway Project noted that from a planning and CEQA perspective, the Crossfield Taxiway Project should be evaluated together with and as part of the Midfield Satellite Terminal Project and the proposed construction of gates on the west side of Tom Bradley International Terminal ("TBIT Backsiding Project"). To do otherwise would appear to segment the overall project. In the DEIR, however, LAWA has elected to treat the Crossfield Taxiway Project as separate from the Midfield Satellite Terminal Project and TBIT Backsiding Project. *See* DEIR at 1-10, 1-19. For the reasons stated in El Segundo's NOP comment letter, we continue to believe that the proposed Crossfield Taxiway Project should be evaluated together with the Midfield Satellite Terminal Project and TBIT Backsiding Project in order to give decisionmakers and the public a more complete understanding of the improvements proposed for the midfield area.

Ground Run-Up Enclosures. As the DEIR notes, the Master Plan includes two ground run-up enclosures ("GREs"), which will make key contributions to the effort of reducing the airport's noise impact on its neighbors, especially El Segundo. DEIR at 2-29, 5-5; Master Plan FEIR at 3-82. While El Segundo is pleased to see that the Crossfield Taxiway Project includes a proposed position for one of these GREs, the project could be improved substantially by including actual construction of the facility, rather than merely siting.

Maintenance run-ups of aircraft engines contribute significantly to noise levels in El Segundo, particularly to single-event noise. Siting this GRE is an important step toward reducing such noise. El Segundo is, however, disappointed that LAWA proposes to delay constructing the facility indefinitely until the time of the construction of the Midfield Satellite Concourse. El Segundo believes that LAWA would better advance the goal of reducing the airport's noise impacts by providing a concrete schedule for building the GRE.

This timeframe should not link GRE construction to the Midfield Satellite Concourse project. Because that project has been delayed indefinitely, such a link would provide El Segundo and other neighboring jurisdictions with no assurance that LAWA will ever build the GRE. Meanwhile, the ancillary facilities presently located at the Midfield Concourse do not provide the sound attenuation of GREs, and El Segundo consequently continues to suffer the noise effects of run-ups. The construction of the Crossfield Taxiway and its accompanying remain overnight parking spots for aircraft presents an excellent opportunity to begin planning for the construction of the proposed GRE.

As the DEIR notes, the GRE will be 1000 feet closer to El Segundo than the Master Plan proposal, thus somewhat reducing its effectiveness in protecting the City from run-up noise. LAWA could mitigate this reduction with a commitment to a timeframe for building the GRE. That commitment, along with policy or regulations requiring all run-ups to occur in the new GRE, would promise El Segundo substantial relief.

If LAWA insists on delaying GRE construction indefinitely, we would ask that the airport not designate the future site of the facility as a fifth remain overnight spot. El Segundo is concerned that if the site were used for aircraft parking during the interim before GRE construction, the users of the site might resist future proposals to fulfill the Master Plan's commitment to building the GRE. The Crossfield Taxiway Project would displace only four such parking spots, so there would be no burden to users if the project provided four in replacement and reserved the fifth exclusively as a GRE site. Moreover, once the GRE is built, it potentially could be used for a remain overnight parking during times when no carrier has scheduled the GRE for run-up purposes.

It is important to note that the Master Plan's provision for GREs has also been addressed in recent discussions between LAWA and El Segundo regarding the airport's variance from state noise standards. As you know, LAX cannot meet these standards and therefore may not operate without a variance granted by Caltrans. A plan for constructing the GRE now, rather than at an uncertain future phase of Master Plan development, could facilitate the variance process by demonstrating LAWA's commitment to reducing its noise impact on surrounding communities.

Thank you for providing this opportunity to comment on the Crossfield Taxiway Project DEIR. Please feel free to contact me, should you have questions about any of the foregoing comments.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Gabriel Ross For

OSA L. WOLFF

cc: City of El Segundo City Council

[\\Smw\VOL1_DATA\EESEGUN\Crossfield Taxiway\DEIR Comment Letter (11.7.2008 draft).wpd]

From: Landlord Solutions
[mailto:Contract&PerformanceSiteAssurance@sprint.com]
Sent: Friday, October 24, 2008 1:50 PM
To: Cross Field Project
Subject: Unidentified Site

To whom it may concern:

Please see the attached notice rcvd by LLS; this notice does not include the Sprint Nextel site identification number, please provide so that I may submit for processing.

Thank You,
Landlord Solutions
Sprint Nextel Property Services
Mailstop: KSOPHT0101-Z2650
6300 Sprint Parkway
Overland Park, KS 66251
Toll Free 800-357-7641
Fax 913-523-9735

General reminders:
- Changes in Ownership, name, or address need to include an updated W9.
- All requests for documentation must be in writing: on letterhead with signature of current payee or representative.
- All correspondence must have Sprint Site ID numbers, site addresses, and contact information for most efficient and alacritous service.

Los Angeles World Airports

PUBLIC REVIEW AND COMMENT

Los Angeles World Airports (LAWA) has prepared a Draft EIR for the Cross Field Taxiway Project (CFTP). The CFTP would add or relocate airfield facilities, including taxiways, aircraft parking spots and a ground vehicle parking lot; include a new vehicle service road and utility corridor; realign and suppress a portion of World Way West; and construct a new fire station/aircraft rescue and fire fighting facility. The Draft EIR will be available for public review on September 25, 2008. The CFTP EIR will be available for review at the locations listed below.

Westchester Branch Library 8946 Sepulveda Eastway Westchester, CA 90045	Dr. Mary McLeod Bethune Regional Branch Library, 3900 S. Western Avenue Los Angeles, CA 90062	Culver City Library 4975 Overland Avenue Culver City, CA 90230	El Segundo Library 111 W. Mariposa Avenue El Segundo, CA 90245
Inglewood Library 101 W. Manchester Blvd Inglewood, CA 90301	Hawthorne Library 12700 Grevillea Avenue Hawthorne, CA 90250	Lennox Library 4350 Lennox Boulevard Lennox, CA 90304	Los Angeles World Airports website www.lawa.org "Projects – Publications"

Written Comments can be submitted at the public workshop; via e-mail to crossfieldproject@lawa.org; or to the following address:
Los Angeles World Airports, Airport and Facilities Planning – Attention: Dennis Quilliam
7301 World Way West, 3rd Floor, Los Angeles, CA 90045-5803
Comments must be received by LAWA no later than: 5:00 p.m., Pacific Time, Monday, November 10, 2008.

To purchase a copy of the document, please contact: Printco Graphics, Inc. - (323) 727-6868. Email: ron@printcoia.com

PUBLIC WORKSHOP: A public workshop will be held by LAWA to afford interested parties the opportunity to review and inquire about the Draft EIR in addition to the opportunity to submit written comments as described above. **No decisions regarding the project will be made at the workshop.** The public workshop 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 public workshop, by calling the LAX Stakeholder Liaison Office at (800) 919-3766. The workshop will be held as follows:

When: **Wednesday, October 15, 2008, from 5:00 p.m. to 7:00 p.m.**
Where: **Flight Path Learning Center - Imperial Terminal, 6661 W. Imperial Highway, Los Angeles, CA 90045**

For further information or questions regarding this project, contact Dennis Quilliam at (310) 646-7614, Ext. 1017.
Si necesita asistencia en Español, favor comunicarse con Evelyn Y Quintanilla al (310) 646-7690.

0000000101 0001352730

Los Angeles World Airports

Stakeholder Liaison Office
One World Way, Room 224
Los Angeles, CA 90045

0000000101 0001352730

X109-27-2008

Cox Communications PCS LP Sprint Site Assurance In
Management Sprint Lease, **Duty Officer**
6391 Sprint Parkway Mall Stop KSOHT0101-Z2650
Overland Parkway, KS 66251-2650

CFTP-PC00001

LAX EXPANSION NO

ARSAC Alliance for a Regional Solution to Airport Congestion

322 Culver Blvd., #231 Playa del Rey, CA 90293

www.RegionalSolution.org

November 10, 2008

Dennis Quilliam, City Planner
City of Los Angeles
7301 World Way West, 3rd floor
Los Angeles, CA 90045

Re: Los Angeles International Airport (LAX) Crossfield Taxiway Project City of Los Angeles Los Angeles City File No. AD 034-08 September 2008
Draft Environmental Impact Report (Draft EIR) [State Clearinghouse No. 2008041058]

References: 1. Comment letter addressing CFTP NOP (City Clerk # AD-11-08).
2. ARSAC Comments letter to NOP No. 1997061047 re: Notice of Preparation of a Draft Environmental Impact Report (SCH No. 1997061047), Los Angeles International Airport (LAX) Master Plan Specific Plan Restudy dated 6-17-2008 to Herb Glascow, LAWA Planning.
3. LAX Master Plan Program and EIR approved by the Los Angeles City Council in December of 2004.

Dear Sir:

The general comments in this letter are supplemented by pages of detailed attachment comments for specific areas in the subject draft EIR. As stated in the draft EIR, all comments made to the LAX Master Plan Alt. D Final EIR are incorporated by reference. ARSAC maintains our general support for this project as noted in our reference 1 comments, but we have concerns about this EIR and some of the precedents that it is attempting to create about the approval process. The most critical issues not adequately addressed are noise and air pollution.

We acknowledge the importance of LAX to all of the region continue to seek full cooperation with LAWA to develop an airport for which we can all be proud that is not another expansion with greater community impacts. We also seek a regional network of traveler convenient airports.

This subject EIR for the Crossfield Taxiway Project (CFTP) addresses several elements in addition to taxiway C13 and differs from the NOP which gave far less detail. The NOP included two taxiways. This EIR includes additional roadway changes, a new fire station with police facility, a new overnight parking for aircraft, and a new, larger vehicle parking lot plus changes to World Way West. We were originally told that the taxiways S and Q would be removed as part of the midfield terminals facility upgrade, but this EIR doesn't identify any schedules or include associated information.

We have a general dispute with the way in which EIR tiering is being utilized as noted in our objections in reference 2, Section A. The proposed changes are clearly substantial and go well beyond "minor additions" to the Master Plan. All public comments made addressing the reference 3 document with specifics about the impacts in this EIR are incorporated by reference.

CFTP-PC00002

LAX EXPANSION NO

ARSAC Alliance for a Regional Solution to Airport Congestion

322 Culver Blvd., #231 Playa del Rey, CA 90293

www.RegionalSolution.org

We thank you for providing a copy of the draft EIR for review. We repeat our request that future document discs, like the one you provided, not be password protected to preclude searches and annotations.

For future projects similar to this one, we would hope that LAWA will release the information about project details to the public in a less piece-meal fashion and will hold more frequent Specific Plan Amendment Committee meetings to vet future ideas.

We thank you for the opportunity to comment on this document and welcome your interchange of ideas.

Sincerely,

Denny Schneider
President

Attached detail comments—186 pages
Copy of the Reference 2 ARSAC Comments

CFTP-PC00002

1. INTRODUCTION

This document is a project-level tiered Draft Environmental Impact Report (Draft EIR) for the proposed Crossfield Taxiway Project (CFTP) at Los Angeles International Airport (LAX). LAX is owned and operated by the City of Los Angeles, whose Board of Airport Commissioners oversees the policy, management, operation, and regulation of LAX, as well as Ontario International Airport, Van Nuys Airport, and Palmdale Regional Airport. Los Angeles World Airports (LAWA) is a self-supporting administrative department of the City of Los Angeles charged with administering the day-to-day operations of LAX. This Draft EIR has been prepared by LAWA as the lead agency in conformance with the California Environmental Quality Act (CEQA).[1]

The CFTP is located within the boundaries of LAX. **Figure 1-1** shows the regional location of LAX and **Figure 1-2** shows the local setting of the airport. The CFTP involves certain airfield improvements that are included within the LAX Master Plan, which was approved by the Los Angeles City Council in December 2004. **Figure 1-3** shows the location of the CFTP relative to the approved Master Plan. The LAX Master Plan provides a conceptual strategic framework for a variety of improvements to occur throughout the airport in light of specific existing and anticipated needs at LAX. Concurrent with the approval of the LAX Master Plan was the certification of the LAX Master Plan Final EIR, which addresses the environmental impacts associated with the LAX Master Plan improvements. As a programmatic level EIR, the LAX Master Plan Final EIR was prepared and certified by LAWA for the entire LAX Master Plan. In accordance with CEQA, subsequent activities occurring within the program (i.e., the Master Plan) are examined in light of the program EIR to determine whether an additional environmental document must be prepared. As further described later in this section, LAWA determined that detailed design, engineering, and construction plan information recently developed for the CFTP provides the ability to address certain impacts, particularly construction-related impacts, that are not otherwise addressed in the LAX Master Plan EIR. As such, this Draft EIR provides additional project-specific information on the environmental effects of the CFTP, focusing on potentially significant environmental effects of the CFTP that may not have been fully addressed in the LAX Master Plan Final EIR, and summarizing where and how other environmental impacts associated with the CFTP are addressed in the LAX Master Plan Final EIR. Pursuant to the CEQA Guidelines,[2] the information presented in this EIR is "tiered" off of the information presented in the LAX Master Plan Final EIR and provides the new or revised information necessary to describe the specific environmental effects associated with the CFTP that were not otherwise addressed in the LAX Master Plan Final EIR.

In addition to addressing the environmental impacts associated with the CFTP, this Draft EIR describes the relationship of the CFTP to other LAX Master Plan improvement projects nearby that are currently being advanced into implementation, such as the reconfiguration of the Tom Bradley International Terminal (TBIT), including development of new aircraft gates on the west side of TBIT, and the development of the Midfield Satellite Concourse. It also describes the LAX Specific Plan Amendment Study (SPAS), for which a separate EIR is currently being prepared by LAWA, and explains how that study applies to certain improvements within the LAX Master Plan, but not the CFTP.

1.1 Summary of Proposed Project

This chapter provides a summary of the CFTP. The project construction and scheduling are described in greater detail in Chapter 2 of this EIR.

The approved LAX Master Plan includes, among other things, the proposed construction of a crossfield taxiway between the north runway complex (i.e., Runways 6L/24R and 6R/24L) and the south runway complex (i.e., Runways 7L/25R and 7R/25L) and an associated connection to, and extension of, the existing Taxiway D. As part of the CFTP, a new vehicle service road would be constructed parallel to and

1 California Environmental Quality Act, Public Resources Code Section 21000, et seq.
2 California Environmental Quality Act Guidelines, California Code of Regulations, Title 14, Section 15000, et seq.

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Summary of Comments on D

Page: 13

Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/23/2008 11:23:10 AM -07'00'
change names to LA/Ontario and LA/Palmdale

Number: 2 Author: Denny Portable 4-08 Subject: Highlight Date: 10/23/2008 11:24:57 AM -07'00'

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 12:11:10 PM
1.0 We don't believe that this project can be disassociated from the SPAS because it involves connections to the north runway complex and these changes affect all of the other projects.

Number: 4 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 12:12:50 PM
Where (what specific paragraphs) in Alt D Mast Plan does it specify this project? I agree that this is desirable, but where in the settlement agreement did we agree to this element?

Prior discussion, including the NOP talked about C13/C14. On what basis is this separated out without identifying when C14 is to be constructed, if at all?

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immediately west of the new crossfield taxiway, identified as Taxiway C13. Construction of these proposed improvements would require removal and potential relocation of certain ancillary and support facilities. To facilitate construction and operation of Taxiway C13, World Way West would need to be realigned and suppressed below grade at the intersection with Taxiway C13 and the proposed adjacent service road, requiring construction of two bridge facilities (i.e., one bridge structure for the new taxiway and one bridge structure for the new adjacent service road). A utility corridor (utilidor) would be constructed adjacent to the World Way West alignment. Existing "remain overnight" (RON) aircraft parking locations within the proposed alignment of Taxiway C13 would be resituated to a new location adjacent to Taxiway C13. A vehicle parking lot would be constructed just west of the main project area to replace the American Airlines employee parking lot that currently occupies the area proposed for the resituated RON. Also occurring in conjunction with the aforementioned taxiway improvements would be the construction of a new fire station/aircraft rescue and fire fighting (ARFF) facility.

Additional information regarding the characteristics of the CFTP, along with figures depicting the project and the proposed construction phasing, are provided in Chapter 2, *Project Description*, of this Draft EIR.

1.2 Relationship to LAX Master Plan

1.2.1 LAX Master Plan and EIR

In December 2004, the Los Angeles City Council approved the LAX Master Plan and related entitlements for the future development of LAX. The LAX Master Plan provides the first major new facilities for, and improvements to, the airport since 1984, and plans how projected growth in passengers and cargo at LAX can be accommodated, in part, through the year 2015. The approved LAX Master Plan includes airfield modifications, development of new terminals, and new landside facilities to accommodate passenger and employee traffic, parking, and circulation. The LAX Master Plan serves as a broad policy statement regarding the conceptual strategic planning framework for future improvements at LAX and working guidelines to be consulted by LAWA as it formulates and processes site-specific projects under the LAX Master Plan program.

The development of the LAX Master Plan was completed in three main phases and included an exhaustive iterative process during which LAWA reviewed a wide range of alternatives before selecting a preferred development program known as Alternative D. A brief summary of each of the three main phases is provided below.

- Research (Phase I): During this phase of the study, completed in December 1995, existing airport conditions at that time were defined, future demand was estimated, and the public consultation process was initiated. It was estimated that the unconstrained demand for air service at LAX by 2015 would be 98 million annual passengers and 4.2 million annual tons of cargo. During this phase, the Master Plan preparation process extensively analyzed existing and projected future activity levels at the airport. (Please also see Chapter 2 of the LAX Master Plan Final EIR and Chapter 3 of the Draft LAX Master Plan.)
- Concept Development (Phase II): This study phase was initiated in the fall of 1995 to evaluate facility requirements and to develop an airport layout for LAX to serve, in whole or in part, the forecast passenger and cargo demand. The concept development process involved policy decisions and design tradeoffs that spanned over five years and included dozens of options in order to achieve the best balance possible to serve the airport needs of the region and those of the differing stakeholders. As the process progressed, agency and public meetings and workshops were held to inform concerned parties of the progress and findings of the study and encourage participation in the process. As a result of public input, two of the initial four concepts were eliminated, and others were put forward. Three build alternatives and the No Action/No Project Alternative were initially moved forward to the third and final phase of the LAX Master Plan process and a fourth build alternative was later added to the process, following the events of September 11, 2001.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 12:13:35 PM
If history of the Master Plan is to be written, then the Settlement must also be identified in this section, not a one liner several pages later that it happened.

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 12:15:10 PM
The unconstrained 1995 growth requirement at LAX did not assume significant air commerce regionalization. What would the value have been if regionalization had been instituted? In fact, what regionalization effort is planned? This was due as part of the Settlement almost two years ago.

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 12:19:04 PM
The communities surrounding LAX were substantially ignored in the Concept phase and answers to their EIR questions were never answered. Numerous deficiencies of the "authorized" EIR were never remedied. If LAWA is fleeing off this document do they plan to address them? LAWA in that period of time briefed several different programs all described as Alt D and allowed it to change as the "wind blew" to get approvals. Several meetings with different information were held—and even recorded—but subsequent documents seldom acknowledged or were changed based on public comment. These meeting were more to "fill the square" than to get real input.

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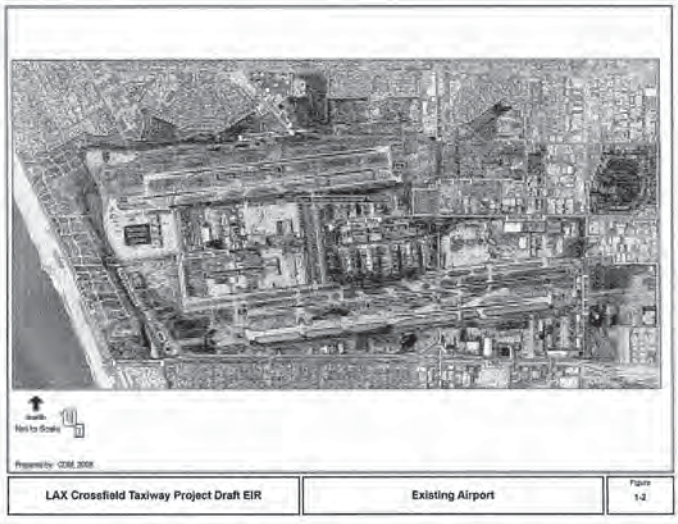

LAX Crossfield Taxiway Project Draft EIR	Existing Airport	Figure 1-2

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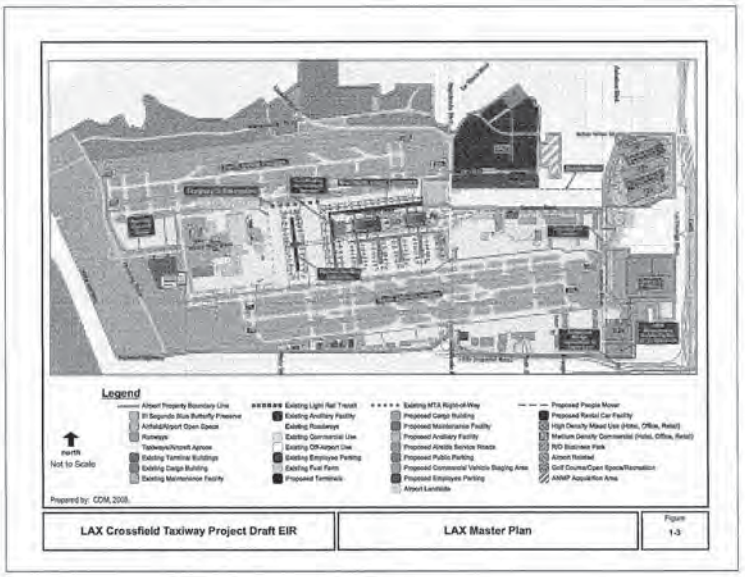
Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/23/2008 1:50:05 PM -07'00'
How could this annotated satellite image not be to scale? Note that this "existing" airport drawing does not include a completed center line taxiway that was announced "complete" about six months ago. Can't LAWA afford a current satellite image?



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Page: 19

Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/23/2008 1:56:46 PM -07'00'
Since this proposed employee parking is off of World Way West and the new midfield taxiway bridges this road, will there be any impacts? What noise will be conferred on the communities to the north and south as the aircraft taxi in this new location?

Regarding this employee parking: will this be a single story, ground level lot? How many spaces and how much traffic will this create?

- Environmental Review and Approval (Phase III): Phase III of the LAX Master Plan Study included a thorough evaluation of the potential environmental effects associated with the four build alternatives, in accordance with federal and State of California environmental review procedures. The environmental review process was conducted as a joint Environmental Impact Statement (EIS), under federal environmental law, and Environmental Impact Report (EIR), under California law. The EIS/EIR provided descriptions of the environmental conditions in and around LAX, analyzed the potential impacts of the improvements associated with each alternative on the physical environment, and recommended mitigation measures to address potential impacts. The Draft EIS/EIR addressing three build alternatives and the No Action/No Project Alternative was released for public and agency review in January 2001, and the Supplement to the Draft EIS/EIR, addressing the fourth build alternative, was released for public and agency review in July 2003. All four of the build alternatives included new crossfield taxiways and associated taxiway improvements, with the locations and designs of those taxiway improvements being tailored to the overall airfield configuration of each alternative. The currently proposed CFTP is reflected in the airfield plan for Alternative D, which was ultimately selected as the approved LAX Master Plan.

The LAX Master Plan Final EIR, which addressed four build alternatives and the No Action/No Project Alternative, was then developed on the basis of the Draft EIS/EIR, the Supplement to the Draft EIS/EIR, public and agency comments received on both documents, and written responses to those comments. The LAX Master Plan Final EIR, as well as the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP) identifying LAX Master Plan mitigation measures and commitments, were published in April 2004. A revised MMRP and an Addendum to the LAX Master Plan Final EIR were published in September 2004. Three additional LAX Master Plan addenda were published in early December 2004, prior to certification of the LAX Master Plan Final EIR by the Los Angeles City Council on December 7, 2004.

In January 2005, a number of lawsuits challenging the approval of the LAX Master Plan Program were filed. In early 2006, the City of Los Angeles and plaintiffs gave final approval to a settlement of the subject lawsuits. As part of the Stipulated Settlement, LAWA is proceeding with the SPAS process to identify potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects[3] were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX Master Plan.

1.2.2 LAX Master Plan Implementation

As indicated above, the LAX Master Plan provides a comprehensive long-term plan for a variety of major improvements throughout the airport, including airside facilities (i.e., the airfield area) and landside facilities (i.e., roads, parking areas, terminals, etc.). The LAX Master Plan EIR addresses the environmental impacts associated with those improvements, both in terms of impacts specific to particular improvements, such as noise impacts to hotels along the route of the proposed Automated People Mover, as well as impacts resulting from a combination of improvements, such as traffic impacts resulting from a combination of roadway system changes and project-related changes in passenger activity levels, as appropriate. As such, the public, agencies, surrounding jurisdictions, and decision-makers have been provided with a comprehensive look at the long-term plan for improvements at LAX and the environmental impacts associated with those improvements. As is the case for most, if not all, large-scale long-term improvement plans, implementation of the LAX Master Plan will occur in increments over many years, with the nature and timing of each improvement or set of improvements to be determined based on a number of considerations including, but not limited to, funding considerations, relationship to existing facilities, and relationship to future facilities identified in the plan. The first improvement to be

3 As further discussed in Section 3.3.2, "Yellow Light Projects" are a subset of the LAX Master Plan projects that are subject to special approval procedures. The Yellow Light Projects include: the Ground Transportation Center (GTC); Automated People Mover (APM) 2 from the GTC to the Central Terminal Area (CTA); demolition of CTA Terminals 1, 2, and 3; North Runway re-configuration, including center taxiways; and, on-site road improvements associated with the GTC and APM 2.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 12:22:33 PM
There was never a "thorough evaluation" of the four build alternatives--only a severely flawed one. Is LAWA planning to address this? Which paragraphs of the defective EIR is it relying on? Please note the paragraphs that identify those impacts (and mitigations) of the crossfield taxiway. In one of the last addendums there was a discussion of Alternative E (Community Plan) but it notes that LAWA couldn't answer most questions because they couldn't contact anyone who helped to generate it even though all of our contact information is on every comment we have made for years. If you go back to Alt E which was later modified to Alt E-1 when RAND debunked the idea of Manchester Square, you will note that it coincides with much of the ideas that everyone now agrees with.

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/23/2008 2:08:21 PM -07'00'
Why has the SPAS Committee never met to address this crossfield taxiway or redesign of TBIT?

Has LAWA addressed modifications of impacts for this project if the "Green Lighted" projects are not completed as approved?

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/23/2008 2:11:22 PM -07'00'
Section 1.2.2 states "EIR address the environmental impacts associated with those improvements, both in terms of impacts specific to particular improvements..." How is this possible if LAWA is still changing these items? What paragraphs in the EIR specifically address these items?

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implemented under the LAX Master Plan was the South Airfield Improvement Project (SAIP), which started construction in March 2006 and was completed in June 2008. The SAIP provided for much needed improvements to the runway and taxiway system in the south airfield to address high-priority safety and efficiency issues in that portion of the LAX airfield, consistent with approved LAX Master Plan. The CFTP is the second airport improvement project to be processed under the LAX Master Plan. Similar to the SAIP, implementation of the proposed CFTP improvements both addresses an existing need and is an integral part of the approved LAX Master Plan that was addressed in the LAX Master Plan EIR and is now being implemented.

The SAIP and the CFTP are only two of many airfield improvements contemplated in the approved LAX Master Plan. As noted above, the nature, scope, and timing of implementing the various improvements at LAX take into account a number of considerations including the relationship of a proposed improvement to existing and future facilities at LAX. In the case of the CFTP, the subject improvements will occur in an active portion of the existing airfield that is primarily occupied by a variety of airside and non-airside related structures, service roads, and aircraft apron and taxilane/way areas. The midfield portion of the airport, within which the CFTP is situated, is identified in the LAX Master Plan as the location of several major improvements including development of the future Midfield Satellite Concourse (referred to as the "West Satellite Concourse" in the LAX Master Plan EIR) and adjacent dual crossfield taxiways, and the development of aircraft contact gates on the west side of TBIT and additional passenger holdroom area within TBIT. In light of the existing and planned facilities within the midfield area, LAWA is proceeding with the detailed planning, engineering, and design of the CFTP for immediate implementation and is coordinating that improvement project with the other Master Plan improvements planned to occur in the midfield area in the next few years. The specifics of the CFTP are presented in Chapter 2, *Project Description*, of this EIR and the characteristics and relationship of the other midfield improvements are described in Chapter 3, *Overview of Project Setting*. As described therein, these major improvements to the midfield area have long been contemplated as part of the approved LAX Master Plan and the environmental impacts associated with such improvements were addressed in the LAX Master Plan Final EIR.

While the major improvements planned for the midfield area are currently being advanced into more detailed planning, engineering, design, and construction, consistent with the approved LAX Master Plan, certain elements of the LAX Master Plan are currently being reevaluated as part of the SPAS. The SPAS will identify and evaluate alternatives to certain elements of the LAX Master Plan that are referred to as "Yellow Light Projects." Based on input from the public and the LAX SPAS Advisory Committee, several alternative concepts for the Yellow Light Projects have been formulated and LAWA is currently preparing an EIR to address the potential impacts associated with each alternative. The CFTP is not, however, a Yellow Light Project and it is not anticipated that the SPAS will materially affect, or be affected by, the CFTP, as further explained in Section 3.3.2, *LAX Specific Plan Amendment Study*.

1.2.3 Environmental Review in Light of LAX Master Plan EIR

Section 15168(a) of the CEQA Guidelines provides for the use of a program EIR to address a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same regulatory authority and having generally similar environmental effects which can be mitigated in similar ways. The LAX Master Plan, which provides for a variety of related actions within LAX that are under the authority of LAWA and are governed by a common set of criteria (i.e., the LAX Specific Plan and LAX Plan), is particularly well suited to the CEQA construct for use of a program EIR.

In the processing of subsequent activities in the program, Section 15168(b) of the CEQA Guidelines requires that the activities be reviewed in light of the program EIR to determine whether an additional environmental document must be prepared. In conducting such a review, Section 15162 of the CEQA Guidelines sets forth several criteria for determining whether a subsequent EIR needs to be prepared. One of the criteria pertains to the question of whether new information of substantial importance, which

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/23/2008 2:12:17 PM -07'00'
SAIP Competed in June? Wasn't there a ceremony in March declaring completion?

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/23/2008 2:16:28 PM -07'00'
Section 1.2.2 states that the CFTP addresses improvements within the Master Plan, but the settlement does not "Green Light" runway movement on the north, nor identify the associated taxiways as "Green Light." On what basis has LAWA placed this in that category?

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/23/2008 2:28:25 PM -07'00'
Section 1.2.2 Since LAWA has stated that the SAIP and CFTP are but two of many airfield improvements, where has the totality of these changes been delineated along with proposed timing? LAWA states in the paragraph that they contemplate "adjacent dual crossfield taxiways... "Where has LAWA addressed the potential impacts on the overall impacts if one, or some, of these changes is not implemented as delineated? What does "next few years" mean?
Portions of the CFTP could be construed as Yellow Light since they are associated with the north runway which IS a Yellow Light project. Since airside ground operational impacts of the yellow light projects are of concern, the statement that this CFTP will not materially affect the airport is NOT accurate.

Number: 4 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/28/2008 10:17:13 AM -07'00'
See section 15168(b) for actual requirements

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was not known at the time of the previous EIR, indicates that: (1) the project will have one or more significant effects not discussed in the previous EIR; (2) significant effects previously examined will be substantially more severe than shown in the previous EIR; (3) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt them; or (4) mitigation measures or alternatives considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt them. As described in greater detail below, the recent development of detailed design, engineering, and construction plans for the CFTP provides information that was not available at the time of the LAX Master Plan EIR. Such new information now allows for a more detailed evaluation of certain impacts, particularly those that are construction-related, and the relatively new practice of addressing impacts associated with greenhouse gases. These considerations provide the bases for LAWA's determination that an additional EIR is required for the CFTP.

Where a program-level environmental document has been prepared, such as in the case of the LAX Master Plan EIR, CEQA encourages the public agency to "tier" subsequent project-level environmental analyses from that document.[4] Section 15152(a) of the CEQA Guidelines describes the tiering approach as follows:

> "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

Additionally, Section 15168(d)(3) of the CEQA Guidelines provides that a program EIR can be used to simplify the task of preparing environmental documents for later activities by having the EIR focus solely on new effects that had not been considered before.

Based on the above, this Draft EIR for the CFTP is "tiered" from, and incorporates by reference, the LAX Master Plan Final EIR and focuses on those effects not previously considered in the Master Plan EIR. The LAX Master Plan Final EIR is available for public review at Los Angeles World Airports, Facilities and Environmental Planning Department, One World Way, Los Angeles, CA 90045 or via the internet at www.laxmasterplan.org.

As identified in the August 7, 2008, Revised Notice of Preparation (NOP) for this project-level EIR, LAWA initially determined, based on an preliminary review of the CFTP, that five categories of environmental resources could potentially be affected by construction of the project and require additional review that was not otherwise provided in the LAX Master Plan Final EIR.[5] These five categories of environmental resources included traffic, air quality (including human health risks), noise, surface water quality, and hazardous materials/waste. Additional review conducted in conjunction with the preparation of this Draft EIR determined that minimal additional analysis was required for the noise, surface water quality, and hazardous materials/waste environmental topics, beyond that provided in the LAX Master Plan Final EIR. This additional review identified one new area of analysis not included in the NOP, biotic communities. **Table 1-1** summarizes the results of LAWA's review of the CFTP in light of the LAX Master Plan EIR. The subject table briefly summarizes: (1) where within the Master Plan EIR the environmental impacts of relevance to the CFTP are considered; (2) whether the CFTP as currently proposed poses the potential to result in new significant impacts that were not considered in the Master Plan EIR, result in a substantial increase in the severity of previously disclosed significant impacts, or be subject to new or substantially different mitigation measures or alternatives that the project proponents decline to adopt; and (3) where within the CFTP Draft EIR the subject impact area is discussed. With regard to the last column,

[4] California Public Resources Code Section 21093.
[5] A Notice of Preparation (NOP) for the CFTP EIR was originally published on April 10, 2008. In conjunction with continuing planning and engineering refinement for the project, the development of a new ARFF and a replacement parking lot was identified. A Revised NOP describing those additional elements of the project was subsequently published.

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Number: 1 Author: Denny Portable 4-08 Subject: Highlight Date: 11/9/2008 12:23:42 PM
Reasons for a full EIR review instead of a tiering...

Number: 2 Author: Denny Portable 4-08 Subject: Highlight Date: 11/9/2008 12:26:28 PM
Many of the issues were touched on, but not addressed in the previous EIR. By reference, as in this document, we refer you to the thousands of pages of public comments that found faults with methods, data collected, and conclusions of impacting assessments.

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/28/2008 10:22:56 AM -07'00'
In view of the settlement and the previous EIR deficiencies can they apply section 15166(d)(3) to ignore all impacts previously reviewed?

Number: 4 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/28/2008 10:29:35 AM -07'00'
Footnote 5 talks about development of a new ARFF. What's an ARFF?

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environmental disciplines that warrant new analysis are included in Chapter 4, *Setting, Environmental Impacts, and Mitigation Measures*, of the CFTP EIR. For those environmental disciplines that did not warrant new analysis, a summary discussion of the findings of the LAX Master Plan EIR, and their relevance to the CFTP, is provided in Chapter 5, *Other Environmental Resources*.

As a result of the preliminary review, this EIR for the CFTP focuses primarily on the construction-related impacts related to surface transportation, air quality, and human health risks. In addition, based on field surveys of the undeveloped portions of the CFTP site conducted after the preliminary review, construction related impacts to sensitive plant species are also addressed. For the most part, operations-related impacts associated with the project have been addressed in the LAX Master Plan EIR, although some additional discussion of certain operational impacts is provided in this EIR. The one notable example is an analysis of changes in greenhouse gas emissions that are attributable to operation of the CFTP.

1.3 Organization of this EIR

This EIR follows the preparation and content guidance provided in CEQA and the State CEQA Guidelines. Chapters 1 through 5 are provided in Volume 1. Appendices are included in Volume 2. Listed below is a summary of the contents of each chapter of the report.

Chapter 1 -- Introduction

This chapter provides a summary of the proposed project components and the relationship of the project to the LAX Master Plan. Also included is a summary of the environmental analysis.

Chapter 2 -- Project Description

This chapter presents detailed information pertaining to the description of the project, including the results of a ground movement analysis that characterizes existing conditions and describes how those conditions would be addressed by the taxiway improvements proposed in the CFTP; the objectives of the proposed project; and the specific characteristics of the CFTP. Also provided in this chapter is a description of the intended uses of this EIR as related to specific approvals needed for implementation of the proposed project.

Chapter 3 -- Overview of Project Setting

This chapter provides an overview of the existing land use and environmental setting relevant to the CFTP. This chapter also describes other projects proposed in the nearby area that may, in conjunction with the CFTP, result in cumulative impacts on that existing setting.

Chapter 4 -- Setting, Environmental Impacts, and Mitigation Measures

The introductory portion of Chapter 4 describes the analytical framework for the environmental review of the CFTP. The remainder of the chapter includes detailed analysis of the environmental impacts of the project on surface transportation, air quality, human health risk, global climate change, and biotic communities.

Chapter 5 -- Other Environmental Resources

Chapter 5 provides an assessment of environmental impacts associated with the development of the CFTP related to those environmental topics not addressed in Chapter 4. In accordance with Sections 15152 and 15168 of the CEQA Guidelines, the information presented in this chapter is primarily for disclosure and informational purposes, because the construction impacts of the CFTP on these environmental resources were accounted for and addressed in the LAX Master Plan Final EIR and Addenda to the Final EIR.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/28/2008 10:40:05 AM -07'00'
LD Not all operational impacts of the original EIR were addressed. One example is the movement of noise into new portions of the community due to traffic in both directions as aircraft move from one runway complex to the other. The amount of noise and pollution is aircraft mix and frequency dependent which could not have been completed since the flight mix was only recently prepared and not yet released for assessment.

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 1:54:42 PM
Action: Discuss how ground movement analysis from previous EIR (ie SAIP); how does it compare to the results of the original NASA study?

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/28/2008 10:50:05 AM -07'00'
In Chapter 3 Overview of Setting, make sure that the details of the equipment, underground sewers, pipes, and geology are discussed. Also what above ground uses are in place and the lengths of leases for uses.

Number: 4 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/28/2008 10:51:45 AM -07'00'
In Chapter 4 assess how the air quality apportionment studies fit into the overall impacts. Again fleet mix and frequency assumptions are critical.

Number: 5 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/28/2008 10:54:11 AM -07'00'
Since Chapter 5 is where the construction controls are identified make sure that the controls are clearly identified and have at least the same as SAIP with hours of operation, clearly delineated routes for trucks, procedures for limiting traffic by workers during peak hours, etc.

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Table 1-1

Initial Review of the Crossfield Taxiway Project in Light of the LAX Master Plan EIR

Environmental Issue	What analysis is provided in the LAX Master Plan EIR for each environmental issue and how does the LAX Crossfield Taxiway Project (CFTP) relate to that issue and analysis?	Would the CFTP result in a new significant impact, a substantial increase in the severity of a significant impact, or in a new or substantially different mitigation measure or alternative not adopted by this project proponents?	CFTP EIR - Relevant Section
Noise	4.1, 4.2: Noise impacts from aircraft, roadway vehicles, the Automated People Mover (APM), and construction were addressed, significant or potentially significant impacts were identified for each type of noise source, and mitigation measures were recommended. Unavoidable significant impacts were identified relative to aircraft noise (i.e., outdoor living areas within the 65+ CNEL contour) and construction near sensitive receptors. CFTP site is not near any sensitive noise receptors and implementation of the CFTP would not change existing airport operations relative to the aircraft flights that define the CNEL contours.	No	4.1
Land Use	4.2: Land use impacts addressed in LAX Master Plan EIR included noise compatibility, which is generally described above in Noise, and consistency with relevant land use plans. The CFTP is consistent with the approved LAX Master Plan. The potential for short-term construction-related lane closures and closure was identified as an unavoidable significant impact, even with mitigation. Such lane closures are not expected to occur for the CFTP.	No	4.2
On-Airport Surface Transportation	4.3.1: Impacts to on-airport roadway system were addressed. Temporary construction-related traffic disruptions were identified as an unavoidable significant impact, even with mitigation.	Potentially Yes. Additional details regarding CFTP construction timing and activity levels provide basis for further evaluation of construction-related traffic impacts at west end of airport.	4.3
Off-Airport Surface Transportation	4.3.2: Impacts to off-airport roadway system addressed; several roadway/freeways significantly impacted by traffic from future compared activity levels at LAX; mitigation measures recommended but some unavoidable significant impacts remain. Temporary construction-related traffic disruptions identified as an unavoidable significant impact, even with mitigation.	Potentially Yes. Additional details regarding CFTP construction timing and activity levels provide basis for further evaluation of construction-related traffic impacts at west end of airport on nearby off-airport streets.	4.3

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/28/2008 10:56:26 AM -07'00'
Action: Review this table with a fine tooth comb for impacts and adequacy of topics covered.

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Chapter 6 -- Alternatives

As required by CEQA, Chapter 6 evaluates the potential for alternatives to the proposed CFTP that can avoid or substantially lessen any significant effects of the project, while also meeting most of the basic objectives of the project.

Chapter 7 -- List of Preparers, Parties to Whom NOP Was Sent, References, NOP Comments, and List of Acronyms

This chapter provides the following: a list of the individuals from the City of Los Angeles and contractors that performed key roles in the preparation and development of this Draft EIR; a list of the parties to whom the EIR Notice of Preparation (NOP) was sent; a list containing a bibliography of documents used in the preparation of the Draft EIR; a list of agencies, organizations and individuals who provided comments on the EIR NOP; and a list of acronyms used in the Draft EIR.

1.4 Summary of Environmental Impacts Related to the Crossfield Taxiway Project

Table 1-2 summarizes the environmental impacts of the CFTP in terms of surface transportation, air quality, human health risks, global climate change, and biotic communities related to the CFTP as identified in Chapter 4 of this EIR. **Table 1-3** summarizes the potential environmental impacts of the CFTP for all other environmental categories for which no, or minimal, additional analysis was required beyond that provided in the LAX Master Plan Final EIR. **Tables 1-2** and **1-3** include specific references to the applicable LAX Master Plan commitments and mitigation measures, as well as new mitigation measures that are proposed to reduce or avoid potential environmental impacts associated with the CFTP. The level of significance following mitigation is also listed.

1.5 Areas of Known Controversy

Based on comments on the Notice of Preparation that were received by LAWA, the areas of known controversy are related primarily to how the CFTP relates to other projects and aspects of the LAX Master Plan. In particular, comments were expressed suggesting that the environmental review, processing, and implementation of the CFTP should be combined with that of other improvements included in the LAX Master Plan. As described in Section 2.2 of this EIR, the need for and utility of the CFTP is independent of other Master Plan projects, and implementation of the CFTP is appropriate under the approved LAX Master Plan; is consistent with common practice for the phased development of large, long-term master plan infrastructure projects; and is in accordance with the provisions of CEQA.

NOP comments were also received suggesting that the environmental review, processing, and implementation of the CFTP should await, and be based upon, the outcome of the LAX SPAS process. The CFTP is not dependent on implementation of any of the Yellow Light Projects or alternatives to the Yellow Light Projects that will be evaluated in the SPAS. Nor does construction of the CFTP commit LAWA to proceeding with any of the projects that will be evaluated in the SPAS. Therefore, consideration of the CFTP may proceed prior to completion of the SPAS process.

These concerns are fully addressed in this Draft EIR, but are, nevertheless, likely to remain an area of controversy.

1.6 Issues to be Resolved

The issues to be resolved are primarily those summarized above relative to areas of controversy.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 10/28/2008 11:20:37 AM -07'00'
Action: Compare Table 1-3 to the NOP impact comments.

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2. PROJECT DESCRIPTION

The proposed project is located near the center of LAX, as shown in Figures 1-1 and 1-2 in Chapter 1. As one of the airfield improvements included in the LAX Master Plan, the LAX CFTP encompasses improvements to a portion of the existing taxiway system that supports aircraft access between the north runway complex (i.e., Runways 6L/24R and 6R/24L) and the south runway complex (i.e., Runways 7L/25R and 7R/25L). In particular, the proposed project would provide a new crossfield taxiway, identified as Taxiway C13, and an associated connection to, and extension of, the existing Taxiway D. In addition, a new parallel service road along Taxiway C13 would be built and the existing aircraft parking location would be relocated alongside the south end of Taxiway C13. A new fire station/aircraft rescue and fire fighting facility (ARFF) would also be constructed as part of the project. The subject taxiway improvements are proposed in light of airfield congestion that occurs periodically at and near the existing midfield taxiways relative to movement of aircraft on the ground, and also reflect the phased implementation of improvements that are included in the approved LAX Master Plan. The proposed ARFF would replace an existing station that is severely undersized and, similar to the taxiway improvements, would be developed consistent with the phased implementation of the LAX Master Plan. The following further describes the aforementioned aircraft ground movement considerations, the relationship of the CFTP to the LAX Master Plan, the objectives of the proposed project, and the specific characteristics of the CFTP. Also provided in this chapter is a description of the intended uses of this EIR, including as related to specific approvals needed for implementation of the proposed project.

2.1 Aircraft Ground Movement in Midfield Area

As indicated above, LAX currently experiences periodic aircraft ground movement congestion at and near the existing midfield taxiways, specifically Taxiways S and Q, which connect the north and south runway complexes. The following presents the results of a ground movement analysis completed by Ricondo & Associates, in consultation with LAWA and a representative of the LAX Air Traffic Control Tower (ATCT), which characterizes the pertinent existing conditions and describes how those conditions would be addressed by the taxiway improvements proposed in the CFTP.

2.1.1 Introduction

Discussions were held with ATCT Traffic Management personnel on May 6, 2008 to review the aircraft ground movement characteristics in the midfield area and discuss the implications of the proposed taxiway improvements.[8] The discussion, and subsequent analysis results presented herein, focused on taxiway queuing during west flow operations (i.e., aircraft arrive and depart towards the west), which account for approximately 94 percent of annual operational patterns at LAX.

The meeting with ATCT personnel led to discussions related to the analysis of peak operating conditions during which queuing is used to manage taxiway movement. While the effects of the queuing operations will change, the need for these operations will remain due to other airfield limitations including, but not limited to, operational throughput and gate availability.

2.1.2 Existing Conditions

The current queuing areas (i.e., taxiing aircraft waiting areas) and taxipaths are depicted graphically in **Figures 2-1** and **2-2**. It should be noted that other queuing areas do exist on the airfield but are not considered to be impacted by the potential development of Taxiway C13. The queuing areas are designed to control airfield movements to manage congestion in the airfield operating environment. The major queuing areas include the departure queues for all runways, of which Runway 24L and Runway 25R are the primary departure runways. Taxiway movement queues include the intersection of

[8] Meeting participants included Kurt Rammelsburg, STMC, LAX Air Traffic Control Tower; Jake Adams, P.E., Program Manager, Los Angeles World Airports; Tony Femalio, Vice President, HNTB Corporation; and Steve Smith, Director, Ricondo & Associates.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 1:58:31 PM
We didn't have the Ricondo fleet mix assessments for evaluation which is the whole basis for justifying this project. If we just got the report; what parts of this are used in this evaluation?

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Taxiway Q and Taxiway E, and the intersection of Taxiway S and Taxiway C. Runway crossing queues are located at the arrival runway exits; the primary exits include Taxiways M, P, T, Y, Z, and AA. Lastly, two additional queues called "gate-occupied queues" are used for arriving aircraft that are holding due to an occupied gate; these queues are located at the intersections of Taxiways E and E10 and Taxiway B and B16.

The aforementioned queues are used during peak operating conditions or heavy traffic interactions to allow for continued movement of operations on the airfield by limiting the movements of some aircraft until all conflicting traffic has been mitigated.

Currently, ATCT staff use the Taxiway S queuing area to hold aircraft that arrive on the north runway complex and are heading to a gate located on the south side of the Central Terminal Area (CTA), or leave a gate located on the north side of the CTA and are departing from the south runway complex. These aircraft proceed south on Taxiway S. Conflicts arise when aircraft that arrive on Runway 25L and cross Runway 25R are exiting the south runway complex at Taxiway P or Taxiway T and head east along Taxiway B to the assigned gate on the south side of the CTA. Aircraft destined for a gate on the north side of the CTA head north via Taxiway Q. Congestion is also caused by aircraft departing the south terminal complex via Taxiway C. Taxi routes are illustrated in **Figures 2-1** and **2-2**. During peak periods there is the increased potential and occasional need to hold aircraft on Taxiway S to allow for aircraft exiting the south runway complex to clear the runway environment and allow aircraft departing from the south terminal complex to begin taxiing. The resultant queuing may be necessary to avoid aircraft backing up onto the runway environment from Taxiway P and Taxiway T, and to prevent aircraft from backing up into the taxilanes between the terminals located on the south side of the CTA.

Similarly, the aircraft queue located on Taxiway Q is used to control the flow of aircraft traveling from the south and continuing to the north terminal and runway complex. If the departure queue for the north runway complex inhibits movements for aircraft travelling to a gate on the north complex, aircraft will be held on Taxiway Q rather than mixing them into the departure stream. Additionally, if the departure queue length for Runway 24L extends beyond Taxiway D9, aircraft will be held on Taxiway Q until the departure queue for Runway 24L is shorter.

An additional queue is located at the intersection of Taxiways E and E10. This queue is used for aircraft that are waiting for their assigned gate to become available.

2.1.3 Conditions With CFTP Improvements

The addition of Taxiway C13 and the extension of Taxiway D are expected to improve the queuing options available to ATCT personnel, as depicted in **Figures 2-3** and **2-4** and described below.

According to LAX ATCT traffic management personnel, arrivals from the north runway complex (primarily Runway 24L) exiting at Taxiway Z could be assigned to Taxiway C13 to transition to the south terminal complex, allowing for an additional queuing point at the intersection of Taxiway B and Taxiway T. The additional taxiway (C13) will also allow ATCT personnel the ability to keep traffic flowing and reduce congestion on Taxiway S, which can occur when there are aircraft transitioning from Taxiway P to Taxiway B heading east. Additionally, the flow of traffic will be consistent with aircraft exiting the south runway complex from both Taxiway T and Taxiway P along Taxiway B, which heads in an easterly direction.

The Taxiway D extension will reduce the potential for congestion on Taxiway E, which is currently the only available east/west taxiway for the north runway complex. Bidirectional flows along Taxiway E during peak operational periods cause congestion west of Taxiway Q. The Taxiway D extension will also be used by ATCT staff to stage aircraft waiting for an available gate. Currently aircraft waiting for a gate hold at the intersection of Taxiways E and E10, which can potentially lead to aircraft waiting behind the queued aircraft on Taxiway E or cause congestion on Taxiway D as aircraft transition to their gate.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 5:34:25 PM
Will the Runway Status lights "pilot" program support these taxiways in an area that is blind from the tower or do we have to wait some indeterminate amount of time for it to be implemented?

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 5:40:49 PM
2L,T While taxiway C13 is supposed to be providing substantial improvements for aircraft landing on 24L. It should be noted that this is the NON-PREFERRED landing runway. What percentage of aircraft are assumed to be using this?

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Airfield ground operations at LAX were modeled using the SIMMOD™ simulation model for conditions with- and without-CFTP taxiway improvements. The results of the modeling found that the west flow average daily ground taxi delay time for arriving aircraft decreased from 2.11 minutes to 1.85 minutes, and for departing aircraft decreased from 2.39 minutes to 2.07 minutes. While this increment of reduction may appear to be minor, indicative of the fact that the taxiway congestion described above is episodic in nature and does not occur regularly or in a consistent manner throughout the average day, these average daily reductions multiplied by the average number of daily aircraft operations (1,864) will result in substantial reductions in the total daily aircraft taxi/idle times at LAX. This overall reduction provides for substantial benefits related to the safety and efficiency of aircraft ground movement at LAX, including reduced aircraft fuel burn and associated air pollutant and noise emissions.

While the results of the airfield operations simulation modeling described above found that there will be a reduction in the taxi delay times for aircraft movement on the ground at LAX, the model results indicated that there will be no change in the number and overall temporal distribution of aircraft arriving at, and departing from, LAX. In other words, the CFTP improvements do not directly affect the throughput of the runways at LAX or change the scheduled times for arrivals and departures. The most notable change in the operational characteristics of the airfield, with completion of the CFTP, will be that the LAX ATCT would have less need to assign arriving and departing aircraft to temporary "hold" areas between the gate and the runway during occasional periods of congestion around the midfield area. A secondary benefit of the CFTP will be that, by providing additional improved aircraft access between the north runway complex and the south runway complex, the LAX ATCT will be better able to maintain a balance in aircraft arrival operations between the two runway complexes throughout the day as designated as part of the airport's safety program. During periodic occasions of aircraft ground movement congestion in the midfield area, an aircraft arriving on one side of the airfield that is normally assigned to a gate or runway on the other side of the airfield may be reassigned by the LAX ATCT to remain on its original side. However, due to the occasional episodic nature of the midfield congestion, implementation of the CFTP will not substantially change the existing overall daily split in operations between the north and south runway complexes, nor will it materially change the existing imbalance in the number of heavy aircraft operating on the north and south runway complexes. The assignment of departing heavy aircraft to a particular runway is based primarily on runway length; Runway 7L/25R in the south complex is currently the longest runway at LAX and is the primary runway used for the departure of heavy aircraft. LAWA is currently evaluating options for improvements to the north runway complex, within the SPAS process, including the lengthening of runways to address that imbalance issue.

2.1.4 New Large Aircraft (NLA) Operations

New Large Aircraft (NLA) are expected to enter the market in the near future and include the Airbus A380 and Boeing 747-8. These aircraft are considered by the FAA to be Airplane Design Group (ADG) VI aircraft and require additional separation standards to operate on the airfield environment.

Figures 2-5 and **2-6** depict the forecasted taxipaths that are expected to be used given the current airfield, according to interviews with the FAA ATCT. The depicted routes are preliminary in nature and are subject to adjustments by the FAA after the proposed improvements are implemented. There are two available taxipaths forecasted for NLA aircraft arriving from the south and proceeding to the north terminal complex; the first is via Taxiway AA and the second is using Taxiway S in an opposite direction flow. Taxiway S is used due to restrictions that do not allow NLAs to utilize the northbound Taxiway Q. Use of Taxiway S by NLA will create an additional queuing point on Taxiway E, just west of Taxiway S. This queue will be used to hold aircraft that are traveling to the south terminal complex via Taxiway S. All aircraft will be held there until the NLA has traversed the taxiway to reach the north terminal complex. Because this could involve significant delays and further congest Taxiway E, ATCT personnel have advised that under the existing conditions every effort will be made to have the NLA arrivals land on the runway complex nearest their gate. The secondary route available would require NLAs arriving on Runway 25L to taxi west to Taxiway AA along Taxiway C before turning north onto Taxiway AA, then east on Taxiway E to proceed to the north complex gates (i.e., Gate 123 at TBIT and one planned NLA gate on the north end of Terminal 2). Additionally, NLA leaving the north terminal complex and departing from

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 5:49:52 PM
2.1.3 The future paths don't appear to be taking advantage of the new taxiway nor does it take the new midfield taxiway and TBIT changes into account.

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 5:54:25 PM
2.1.3 Since the assumed number of aircraft operations is EIR4, how does this assumption change conditions when the number of ops is substantially reduced to as little as 1350 or as much as 2250? How does this change when the gate locations are modified and the types of aircraft substantially change?

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 5:58:36 PM
2.1.3 That statement that this will not change overall assignment of runways and that there is no change in "heavies" due to the desire for the longest runway 25R, shouldn't these "potential changes" of runways dramatically impact the traffic pattern flows? Why are these not addressed?

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the south airfield on Runway 25L,[7] as well as NLAs arriving on the north airfield (Runway 24R) and proceeding to the south terminal complex (i.e., Gate 101 at TBIT), are expected to utilize Taxiway S; use of this taxiway is subject to taxiing speed limitations and places additional restrictions on Taxiway Q for other aircraft (e.g., speed restrictions). The existing queuing locations for aircraft that have arrived and are awaiting a gate at the intersections of Taxiway E and E-10 and Taxiway B and B-16 are not available to NLA due to their proximity to the inboard runways; therefore NLA are assumed to be given the highest priority with regard to available gates.

Figures 2-7 and **2-8** depict the potential arrival and departure taxipaths indicated by ATCT personnel for the NLA with implementation of the CFTP. Under the proposed plan, NLA will be allowed to taxi on Taxiway C13, a Design Group VI taxiway as a secondary route if needed. For arriving aircraft taxiing from the north runway complex to the south terminal complex to get to the NLA gate at TBIT (Gate 101), NLA will be able to utilize both the existing routes or the Taxiway D extension while taxiing west, which will eliminate disruptions of Runway 24L, and then proceed south on Taxiway C13. As noted above, the existing route, Taxiway S has limited use as it has taxi speed restrictions for NLA and limits the taxiing speed for Design Group V aircraft utilizing Taxiway Q. In addition, other aircraft arriving on Runway 24R and proceeding to a gate located within the south terminal complex may be assigned Taxiway C-13 in lieu of Taxiway S, especially when an NLA is proceeding either south or north on Taxiway S. In summary, Taxiway C-13 will provide the ATCT additional ground movement management options and will reduce the need to queue aircraft at key taxiway intersections. NLA arriving on the south runway complex will be able to access the north terminal complex via existing routes or Taxiway C13, eliminating the need to proceed to Taxiway AA, reducing roundtrip travel distance by 5,780 feet as well as the associated travel time to cover the distance.

2.2 CFTP as Part of the LAX Master Plan

The approved LAX Master Plan provides for an extensive array of improvements at LAX, including a variety of improvements throughout the airfield area. As a practical matter, the LAX Master Plan and Master Plan EIR do not identify by name each individual improvement contemplated therein; however, the basic location, nature, and function of various Master Plan improvements, including the CFTP, can be determined in reviewing the LAX Master Plan and Master Plan EIR text, graphics, and supporting documentation. Additionally, it is important to note that, as the name implies, a "master plan" typically delineates the key features and aspects of a comprehensive improvement program, while the specific details of various improvements are defined in the preparation of construction-level planning, engineering, and design.

The main elements of the CFTP, including Taxiway C13 and the portion of Taxiway D that is being extended, are evident on the airfield plan associated with the approved LAX Master Plan. Figure 1-3, presented earlier, delineates where Taxiway C13 and the Taxiway D extension are located within the airport concept plan for Alternative D, which was addressed in the LAX Master Plan and ultimately selected as the approved LAX Master Plan. Airfield improvements related to the CFTP are also noted in Section 3.2.9 of the LAX Master Plan Final EIR and Section 2.1 of the Final LAX Master Plan text, as presented below:

- Construct, light and mark new cross-field taxiways west of the new satellite building/West Satellite Concourse[8] (LAX Master Plan Final EIR page 3-82 and Final LAX Master Plan page 2-123).
- Taxiway D would be extended approximately 7,105 feet from the intersection of Taxiway S west to Taxiway E-17, and would be 100 feet wide (Final LAX Master Plan page 2-10).

[7] As assumed in the Master Plan, NLA will depart only from Runway 25L, as Runway 25R does not meet separation standards between the runway and Taxiway B/C for NLA.

[8] The West Satellite Concourse referenced in the LAX Master Plan is the same as the Midfield Satellite Concourse.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 6:04:29 PM
2.1.3 The assumed NLA exit paths on the south never assumes that the aircraft will go to the end of the runway and instead always uses the center line taxiway. This doesn't make sense given the way in which current aircraft are to get to the NLA gates --especially in the midfield gates.

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 6:09:58 PM
2.2 The statement that this change is justified in the Master Plan EIR in general without specifying exactly where these paragraphs are located in this document is in conflict with the general comments that these paragraphs are relied upon as the basis for approval. Please identify the specific paragraphs in the Master Plan and EIR that is being relied upon. Similarly, the Alt D plan calls for a pair of parallel taxiways, not just the one C13 noted. If two are required at some point, what conditions make this desirable and necessary for efficient operations?

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 6:13:14 PM
2.2 footnote 7 assumes NLA departures only on 25L. It is our understanding that this was not the case that was called for when the SAIP was approved even if this is currently the path of choice for the initial number of NLA flights.

Number: 4 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 6:15:36 PM
2.2 footnote 8. The West Satellite Concourse in the LAX Master Plan is not the same as that shown in Alternative D that was approved before the legal challenge and Settlement. It is further east. It was agreed upon on the basis that it would not facilitate a new airport that originates entrances from the west.

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Midfield taxiway improvements are also contemplated in the 2015 Alternative D Conceptual Summary Schedule presented as Figure F3-20 of the LAX Master Plan Final EIR, including references to *Clear Midfield Area (Phased)* and *Midfield Aprons & Taxiways*.

Additionally, the subject taxiway improvements are accounted for in the technical airside analysis that was completed for Alternative D, which is the basis for the approved Master Plan. Specifically, Appendix E of the Final LAX Master Plan presents the assumptions for, and analysis of, the airfield operational characteristics of Alternative D. Figures E-11 and E-13 in Appendix E depict the primary airfield taxi routes simulated for west flow and east flow operations, respectively. The subject figures include two new crossfield taxiways occurring west of the Midfield Satellite Concourse, the westernmost taxiway being Taxiway C13, and the future east-west taxiway system south of Runway 6R/24L, which includes the alignment of the Taxiway D extension. The airfield improvements assumed for the airside analysis in Appendix E of the Final LAX Master Plan, including the subject taxiway improvements, provide the details for the airside simulation modeling that supported noise, airfield efficiency, safety, capacity, air quality, and human health risk analyses incorporated into the LAX Master Plan EIR.

The new ARFF proposed as part of the CFTP is generally acknowledged in Section 3.2.9 of the LAX Master Plan Final EIR and Section 2.6 of the Final LAX Master Plan text, as presented below:

- The presence of law enforcement and emergency response teams would be enhanced with Alternative D. The project would include two new Aircraft Rescue and Firefighting (ARFF) facilities to increase fire response capabilities . . . (LAX Master Plan Final EIR page 3-67).
- This new ARFF would be located east of the fuel farm and north of the U.S. Coast Guard Facility (Final LAX Master Plan page 2-101).

As further described below in Section 2.4.1, the location and size of the subject ARFF was refined from the concept originally envisioned for the LAX Master Plan, based on consultation with the City of Los Angeles Fire Department (LAFD) and the development of engineering, design, and construction plans for the CFTP.

As an integral part of the LAX Master Plan, along with the many other improvements that are represented in **Figure 2-9**, the environmental impacts associated of the CFTP and all the elements of the Master Plan are addressed directly and indirectly throughout the LAX Master Plan Final EIR.

2.3 CFTP Objectives

The objectives of the CFTP include the following:

- To provide taxiway improvements, including a new taxiway, which will help alleviate periodic congestion that currently occurs at or near existing crossfield Taxiways Q and S, improve the safety and efficiency of aircraft ground movement during such times, and reduce aircraft taxi time and delay.
- To provide a new crossfield taxiway designed to accommodate ADG VI aircraft (i.e., NLA such as the Airbus A380 and Boeing 747-8), recognizing that limited commercial operation of the A380 at LAX is scheduled to begin in October 2008 and is anticipated to increase substantially by early 2012.
- To implement taxiway improvements and other related airfield operations area (AOA) improvements consistent with the design and intent of the approved LAX Master Plan, in a manner that is complementary to the systematic phased implementation of the Master Plan.
- To provide for both near-term and long-term environmental benefits, particularly as related to reduced air quality pollution, including greenhouse gas emissions, and reduced fuel consumption.

2.4 CFTP Characteristics

Consistent with the LAX Master Plan, LAWA proposes to construct a new crossfield taxiway between the north runway complex (i.e., Runways 6L/24R and 6R/24L) and the south runway complex (i.e., Runways 7L/25R and 7R/25L) at LAX. As reflected in the CFTP Objectives presented above, the new crossfield

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 6:26:55 PM
2.2 The reference to Alt D Figure F3-20 phasing refers to taxiways but could as easily be interpreted to be related to fixing of the access to the runways, not the concourses.

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 7:07:40 PM
Is the new ARFF north or south of the Coast Guard facility? This facility was shown to the north in Alt D, but Figure 2-9 of this doc shows it south of World Way West. How does this affect response times to disasters?

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 6:30:57 PM
2.2 Since the specific locations of the N-S taxiways are not a firm location according to this paragraph's interpretation of the LAX Master Plan, how were the specific impacts of the noise and pollution determined to change for specific residences on both sides of the airport?

Number: 4 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 6:48:18 PM
2.3 In view of the trend toward midsized aircraft for most operations what number of NLA are anticipated for 2020? How many NLA by 2040?

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taxiway and associated improvements will help relieve existing aircraft traffic congestion and reduce delays that periodically occur on the existing crossfield taxiway system and on adjacent taxiways, and will help the airfield taxiway system accommodate NLA that will soon be operating at LAX. The CFTP is located on airport property and encompasses approximately 82 acres within the central portion of the airfield at LAX. The proposed project site is currently paved and contains various airfield and ancillary/support facilities.

2.4.1 Proposed Improvements

The CFTP consists of the following components described below and presented in **Figures 2-9** through **2-11**.

- **New Crossfield Taxiway**. A new crossfield (i.e., north-south) taxiway, Taxiway C13, would be constructed between existing Taxiway E in the north airfield and Taxiway C in the south airfield. Taxiway C13 would be 3,437 feet in length and 100 feet in width (full strength pavement) with 40-foot asphalt shoulders on either side. The centerline of Taxiway C13 is proposed to be 167 feet from the west edge of the existing American Airlines High-Bay Hangar. This new taxiway would be designed with a pavement cross-section intended to handle aircraft with a maximum gross weight of 1.5 million pounds. The taxiway pavement would include a 12-inch econocrete base and 18- to 19-inch Portland Cement Concrete (PCC) surface, and generally be designed with a 1 percent crown from the centerline to the edge. Taxiway lighting would be installed along the length of Taxiway C13 and on the centerline.
- **Taxiway D Extension**. Existing Taxiway D, which is 316 feet south of existing Taxiway E (centerline to centerline), would be extended westward approximately 1,900 feet from Taxiway S to the proposed crossfield Taxiway C13, with a cross-taxiway connection to Taxiway E. The Taxiway D extension would be 100 feet wide with 40-foot shoulders and structurally capable of handling 1.5 million pound design aircraft. Taxiway pavement design would generally be the same as above for Taxiway C13. Taxiway lighting would be installed along the length of the Taxiway D extension.
- **Connector Taxiways**. The airside components of this project include three connector taxiways between Taxiway E and Taxiway D as shown in **Figure 2-10**. The connector taxiways are 100 feet in pavement width, with 40-foot wide shoulders.
- **New Parallel Service Road**. A new two-lane 25-foot wide vehicle service road parallel to and 169 feet west of Taxiway C13 would be constructed to provide access between the north and south airfields, and ensure separation of vehicular and aircraft movements.
- **Realignment of World Way West**. To facilitate construction and operation of Taxiway C13, World Way West would need to be realigned and suppressed below grade at the intersection with Taxiway C13 and the proposed adjacent service road, requiring construction of two bridge facilities (i.e., one bridge structure for the new taxiway and one bridge structure for the new adjacent service road). Each of the two bridge structures would include construction of wing walls (i.e., retaining walls) to support the embankment on all corners of the bridge. In addition, a utilidor would be constructed adjacent to the World Way West alignment.

  The existing alignment of World Way West within the project limits is a four-lane divided arterial road with a two-lane roundabout system at the easternmost end of the roadway. The project site is signalized at Coast Guard Road, Hangar Road and at Sky Chefs Drive just before the roundabout. The existing road consists of 12-foot wide through lanes with curb and gutter along the outside lanes. It has a posted speed limit of 35 miles per hour with no on-street parking allowed. On-street parallel parking is not permitted, however drive approaches connecting parking facilities currently exist and would be maintained as needed. The preliminary alignment for the relocated World Way West consists of a four-lane road, with two lanes in each direction, that would curve north immediately east of Coast Guard Road and then extend east parallel to the existing road for a distance of approximately 900 feet, at which point it would curve south and connect back into the existing road. The total length of the roadway realignment would be approximately 1,200 feet.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 6:51:54 PM
2.4 There is a reference to "periodic" congestions and delays. What is their anticipated frequency? Have they been quantified? If so, what are they?

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 7:04:44 PM
2.4.1 If in the future it is determined that towing will be used as a mode of moving aircraft, are there any special accommodations necessary? If so, what are they?

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 6:57:09 PM
2.4.1 What about the bridge across World Way West? What special requirements apply to making it sufficiently strong? Any special security requirements for the new below grade road?

Number: 4 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 7:03:23 PM
2.4.1 Are all of the connector taxiways capable of handling the 1.5 Million pound gross weight aircraft as is the taxiway D extension?

Number: 5 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 7:01:45 PM
2.4.1 Is the New Parallel Service Road 169' west of the taxiway apron, centerline, or west edge?

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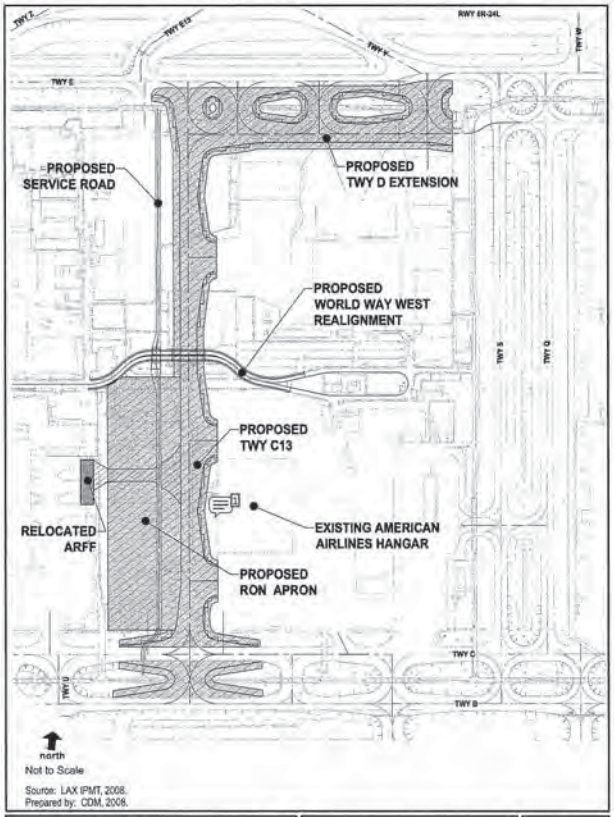

LAX Crossfield Taxiway Project Draft EIR	Proposed CFTP Improvements	Figure 2-10

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 7:15:11 PM
Figure 2-10 What distance separates the existing Hangar from the taxiway apron?

For the proposed depression of World Way West, a 5 percent grade would be applied at both ends of the vertical alignment to allow a rapid depression and recovery beneath the airfield service road and Taxiway C13 tunnels. A minimum vertical clearance of 16'-6" would be provided between the roadway and tunnels to prevent damage to the roof of the tunnels. Pavement grinding and asphalt overlays would be required where the proposed alignment meets the existing alignment to provide a seamless transition between pavements. In addition, the proposed roadway would require a raised concrete island at the median to protect oncoming traffic from the mid span tunnel box support.

The planned World Way West would provide enhanced pedestrian features that would improve pedestrian connectivity and safety by providing a 6-foot wide sidewalk along both sides of the roadway. A 5 percent maximum longitudinal grade would help provide access to the end of the roadway for disabled pedestrians on the sidewalk. Accessibility to public pedestrian transit facilities, including sidewalks and curb ramps, need to be evaluated for compliance with the requirements of the Americans with Disabilities Act (ADA) where future connecting driveways are proposed.

- **Relocation of Existing Remain-Over-Night (RON) Aircraft Parking**. Existing RON aircraft parking currently located within the proposed alignment of the new Taxiway C13 would be resituated to a new location adjacent to and west of Taxiway C13. The existing RON aircraft parking includes four spots that can each accommodate ADG V aircraft (i.e., Boeing 747-400). The existing RON aircraft parking spots are currently subleased from American Airlines by Qantas. The relocated RON aircraft apron would be approximately 1,500 feet in length and 300 feet in width, and would contain up to five parking spots, three of which would be sized for ADG VI aircraft (i.e., A380, Boeing 747-8) and two which would be sized for ADG V aircraft. The RON layout is illustrated in **Figure 2-12**. The new parking spots would be equipped with 400 hertz (Hz) power systems to provide aircraft with an alternative to the use of on-board auxiliary power units, preconditioned air (PCA) to help ventilate aircraft without having to use on-board power units, and potable water hook-ups. Lighting for the RON apron area would be provided by metal halide floodlights atop twelve 70-foot tall poles. The new RON area would be for aircraft parking only, with some limited maintenance activities, and would not be used for passenger loading and/or unloading.

  As part of the new (relocated) RON area, the southernmost aircraft parking spot would be designated as being available for construction of a 90,000–square-foot aircraft ground run-up enclosure (GRE; see **Figure 2-12**). A GRE is a "U"-shaped enclosure designed to provide a noise barrier during "run-up" testing[9] of aircraft engines, completed as part of servicing and maintenance activities. Presently aircraft ground run-ups are conducted at unenclosed blast-fence/wall areas situated near the maintenance operations for Federal Express, Continental Airlines, American Airlines, Delta Airlines, and at the former TWA Hangar area. The LAX Master Plan includes the future development of two GREs as replacement ancillary facilities displaced in conjunction with the future Midfield Satellite Concourse (see page 3-82 of the LAX Master Plan Final EIR). Based on refinements made in conjunction with the more detailed planning and design of Taxiway C13, the currently proposed alignment of Taxiway C13 extends through the location designated in the Master Plan for the future west GRE (see Figure 2.6-1 of the Final Master Plan). None of the improvements proposed to be constructed as part of the CFTP would eliminate any of the existing ground run-up facilities or affect their current need and operation. The designation of one of the five new parking spots within the relocated RON area as a future GRE area preserves the functional intent of the Master Plan relative to replacement of ancillary facilities displaced by the future Midfield Satellite Concourse. Development of a GRE within the subject portion of the RON area would still allow periodic use of the affected aircraft parking spot for smaller gauge aircraft when not needed for ground run-up operations.

- **New Airfield Fire Station/Aircraft Rescue and Firefighting Facility**. In conjunction with the modifications and improvements proposed within the project site, including the provision of a new

[9] A run-up is a procedure used to test aircraft engines after maintenance to check the safe operation prior to returning the aircraft to service. The power settings tested range from idle to full power and may vary in duration.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 7:47:10 PM
2.4.1 On the new RON parking, what evaluation has been made for the impact of lighting?

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 7:51:16 PM
2.4.1 The description states that the RON will increase from four group V to 3 group VI and 2 group V with a ground run up enclosure. Is there a plan to require run ups be conducted in this area? Will there be any time of day constrains imposed? If existing run up areas are to be maintained as well, what will the use of the GRE be? If the Master Plan called for two GRE, will both be built? When?

crossfield taxiway in the midfield area (i.e., Taxiway C13), a new ARFF is proposed to be constructed as a replacement for the existing Fire Station No. 80/ARFF located on the airfield adjacent to Taxiway S. The proposed ARFF would provide approximately 27,695 square feet of administrative office area and station living quarters within a 2-story structure, six bays for emergency vehicles along with a service bay, storage area for various emergency response equipment, and briefing and training rooms. The proposed location of the new ARFF is illustrated in **Figure 2-12**. **Figure 2-13** presents a floor plan for the new facility. The new ARFF would be designed and constructed to provide for energy and water conservation, waste minimization, and sustainability benefits associated with a LEED-certified (Silver) building. By comparison, the existing ARFF is approximately 14,000 square feet in size with four equipment bays, no notable storage capabilities, very limited briefing and training areas, and, having been constructed almost 30 years ago, has no notable water/energy conservation of sustainability features. The existing station has 14 firefighters (12 crewman and 2 officers) assigned to each 24-hour shift. Upon completion of the new ARFF, the station crew would transfer to the new facility and the existing ARFF would be vacated, to possibly be used for storage.

The size, layout, and facilities proposed for the new ARFF were determined through consultation and coordination between LAWA, the LAFD, and the design team, which is consistent with the provisions of Master Plan Commitments PS-1: Fire and Police Facility Relocation Plan and PS-2: Fire and Police Facility Space and Siting Requirements from the LAX Master Plan EIR. The LAX Master Plan originally anticipated the new ARFF to be approximately 18,000 square feet in size and would be located at the northeast edge of the fuel farm. More recent planning, engineering, and design efforts associated with the CFTP, which included consultation with the LAFD, identified the need for a larger facility in order to accommodate the size, volume, and nature of emergency response equipment at the ARFF, particularly with regard to equipment storage area, and to provide appropriate living, administrative, and training areas for station personnel. Also, the location proposed for the new ARFF was moved south of the originally envisioned site, becoming better situated relative to the mid-points of the outermost runways (Runway 6L/24R on the north end Runway 7R/25L on the south), consequently being more centralized relative to responding to emergencies on the airfield, and allowing construction of the ARFF to be better integrated with surrounding land uses and the infrastructure improvements and design plans of the overall CFTP.

The planning and design for the new ARFF to be completed as part of the CFTP initially identified a development site at the northeast corner of World Way West and Coast Guard Road. As indicated in the Revised Notice of Preparation issued for the CFTP EIR, this site would become available for development of the new ARFF due to the proposed realignment of World Way West, which requires the demolition and removal of the LAWA Records Center building that currently occupies the subject site. Further planning and engineering design efforts associated with the CFTP, as well as ongoing coordination and consultation with the LAFD pursuant to Master Plan Commitments PS-1 and PS-2, identified a more suitable site for the new ARFF, approximately 750 feet to the south. The new ARFF would be constructed at the western edge of the proposed (relocated) RON area described earlier in this section. **Figure 2-9** shows the location of the site for the new ARFF.

- **Drainage System**. The majority of the project area--including the improvements to World Way West, the new taxiways and service road, and the relocated ARFF--currently drains to the center of the site from the north and south. There are no flooding problems in or near the project area. A main drainage trunk line running east to west located in the middle of the site collects runoff via a piped network. This main line flows west continuing along World Way West. The trunk line increases in size from a 42-inch diameter pipe at the east side of the project area to a 72-inch diameter pipe at World Way West. A second drainage trunk is located along the southern edge of the westerly portion of the project area. Runoff from the relocated parking site flows to this line. There are minor underground sub-systems scattered throughout the project area. There are no flooding problems in or near the project area.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/2/2008 8:01:05 PM
2.4.1 How will the drainage system interface with the proposed water reclamation on the north west area of the LAX facility? Will these drains be connected to Hyperion? How will this runoff be treated prior to release into the ocean? Can any of it be stored for reclamation? Has there been an geologic issues uncovered?

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Since the existing site is flat and covered with impervious surface, which would remain the case with implementation of the CFTP, the proposed surface drainage patterns are similar to the existing patterns. The proposed drainage system is generally designed to route surface runoff to a piped system with an alignment similar to the existing drainage system that would eventually connect to the existing trunk line in World Way West. The one notable exception is that some of the main lines would need to be relocated to the north or south of the future Midfield Satellite Concourse due to the location, depth, and orientation of the building's foundation and the underground pedestrian tunnel/people mover proposed as part of that project. Runoff would be collected via a system of swales, catch basins, and underground pipes.

A pump station would be required to drain runoff flowing into the portion of World Way West that is proposed to be depressed. The drainage system for the depressed roadway would be designed for a 100-year flow, and include total redundancy based on a detention time of 10 minutes. The project design would conform to the Best Management Practices approved by the City of Los Angeles Bureau of Sanitation. Where required, oil/water separators or other equivalent means (bioswales, detention ponds, or storm water treatment systems) would be implemented to treat runoff prior to discharging into the public storm drain system. Fueling stations would be designed to contain runoff, thus allowing treatment prior to entering the storm drain system.

- **Utilities.** There are several utility lines located at the project site, including lines that extend beneath and across the affected airfield areas and lines beneath and along World Way West. Such utilities include FAA, AT&T, and LAWA fiber optic lines, fuel lines ranging in diameter from 6 to 20 inches, sanitary sewer lines ranging in diameter from 4 to 15 inches, the 150-inch-diameter North Outfall Replacement Sewer (approximately 50 feet below surface), electrical lines, water lines, and natural gas lines. The following highlights the notable aspects of the utility line relocations proposed as part of the project.
  - Water Line Relocation - Preliminary engineering for the project shows that water lines that cross beneath World Way West may need to be relocated to allow the construction of realigned and depressed road. In addition, construction of the proposed Taxiway C13 and associated vehicle service road would interrupt an existing north-south fire water loop north of World Way West. A new connection is proposed to maintain the fire water service loop north of World Way West. South of World Way West another fire water loop would be protected in-place and existing hydrants would be replaced with flush-mounted types to meet FAA clearance requirements. The proposed water line relocations are shown in **Figure 2-14**.
  - Sewer Line Relocation - A sewer line is proposed that would connect a new oil/water separator to the existing sewer line in Coast Guard Road. The proposed sewer line is shown in **Figure 2-14**.
  - Fuel Line Relocation - Preliminary engineering shows that an existing 16" major jet fuel is located under the proposed Taxiway D extension. It is proposed that the subject line be replaced with a new line at a greater depth north of the existing alignment to allow the proposed improvements. The proposed jet fuel line relocation is shown in **Figure 2-14**.
  - Gas Line Relocation - A 6-inch diameter natural gas line that crosses the location proposed for the depressed World Way West would need to be relocated. The proposed gas line relocation is shown in **Figure 2-14**.
  - Communication Line Relocation - Existing underground communications cables that run underneath World Way West would need to be relocated. In addition, a new north-south communication duct bank would be provided. Proposed telephone and data communication lines are shown in **Figure 2-14**.
  - Electrical Line Relocation - The overhead electrical lines that run along existing World Way West would be relocated underground, as shown in **Figure 2-14**. In addition, development of the CFTP would include the installation of electrical lines along the lengths of Taxiway C13 and Taxiway D

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/3/2008 6:41:36 AM
2.4.1 When the fuel line relocation as in Fig 2-14 is conducted, does this include high pressure refueling capacity for the RON area?

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extension. **Figure 2-15** shows the location of those electrical facilities within the airfield operations area.

2.4.2 Removal/Relocation of Existing Facilities

Construction of the proposed CFTP improvements would require removal and potential relocation of the following ancillary and support facilities. The affected facilities are shown in **Figure 2-16**.

- **GSE Facilities.** Ground Service Equipment (GSE) maintenance facilities operated by Mercury Air Services and Evergreen Aviation are located in the southwest corner of the project area, east of Taxiway C15. The Mercury operations is proposed to be relocated to, and consolidated within, another existing Mercury GSE maintenance facility at LAX, while the Evergreen operations is proposed to be relocated to the American Airlines cargo operations area. The American Airlines GSE maintenance operations located at the end of the High-Bay Hangar would be relocated to an existing building at the United Airlines Cargo Complex.
- **American Airlines Employee Parking.** The existing parking lot located directly west of the High-Bay Hangar is currently used by American Airlines employees, including approximately 20-60 aircraft mechanics, depending on the shift, that work in the immediate area, and by American Airlines flight crews that operate out of the CTA. The existing vehicle parking lot is situated in the area proposed for the proposed RON described above. Replacement parking would be provided by improving and expanding an existing parking area located approximately 1,500 feet to the west, immediately southeast of where Taxiway AA crosses World Way West. **Figure 2-17** provides an aerial view of the location proposed for the replacement parking and **Figure 2-18** delineates the concept for how the 1,600 replacement parking spaces would be laid out within the subject site. The eastern portion of the site is currently paved and mostly vacant with the exception of equipment associated with an existing groundwater remediation system (i.e., well heads spaced evenly throughout the area and a free product recovery compound at the center of the site) and the western portion of the site is unpaved and mostly vacant with the exception of well heads associated with the groundwater remediation system. Development of the parking lot would include modifications to the groundwater remediation system such as system pipeline and well head modifications as necessary to allow the system to continue to operate. Access in to and out of the parking lot would be via World Way West, which is also the case for the existing parking lot.
- **American Airlines High-Bay Hangar Canopy.** The west side entrance canopy of the American Airlines High-Bay Hangar located south of Taxiway E and west of Taxiway S would be removed in order to provide the necessary ADG VI Taxiway Object Free Area along Taxiway C13. The canopy is primarily an architectural feature of the building and is not essential to the basic function and operation of the hangar. Because the operational aspects of the building would not be materially affected by removal of the canopy, no replacement facility is required.
- **LSG Sky Chefs Flight Kitchen.** The LSG Sky Chefs flight kitchen located just north of World Way West would require relocation outside the project area. The subject flight kitchen would be consolidated within another existing LSG Sky Chefs flight kitchen, located adjacent to the American Airlines Low-Bay Hangar.
- **LAWA Records Center Building.** The LAWA Records Center building located on the north side of World Way West at Coast Guard Road would be demolished in conjunction with the proposed realignment of World Way West. The records retention function of this building would be relocated to an existing warehouse at the Delta Airlines complex in the northeastern part of the airport.
- **Qantas Maintenance Office.** The Qantas maintenance office, which is housed within a temporary building located north of the LSG Flight Kitchen, would be relocated to the 2,200 square foot building at 7001 World Way West made available by the DHL Air Freight relocation, or to an existing American Airlines facility.

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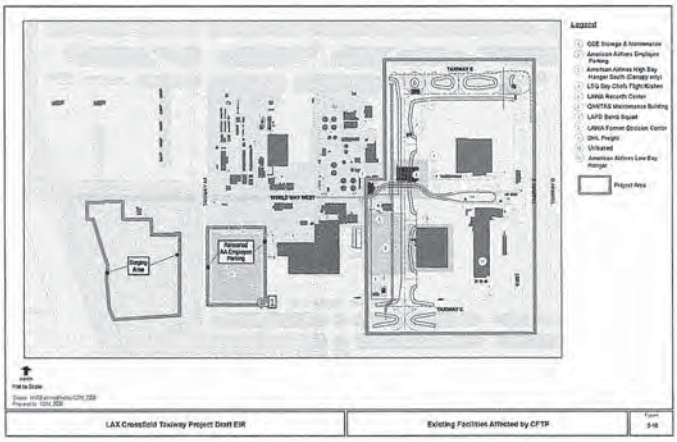
Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/3/2008 8:46:31 AM
2.4.2 When the GSE are relocated to cargo areas will the design ensure that aircraft engines will not face residential areas? Will they be fully powered to provide auxiliary power?



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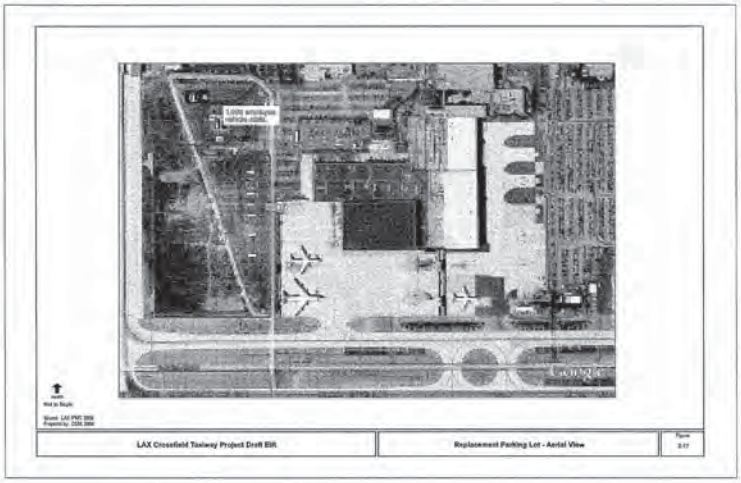
Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/3/2008 6:51:42 AM
Fig 2-17 Does the AA Employee Parking relocation require a runway protection area waiver due to the location at the end and slightly north of 25R?



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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/3/2008 7:03:18 AM
Fig 2-17 Is there a table showing where the 2600 stalls exist prior to relocation to this site? If the entrance to this area is World Way West, has this vehicle traffic been assessed to determine the flow to the WWW entrance? ie How much is expected from Imperial to Pershing, How much from Manchester/Pershing, How much from Westchester parkway, and what traffic will occur along Vista del Mar? Is this increased traffic or already existing traffic?

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Table 2-1

Summary of Existing Facilities to be Removed/Relocated

Facility	Approximate Size (Sq. Ft.)	Current Use	Disposition of Facility/Use
Qantas Maintenance Office	3,600	Office	Building would be demolished and operation would be relocated to a building at 7001 World Way West.
LAPD Bomb Squad Building	5,760	Office	Building would be demolished. Current operation would be relocated in Delta Airlines complex.
Former LAWA Police Department Decision Center	800	Storage	Building would be removed. Would not be relocated or replaced.
DHL Freight	2,160	Office	Building would remain and only operation would be relocated to existing building in freight area.

Source: CDM, 2008.

With regard to the area proposed for the new ARFF, it is apron area for aircraft parking and maintenance across from (east of) the Continental Airlines maintenance hangar. Development of a new ARFF at this site would eliminate a portion of apron available for aircraft, but would not represent a notable reduction in area still available for aircraft. As such, no replacement of the affected apron area is proposed or warranted.

In addition to the specific facilities described above, various utilities located within the project area, including the local portions of the airfield drainage system, airfield lighting and signage, water, sewer, electrical, natural gas, fuel, and fiber optics, would require relocation and other minor modifications. This includes utilities occurring along the existing alignment of World Way West that would be relocated into the new utilidor adjacent to the realigned road.

2.4.3 Construction Phasing

Construction of the CFTP is anticipated to occur over approximately 16 months. The construction phasing schedule was developed with the objective of achieving a balance between minimizing the nature, extent, and duration of disruption to airport operations in and near the project area, and managing the costs and logistics of completing substantial amounts of work during the nighttime, weekends, holidays, and extended work shifts. Taking into account these considerations, and with input from the LAX ACTC, a construction phasing schedule was developed that, for the most part, would not require any notable temporary closures of existing runways or taxiways at LAX during construction of the CFTP. The only exception would be partial nighttime closures of local taxiway areas where endpoints of the new taxiways are being tied into the existing taxiways. The sequence, approach, and duration of individual construction activities have also been programmed to reduce, where possible, impacts to the existing airline tenants operating in the project vicinity. For example, efforts would be made to maintain at least one mode of access at all times for airline-tenant RON parking in the project vicinity.

The general sequence of construction activities that is currently anticipated for the proposed project is summarized below.

- The initial phase of construction will focus primarily on removal of existing structures/uses, particularly in area proposed for Taxiway C13 north of World Way West. This includes removal of the LAWA

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/3/2008 7:09:23 AM
2.4.3 If substantial amounts of work are to be done during the nighttime, what accommodation to noise impacts on the surrounding residents is to be made? What runway closures be required and when?

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Records Center, the LSG Sky Chefs Flight Kitchen, the Qantas Maintenance Building, and the LAPD Bomb Squad Building. Removal of the former LAWA Police Department Decision Center may also occur in this initial phase, and operations in the DHL Freight Building will be moved to another building nearby. South of World Way West, removal of the west entrance canopy at the American Airlines High Bay Hangar, and the GSE facilities operated by Mercury Air Services and Evergreen Aviation would occur. Following that, removal of the American Airlines GSE Maintenance Building would occur.

- The first improvement to occur during the initial phase of construction would be the completion of the American Airlines employee parking lot replacement, followed immediately by the clearing and removal of the existing parking lot. Also occurring in the initial phase of construction would be development of the realigned/suppressed segment of World Way West and adjacent utilidor.
- Development of Taxiway C13 would occur in two major phases, with construction of the segment north of World Way West proceeding first, along with construction of the adjacent segment of the proposed vehicle service road. Within a few months following start of construction on the northern segment of Taxiway C13, work on the southern segment and the bridge structures over realigned World Way West would begin. Construction of the new RON area would also commence immediately after start of work on the southern segment of Taxiway C13. Construction of the connections between Taxiway C13 and the existing taxiways at its north and south ends would occur in the final phase leading to commencement of operations on the subject new taxiway.
- Construction of the Taxiway D extension would begin while construction of the northern portion of Taxiway C13 is underway and would be completed shortly after the commencement of operations on Taxiway C13.
- Construction of the proposed ARFF would commence in fall 2009 and be completed in the final phase of the CFTP.

In summary, work on the aforementioned program elements is proposed to begin in the second quarter of 2009 and be completed by the third quarter 2010. The schedule for implementation of the CFTP is fully consistent with the conceptual schedule included in the LAX Master Plan EIR,[10] which shows the same start and end dates for construction of midfield aprons and taxiways. However, the LAX Master Plan anticipated substantial additional Master Plan-related construction activity in this timeframe, including clearing of all of the midfield area, construction of all midfield taxiways and aprons (whereas the proposed project only includes the partial extension of Taxiway D and construction of Taxiway C13), construction of a tunnel from the CTA to the Midfield Satellite Concourse, construction of the Midfield Satellite Concourse, and construction of replacement parking for Lot C. As currently planned, the only project on the LAX Master Plan conceptual schedule that would occur concurrently with the CFTP is the addition of gates to the west side of TBIT, which the Master Plan conceptual schedule shows as being constructed between the fourth quarter of 2010 and the third quarter of 2012. Therefore, cumulative Master Plan-related construction activity would be substantially less than that anticipated in the LAX Master Plan EIR.

The proposed CFTP construction staging area is the same as currently used for the SAIP, and is located to the west of the project site, at Pershing Drive and World Way West (see **Figures 2-1** and **2-2**). Construction-related vehicle access and parking for the CFTP would be similar to that of the LAX SAIP. During the construction period for the CFTP, ground traffic (cars, trucks, and construction equipment) would enter and exit the project site from the existing SAIP construction staging area. The SAIP contractor parking area located at a site north of LAX Parking Lot B on La Cienega Boulevard, to the east of the project site, would be used for project workers, with a shuttle to transport workers between the parking area and the job site. Similar to the SAIP, delivery and haul routes for the LAX CFTP would occur on the perimeter of the airport, along Imperial Highway, Pershing Drive, Westchester Parkway, and Aviation Boulevard.

[10] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, April 2004, Figure F3-20.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/3/2008 7:14:36 AM
2.4.1 The project phasing implies that no other work, such as the midfield terminal is planned before 2012. As such, how will construction of this facility at a different time interfere with the use of the CFTP?

Similar to the SAIP, existing pavement, including from existing airfield apron areas that are to be demolished as part of the project, would be recycled on-site through the use of a rock crusher and aggregate processing facility within the construction staging area.

Additionally, the development, application, and enforcement of construction-related mitigation plans required by the LAX Master Plan Mitigation Monitoring and Reporting Program and refined through the SAIP experience would be implemented throughout the construction period. Those measures are described in Chapters 4 and 5 of this Draft EIR, and are also noted in the Tables 1-2 and 1-3 in Chapter 1.

2.4.4 Airport Operational Characteristics Before and After Completion of Construction

As described above in Section 2.1.3, implementation of the CFTP will help to address periodic congestion in aircraft ground movement in the midfield area, and will provide an improved taxiway route between the north runway complex and the south runway complex for NLA once scheduled service starts at LAX. The subject improvements will not, however, increase or otherwise affect the overall operational capacity of the airport. The LAX Master Plan evaluated the overall capacity constraints of LAX as a whole. The primary constraint on the airport's practical capacity at present is the limited curbside capacity of the CTA at peak hour, which causes the practical capacity[11] to be approximately 78.7 MAP.[12] With the LAX Master Plan improvements, the airport's practical capacity in 2015 will be approximately the same, 78.9 MAP, based primarily on the constraints created by reducing the number of aircraft gates at the airport.

The CFTP will not alter airspace traffic, runway operational characteristics, or the practical capacity of the airport. Under existing conditions, LAX's practical capacity is 78.7 MAP based on limited CTA curbside capacity. When the CFTP is completed in 2010, LAX's approximate practical capacity will be the same. The proposed project does not alter this constraint.

The CFTP would not lead to any procedural changes by FAA for LAX airspace operations. LAX operates in a safe and efficient manner and will continue to do so during and after the proposed CFTP airfield modifications. No change in runway utilization is anticipated due to implementation of the proposed CFTP.

2.5 Project Alternatives

CEQA requires that an EIR include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126.6). As discussed in Chapter 4, implementation of the CFTP is anticipated to result in significant impacts related to construction activities, particularly as related to air quality and global climate change (i.e., greenhouse gas emissions). Chapter 6 of this EIR addresses several alternatives including an alternative site, an alternative design, an alternative construction approach, and a "no project" alternative.

2.6 Intended Uses of This EIR

This EIR will be used by LAWA, the Board of Airport Commissioners, and the Los Angeles City Council to evaluate and consider the potential environmental impacts of the CFTP in taking action on the project. Certification of the CFTP would complete the project-level CEQA compliance review for the CFTP as described in this Draft EIR. Project-level approvals for other future components of the LAX Master Plan

11 Practical capacity is the maximum activity that can be processed by the facility over a specific period at a specified level of delay. (LAX Master Plan Final EIR, Section 2.3.1, Page 2-8.)

12 City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, April 2004, Executive Summary, page ES-4.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/3/2008 7:20:39 AM
2.4.4 Since the airport is considered to be constrained by the curbside capacity to 78.7 MAP and there are plans to improve utilization of this curbside via people movers and other CTA mods in the future, what is the next level of constraint and what is its cause? If curbside and gate embark/disembark constraints are removed what is the capacity of the airfield in terms of number of operations/15 min period and ops/ peak hour?

will be subject to the appropriate levels of environmental review. Information in this EIR may also be used by LAWA and the construction team as input for permit and other approval applications.

In addition to use of this EIR by the City of Los Angeles, implementation of the proposed CFTP may require various federal, state, and local approvals, for which the approving agencies may use this EIR in their respective decision-making and approval processes. Provided below is an overview of the actions and permits anticipated to be required for the project.

2.6.1 Federal Actions

U.S. Department of Transportation Federal Aviation Administration (FAA)

The FAA issued a Record of Decision (ROD) on the Environmental Impact Statement for Proposed LAX Master Plan Improvements. The specific federal actions that are the subject of the ROD and that relate to the CFTP and have therefore received federal environmental approval, include the following:

- Unconditional approval of the Airport Layout Plan (ALP), as depicted for Alternative D, with the exception of the collateral development project referred to as "LAX Northside." The components of the ALP related to the CFTP are included in the unconditional approval.
- A determination that the airport development is reasonably necessary for use in air commerce or in the interests of national defense.
- Airfield improvements included under Alternative D, including the new crossfield taxiway and an associated connection to, and extension of, the existing Taxiway D, as addressed in this project-level EIR.
- Approval of appropriate amendments to the airport certification manual pursuant to 14 CFR Part 139 and any required modifications to the airport security plan pursuant to 14 CFR Part 107. This approval would include any such amendments or modifications specifically required for the construction or operation of the CFTP.
- Approval of the appropriate amendments to the airport certification manual, to maintain aviation and airfield safety pursuant to 14 CFR Part 139.
- Potential eligibility of the Master Plan projects for federal assistance through grants-in-aid authorized by the Airport and Airway Improvement Act of 1982, as amended, and/or for use of revenues collected through passenger facility charges at the airport, pursuant to 49 U.S.C. § 47101 and 49 U.S.C. § 47117.

The ROD documents FAA's finding that the Final General Conformity Determination for Alternative D demonstrates that Alternative D conforms to the State Implementation Plan, because it includes a number of mitigation measures required under CEQA.

Additional FAA actions specific to the CFTP would be needed for either construction activities or for funding approvals and the FAA may consider the EIR in taking these actions. These include:

- Approval of a FAA Notice of Construction or Alteration, to ensure safe and efficient operations during the construction of the CFTP. LAWA and its selected contractor would submit a FAA Form 7460-1, "Notice of Proposed Construction or Alteration," which includes information related to the construction location; duration; type, height, and location of construction; and any other information needed for FAA to make its determination.
- Approval of requests for federal funding. In order for federal funding to be used for the CFTP, FAA would approve grant requests from LAWA and provide grant funding as authorized by the airport and Airway Improvement Act of 1982, as amended. As described above, the ROD indicates that federal environmental requirements have been met to make LAWA eligible to apply for grant-in-aid funding for those components of the CFTP to which grant funding can be applied. The FAA would also certify plans and specifications prior to the award of grants. FAA's approval and provision of grants-in-aid for the CFTP is subject to availability of funding.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/4/2008 10:53:00 AM
2.6 Question for Jan: If certified, how did our Settlement change the EIR usage?

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/4/2008 10:56:19 AM
Action Denny 2.6.1 look up the 14 CFR 107 and 139. also the Airport and Airway Improvement Act of 1982

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/4/2008 10:57:29 AM
Ask Jan--even if the ROD is approved, how does this verify State Implementation Plan approval or AUC conformance?

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- Approval of requests to use passenger facility charge revenue for project funding. In order for LAWA to apply revenues collected through passenger facility charges at the airport, FAA would be required to approve an application from LAWA to impose and use passenger facility charge revenue for the project. As described above, the ROD indicates that federal environmental requirements have been met to make LAWA eligible to apply for approval to use passenger facility charge revenue for those components of the CFTP to which such revenue can be applied.

Other Federal Agencies

In the ROD, the FAA specifies that consultations with other federal agencies have been completed through the EIS process. With the implementation of the commitments and mitigation measures included in the LAX Master Plan MMRP and the LAX Master Plan Final EIR and the EIS, mitigation requirements would be satisfied. Other than the FAA approvals described above, no other federal agency approvals are anticipated to be required for the CFTP.

2.6.2 State and Regional Actions

California Department of Transportation (Caltrans)

Permits from or actions by Caltrans required for implementation of the CFTP include, but may not be limited to:

- Amended/Corrected Airport Permit. In accordance with California Code of Regulations, Title 21 § 3530, LAWA must submit to Caltrans an Amended/Corrected Airport Permit Application (DOA-0103 [Rev. 04/01]) for approval. The airfield improvements associated with the CFTP would be reflected on the application.

California State Historic Preservation Officer (SHPO)

The FAA completed its consultation with the SHPO, which included the development of treatment plans in the event that historic, archaeological, or paleontological resources are discovered during CFTP construction activities. If such resources were discovered, the appropriate measures involving SHPO would be followed.

State Water Resources Control Board (SWRCB)/Regional Water Quality Control Board (RWQCB)

The California SWRCB and nine RWQCBs administer regulations regarding water quality in the State. Permits or approvals required from the SWRCB and/or RWQCB for the CFTP include, but may not be limited to:

- General Construction Storm Water Permit
- Standard Urban Stormwater Mitigation Plan

South Coast Air Quality Management District (SCAQMD)

The SCAQMD is the regional agency granted the authority to regulate air pollutant emissions from stationary sources in the air basin and has been involved throughout the development of the LAX Master Plan Final EIR, the Final General Conformity Determination for the LAX Master Plan, and this EIR. No new permanent stationary sources would be added as a result of the CFTP; therefore no additional permits for permanent facilities would be needed. A permit to Construct and Operate is required for each piece of equipment to be used for construction that is not specifically exempt from the permit requirement.

2.6.3 Local Actions

A number of actions to be taken by departments of the City of Los Angeles were identified in the LAX Master Plan Final EIR relating to the certification of that document, as well as approval of the LAX Master Plan, LAX Specific Plan, and the LAX Plan. A number of those actions have been completed in the

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 5:54:44 AM
2.6.1 With the modifications to World Way West, don't there also have to be security review approvals?

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 5:45:45 AM
2.6.1 In what way does the ROD approve other agencies" approvals of impacts such as the Federal Department of Transportation air quality allocations related to the SCAG Regional Transportation Plan?

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 5:51:26 AM
2.6.1 Although Congress assigns the FAA has overall responsibility for air emissions of aircraft on the ground and in the air, what requirements, if any, are imposed and tracked?

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context of the LAX Master Plan. Local actions and approvals that may be required for the CFTP include, but may not be limited to the following:

- LAX Plan Compliance Review in accordance with Section 7 of the Los Angeles International Airport Specific Plan.
- Certification of the project-level tiered Final EIR for the CFTP.
- Submittal of the following to the FAA:
  - Form 7460-1 "Notice of Proposed Construction or Alteration" for FAA approval. (The selected contractor would also be required to submit Form 7460-1.)
  - Applications for grants-in-aid, if such funding is to be sought.
  - Applications to apply passenger facility charge revenue to the project, if such funding is to be used for the project.
  - Plans and specifications for the CFTP for certification by the FAA.
- Submittal of a Recycled Water Report to the RWQCB for the use of recycled water as a dust control measure for construction.
- Preparation of a Project-Specific Storm Water Management Plan or Standard Urban Storm Water Mitigation Plan for approval by the Bureau of Sanitation - Watershed Protection Division. (The Plan should be consistent with the overall Storm Water Pollution Prevention Plan and associated permits.)
- Preparation of a Report of Construction Air Quality Emissions for submittal to SCAQMD.

2.6.4 Miscellaneous Actions and Permits

A number of other actions and permits may be required for the implementation of the CFTP. The list of actions and permits is expected to include, but not be limited to:

- Los Angeles Department of Building and Safety Electrical Permit
- Los Angeles Department of Building and Safety Building Permit for removal, construction, repair, etc. of any structure(s)
- Board of Public Works Sewer/Storm Drain Permit
- Los Angeles Fire Department Plan Check
- Possible modification or condemnation of certain existing on-airport leases

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 6:01:47 AM
2.6.4 Since old facilities are being torn down and new ones are being built for the fire and police, for example, what agency ensures that there are no toxins in the soil? EPA? DTSC? Is a site review required?

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3. OVERVIEW OF PROJECT SETTING

This chapter provides an overview of the existing land use and environmental setting relevant to the CFTP. More detailed descriptions of the existing setting in the project vicinity related to specific environmental issues are provided in Chapters 4 and 5. In addition to providing an overview of the existing physical setting at and around the project site, this chapter describes other projects proposed in the nearby area that may, in conjunction with the CFTP, result in cumulative impacts on that existing setting. The description of those other projects focuses, in particular, on other development projects proposed at LAX and explains the relationship between the CFTP and each project in order to provide the basis for the evaluation of cumulative impacts. Additionally, the subject discussion addresses how the projects proposed at LAX, including the CFTP, relate to the LAX Master Plan.

3.1 Land Use Setting

As indicated in Chapters 1 and 2, and depicted in Figure 1-2, the CFTP site is located near the center of LAX, within the midfield portion of the airport. The subject area is, and has long been, actively used for airport operations and is completely occupied and surrounded by airport facilities. On-site land uses include airline tenant apron areas, aircraft parking areas, an aircraft hangar, maintenance facilities, and various airport/airfield operations buildings.

Surrounding land uses include the following:

- The north runway complex to the north;
- Taxiways S and Q, Tom Bradley International Terminal, and the CTA to the east;
- The south runway complex to the south; and
- A variety of airport/airfield buildings and facilities to the west.

The closest land uses in the project vicinity that are not airport-related include the following:

- The community of Westchester north of LAX (over 0.75 mile between the center of the CFTP site and the nearest point in Westchester);
- A mix of commercial, hotel, office, and residential uses east of LAX (over 1.25 miles between the center of the CFTP site and the nearest hotel on Century Boulevard and over 2.5 miles to the western edge of Inglewood);
- Residential, commercial, office, and institutional uses to the south (approximately 0.75 of a mile between the center of the CFTP site and the northern edge of El Segundo); and
- Dockweiler State Beach and Santa Monica Bay to the west (over 1.25 miles between the center of the CFTP site and Vista Del Mar).

Compatibility and consistency with applicable federal, state, and local regulations, plans and policies from operation of the airport after completion of the CFTP was fully addressed as part of the LAX Master Plan Final EIR.

3.2 Environmental Setting

The following provides an overview of the existing environmental setting at the project site, noting the environmental issues most relevant to the site. Additional information regarding the environmental setting is provided in the discussion of each resource area in Chapters 4 and 5.

- Noise - Being located near the center of the very active midfield area, the existing noise setting is dominated by aircraft activities, primarily commercial jets, occurring throughout the day and evening. This includes noise from aircraft arriving and departing on the north and south runway complexes at each end of the project site, from crossfield aircraft movements on Taxiways S and Q, from aircraft taxiing to and from the existing RON and parking areas within the site, and from aircraft undergoing

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 6:04:51 AM
3.1 The measure of non-airport use land states .75 miles from the center of the CFTP, what is the distance from the nearest location? Similarly, what is the nearest location to the other locations from the nearest location?

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maintenance activities that require engine testing (i.e., engine "run-ups"). Average daily noise levels, characterized in terms of Community Noise Equivalent Level (CNEL), at the construction site and staging area range from 70 to 75 dBA CNEL. There are no noise sensitive receptors at or near the project site; the closest receptors are located in the communities described in the Land Use Setting above and in Section 5.1.2.

- Air Quality - Similar to the noise setting, the existing air quality setting immediate to the project site is dominated by the aircraft activities described above. Other sources of existing air pollutants near the project site include ground support equipment (GSE) operations and maintenance, and vehicle traffic on and off the airfield; however, those pollutant sources are relatively minor compared to the aircraft emissions. There are no sensitive receptors at or near the project site; the closest receptors are located in the communities described in the Land Use Setting above.
- Traffic - The existing traffic setting at the project site is characterized primarily by vehicles permitted within the Airfield Operations Area (AOA). Operation of those vehicles is strictly regulated and only drivers that have satisfactorily completed specialized training and have the appropriate clearances from LAWA are allowed to operate vehicles on the airfield. Non-airfield traffic in the project vicinity occurs on World Way West, which connects with Pershing Drive to the west. Relative to the existing street system surrounding LAX, the traffic volumes on World Way West and Pershing Drive are relatively low and operating conditions are relatively good.
- Hydrology/Water Quality - With the exception of some very small unpaved pockets near Taxiways E and C at the north and south ends of the CFTP site, and a 8-acre disturbed area proposed for a replacement parking lot, the entire project site consists of impervious surfaces including airfield apron area, buildings, roads, and the like. The site is relatively flat and surface stormwater runoff drains to an existing storm drain system that flows to Santa Monica Bay. Dry weather flows from the project site, as well as the first surge from a storm event, are captured by a retention basin and pumped to the Hyperion Treatment Plant. Due to its largely impervious nature, the project site provides a negligible amount of recharge to the regional groundwater basin. Existing water quality pollutants typically include total suspended solids, oil and grease, metals, and fuel hydrocarbons, as associated with airfield activities and aircraft maintenance.
- Historical/Archaeological Resources - None of the buildings at or near the CFTP meet the typical criteria for historic structures (i.e., 50 years old, possessing significance in American history and culture, architecture, or archaeology at the national, state or local level). The project site is developed and the underlying materials are primarily artificial fill and some alluvium. It is not expected that significant archaeological resources underlie the site.
- Biotic Resources - The project site is entirely developed. With the exception of limited ornamental landscaping near the buildings along World Way West, pockets of disturbed ruderal grasslands near the existing taxiways to the north and south, and an 8-acre disturbed area southwest of the crossing of Taxiway AA over World Way West, the area is largely devoid of vegetation and related biotic resources. However, one special status plant species, southern tarplant (*Centromadia parryi ssp. australis*), a California Native Plant Society List 1B.1 species, was observed on the American Airlines employee parking lot relocation site.
- Visual/Aesthetic Resources - As noted above, the CFTP site is located within the midfield area of the airport and is characterized by a variety of airport-related facilities and uses. The subject area is not considered to be a scenic resource and is not amidst any designated scenic corridors.

3.3 Development Setting

This section identifies LAX development projects (LAX Master Plan projects and other LAX projects with independent utility) and non-LAX development projects that could, in conjunction with the CFTP, result in cumulative impacts to the environment.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 6:10:29 AM
3.2 Noise: The EIR notes that will be engine maintenance such as "run ups." What actions are being taken to ensure that these do not occur during night time hours of 8 PM and 7 AM? What about engine revving during aircraft movement?

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 6:14:03 AM
3.2 Traffic: Non-airfield traffic is being modified due to the 1600 space parking lot for employees and airport workers. How much of this is increased spaces and increased traffic? Will detailed reports ever be provided to the public showing the percentage by time of day that arrive to World Way West from the north or south?

Number: 3 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 6:18:31 AM
3.2 Hydrology: Although the vast majority of this area is "paved over" new materials and processes have been identified for parking and roadways that mix in permeable materials that allows for percolation of water into the land. What materials other than standard cement and asphalt have been considered in the design?

Number: 4 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 6:20:35 AM
3.2 Biotics: Due to the location of the RON on this area are there any traps or other monitors to capture insects that may inadvertantly be introduced to LA from other areas?

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3.3.1 LAX Master Plan Development Projects

As described earlier in Chapters 1 and 2, the LAX Master Plan provides a comprehensive plan for a number of improvement projects planned to be implemented over many years throughout the airport. The LAX Master Plan Final EIR addresses the overall effects of all of the improvements, essentially providing a cumulative impacts analysis of all the improvements that comprise the LAX Master Plan, while also identifying the more notable impacts that are attributable to specific components, where appropriate.

The following describes the LAX Master Plan improvement projects that, similar to the CFTP, are being advanced into implementation and for which more specific design and construction details are currently being developed or contemplated.

- **TBIT Reconfiguration Project**: This project proposes the development of new contact gates on the west side of TBIT that will be designed to accommodate Group VI aircraft including NLA such as the A380 and the 747-8. The placement of those gates will require the westward relocation of existing crossfield Taxiways Q and S as proposed in the approved LAX Master Plan. This project also proposes improvements to certain interior portions of TBIT, including improvements to the central processor facility, where Customs and Border Protection (CBP) inspections occur, and major improvements to the north and south concourses including provisions for additional passenger holdroom area. Earlier in 2008, LAWA selected various consultant teams for architectural services, engineering services, and program management services for the detailed planning, engineering, design, and preparation of construction bid documents for various projects in the midfield area including the TBIT Reconfiguration Project. LAWA is proceeding immediately with the development of design and construction information for this project in support of the preparation of a focused EIR tiered from the LAX Master Plan EIR. It is anticipated that the Final EIR for the TBIT Reconfiguration Project will be completed in fall 2009. The construction program for this project will be designed to have Group VI contact gates on the west side of TBIT ready for use by 2012 and, if approved, is currently anticipated to start construction in fall 2009. The initial phase of this project, which would overlap with the completion of the CFTP, involves the proposed westerly relocation of Taxiway S and would include demolition/removal of existing structures and apron area within the taxiway work area. Construction of a portion of the new (relocated) taxiway may also overlap with completion of the CFTP construction activities.
- **Midfield Satellite Concourse Project**: This project is currently anticipated to include construction of the Midfield Satellite Concourse identified in the approved LAX Master Plan and the associated connector between the Midfield Satellite Concourse and TBIT/CTA as well as construction of Taxiway C12, and a new Central Terminal Processor (CTP) in the CTA. As indicated above, LAWA has recently retained a number of consultants to assist in the detailed engineering and design of projects in the midfield portion of LAX, which would include this project. It is anticipated that a focused EIR tiered from the LAX Master Plan EIR will be completed for this project; however, the specifics of when the more detailed information for this project will be ready, in order to prepare the EIR, are still being determined. Construction of this project is not anticipated to occur until after completion of the CFTP.
- **Consolidated Rental Car (RAC) Facility**: This project will provide for the consolidation and centralization of rental car operations at LAX, as contemplated in the approved LAX Master Plan. LAWA has selected a consultant team to help develop the detailed planning, engineering, and design information necessary to implement this project. Similar to above, it is anticipated that a focused EIR tiered from the LAX Master Plan EIR will be completed for this project; however, the specifics of when the necessary project details will be defined for use in the EIR analysis have not yet been determined. Construction of this project is not anticipated to begin until after completion of the CFTP.

As indicated above, two of these three projects would not be under construction at LAX during construction of the CFTP; hence, those projects, specifically the Midfield Satellite Concourse Project and the Consolidated Rental Car Facility, are not expected to contribute to cumulative construction-related impacts. The only project that is currently anticipated to start construction while the development of the CFTP is underway would be the TBIT Reconfiguration Project. Construction of the TBIT Reconfiguration

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 6:25:19 AM
3.3.1 This EIR notes that taxiways Q & S are to be moved west? At the workshop I was told that they will remain in place while the new taxiway C13 will improve flow. Is there a plan to remove these or change their uses to local movement of aircraft to the new gates?

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 6:37:14 AM
3.2 RAC: This was approved in the 2006 Settlement Agreement for construction in the present Lot C Parking area. We have heard that several other locations are being reconsidered. Although we agree that this is prudent considering that community recommendations were NOT Lot C, we wonder when this "green lighted" project will be initiated since it would greatly reduce the traffic in the CTA that the rental buses create. Why can't this be accelerated to be done during the same construction time?

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Project is projected to begin in fall 2009, which would result in a several month overlap with the CFTP that is projected to finish in mid-2010. The resultant potential cumulative impacts are addressed in this EIR.

As indicated earlier, all of the above projects are part of the LAX Master Plan and the environmental impacts of the Master Plan projects are addressed in the LAX Master Plan Final EIR. To the extent it is reasonably foreseeable that implementation of each of the above projects may follow implementation of the CFTP, the combined impacts of all the subject projects, along with other Master Plan projects, have already been addressed and disclosed in the LAX Master Plan Final EIR.

3.3.2 LAX Specific Plan Amendment Study

The LAX Master Plan, approved by the Los Angeles City Council in December 2004, is the strategic framework for future development at LAX. The LAX Specific Plan, approved in December 2004 as part of the LAX Master Plan Program, establishes procedures for approval of all projects defined in the LAX Master Plan Program. The approval procedures are different for a subset of the LAX Master Plan projects. These projects are commonly referred to as the Yellow Light Projects. Such projects, as delineated in Section 7.H of the LAX Specific Plan, include the following:[13]

- Ground Transportation Center (GTC);
- Automated People Mover (APM) 2 from the GTC to the CTA;
- Demolition of CTA Terminals 1, 2, and 3;
- North Runway re-configuration, including center taxiways; and
- On-site road improvements associated with the GTC and APM 2.

In January 2005, a number of lawsuits challenging the approval of the LAX Master Plan Program were filed. In early 2006, the City of Los Angeles and plaintiffs gave final approval to a settlement of the subject lawsuits. As part of the Stipulated Settlement, LAWA is proceeding with the SPAS process to identify potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX Master Plan. The outcome of the SPAS process is a potential amendment to the approved LAX Specific Plan. LAWA is in the process of preparing a Draft EIR for the SPAS.

Section V.F of the Stipulated Settlement provides that, while the LAX SPAS is being processed, LAWA may continue to process and develop projects that are not Yellow Light Projects, consistent with the LAX Specific Plan Compliance Review procedures. The CFTP is not a Yellow Light Project as identified in the LAX Specific Plan. Additionally, the location and design of the CFTP as currently proposed are not dependent on implementation of any of the Yellow Light projects or alternatives to the Yellow Light projects that will be evaluated in the SPAS. Construction of the CFTP does not commit LAWA to proceeding with any of the projects that are currently being evaluated for SPAS. The CFTP will provide a new north-south taxiway connection between the north runway complex and the south runway complex. The point of connection with the north runway complex is with the current Runway 6R/24L; however, that point of connection could be moved to coincide with any potential relocation of that runway, based on the outcome of the SPAS, without any material change to the basic purpose and function of the subject taxiway.

[13] Section 7.H of the LAX Specific Plan as approved in December 2004 also included the West Satellite Concourse and associated APM segments; however, those improvements were later removed from that section of the Specific Plan through a Specific Plan Amendment. As such, they are not considered to be Yellow Light Projects, which is consistent with Section V.D.1 of the Stipulated Settlement described herein.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 6:34:42 AM
3.3.1 Notes that TBIT will start in Fall 2009 and finish in mid-2010. Given recent developments and changes in the TBIT project, what are the new schedules?

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/5/2008 6:59:35 AM
The LAX Specific Plan 7.H (1d) includes the "West Satellite Concourse and associated APM segments." The 2006 Settlement states,
For purposes of clarification, the Released Claims include, but are not limited to, any and
all claims challenging the South Airfield Improvement Project and the West Satellite Concourse.
"Respondents" mean the City of Los Angeles, the Los Angeles City Council, the Mayor of the
City of Los Angeles, LAWA and BOAC.
"Yellow Light Projects" for the purposes of this Settlement mean:
(a) Development of the Ground Transportation Center ("GTC"), including the baggage
tunnel, associated structures and equipment;
(b) Construction of the Automated People Mover ("APM") from the GTC to the Central
Terminal Area ("CTA"), including its stations and related facilities and equipment;
(c) Demolition of CTA Terminals 1, 2 and 3;
(e) Reconfiguration of the north airfield as contemplated in the LAX Master Plan,
including center taxiways; and
(f) Improvements to on-site roadways associated with (a) and (b) above."

Although the Settlement removed, for practical purposes, the Midfield Concourse that we all want to see built, the roadways associated with the CFTP are not as in item (f) above.

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3.3.3 LAX Development Projects Independent of the Master Plan

It is anticipated that a number of other, stand-alone construction activities at LAX that were not part of the LAX Master Plan would likely be underway concurrent with the construction of the CFTP, including both LAWA and tenant projects. These projects include:

- **Tom Bradley International Terminal (TBIT) Interior Improvements Program**: This project provides for the renovation of interior public spaces within TBIT including the departure lobby, departure concourse, arrival concourse, bus hold room, "meeter-greeter" area, in-transit lounge, in-bound and out-bound baggage systems; upgrade of the building's paging system and Information Technology (IT) systems; and upgrade of the existing elevators, escalators, and moving walks. Construction activities for this project began in February 2007 and are anticipated to be complete by February 2010.
- **In-Line Baggage Screening Systems**: This project calls for the construction of in-line baggage screening systems in the CTA terminals pursuant to the requirements of the federal Transportation Security Administration (TSA). The project includes replacement of the existing airline baggage handling spaces, construction of new baggage screening rooms, replacement of the outbound baggage conveyor systems, and installation/integration of TSA-provided Explosion Detection System machines. The project also includes Explosive Trace Detection work stations, On-Screen Resolution Control Rooms and Closed-Circuit Television systems. Construction activities for the installation of in-line baggage screening systems within Terminal 3 began in August 2007 and are anticipated to be complete by January 2010. Similar projects within Terminals 1, 2, 4, 5 and 6 will be implemented by tenants. It is anticipated that improvements within Terminal 4 could be underway in early 2009, followed sometime thereafter by Terminal 1. In order to provide a conservative analysis, it was assumed that work in all of these terminals would occur within the timeframe of the CFTP construction.
- **Airfield Intersection Improvements – Phase 2**: This project provides for improvements at various airfield intersections and associated modifications to certain service road locations in order to provide safe taxiing routes for current large aircraft and future NLA. In particular, this phase of airfield intersections includes widening of several intersections in the north airfield complex and the south airfield complex, specifically in the vicinity of Taxiways E and C and Runways 24L and 25R. The project includes intersection pavement and shoulder reconstruction and associated relocation of affected taxiway lighting and signage. Construction activities for this project began in July 2008 and are anticipated to be complete by August 2009. The subject improvements will be conducted on an intersection-by-intersection basis within limited working hours in order to minimize the number and dispersion of construction equipment on the airfield at any given time. As such, the intensity and physical extent of construction activity associated with this project would typically be very limited on any given day during its overall construction duration.
- **Airfield Operating Area (AOA) Perimeter Fence Enhancements – Phase III (World Way West)**: This project is a continuation of the LAX Perimeter Security Enhancement Program and includes enhancing approximately 6 miles of AOA perimeter fence along World Way West. Fence improvements include the construction/placement of a concrete "K-rail" at the fence base, above which is a green light-mesh metal section for a minimum height of eight feet, with a V-shaped barbed-wire top. Construction activities for this project are anticipated to occur between October 2008 and October 2009. Similar to the airfield intersection improvements described above, the nature of this project substantially limits the intensity and location of construction activity typical for any given day during the 1-year construction duration. This is due to the fact construction and placement of the new fence sections will occur directly adjacent to the existing fence, which limits the area of active construction and requires certain measures be taken at the beginning and end of each day's construction activities in order to constantly maintain TSA security requirements for LAX.
- **AOA Perimeter Fence Replacements – Phase IV**: This project is a continuation of the LAX Perimeter Security Enhancement Program and includes approximately 5 miles of heavy-duty chain link fencing within a 9.12-mile section of the perimeter around the cargo areas along Imperial

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 5:38:45 AM
3.3.3 Where are the "Airfield intersection improvements – Phase 2" and other Airfield Operating Area (AOA) that are supposed to be completed by Aug 2009 defined? We would like to know the timing of where these are being constructed so that we can feel confident that no other projects that we don't know about are in work.

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Highway, Aviation Boulevard and Century Boulevard. The fence will include a concrete foundation, perimeter lighting, and heavy duty crash gates and access control. Construction is anticipated to occur from July 2009 to July 2011. As with the Phase III (World Way West) project, the intensity and location of construction activity typical for any given day during the construction duration will be focused. Because construction and placement of the new fence will occur directly adjacent to the existing fence, the area of active construction will be limited and will require certain measures be taken at the beginning and end of each day's construction activities in order to constantly maintain TSA security requirements for LAX.

- **Terminal 1 Finish Upgrades Project**: This project provides for interior design concepts and theme design at individual passenger terminals within Terminal 1.
- **North Airfield Waterline Repair**: This project involves the replacement of a 12-inch diameter water line beneath the north airfield runways (Runways 24R-6L and 24L-6R) just west of Taxiway AA. In order to maintain airfield operations on nearby runways and taxiways, installation of the line would occur by "jacking" (i.e., pushing) segments of pipe (12-inch diameter pipe within 30-inch diameter casing) through the ground beneath the paved surfaces. As such, the construction activities would be generally limited to the jacking/receiving pit at each end of the pipeline route and the needs for, and use of, construction equipment would be very limited (i.e., jacking machine, pickup trucks for small work crew, periodic delivery of pipe segments, periodic removal of accumulated soil, etc.). The work on this project is anticipated to begin in early 2009 and take approximately 8-10 weeks to complete.
- **Airport Operations Center (AOC)/Emergency Operation Center (EOC)**: This project is to build out, within the existing Telecom building located east of Terminal 8 at LAX, a new AOC/EOC to consolidate LAWA's various operations centers into one location and to serve as a centralized emergency management location during an incident. The new AOC/EOC will house state-of-the-art facilities and will have increased robust operational and emergency management capabilities for resources coordination, data collection, and information processing. Project design has not yet been completed, but it is anticipated that the project will require the configuration of the existing building and could involve the construction of up to 10,000 square feet of additional building space. Construction is anticipated to commence in November 2009 and take approximately one year.
- **Korean Air Cargo Terminal Improvement Project**: This project would include additional warehouse and office space, as well as a more efficient truck loading and docking area at the existing Korean Air facility at LAX, which is located on West Imperial Highway within the South Cargo Complex East. Specific improvements include the addition of 16,350 square feet of warehouse space, the addition of 8,800 new square feet of office space, and the conversion of 6,657 square feet of existing office space to warehouse space, for a total net increase in warehouse square footage of 23,007 and in office space of 2,143. Upon completion, the facility would have a square footage of 183,506, a net increase of 25,150 square feet. In addition, the project would include the remodel of the existing truck docking area. At this time, it is estimated that construction would begin in early to mid-2009 and extend for approximately one year.
- **Westchester Golf Course Three-Hole Expansion Project**: LAWA is planning to add three holes to the existing 15-hole Westchester Golf Course, located in the northern portion of the airport property within the area known as LAX Northside. Construction of the proposed improvements would begin in early 2009. The most notable construction activities, including demolition of existing pavement and rough grading and trenching, would occur within the first two weeks of construction. This would be followed by approximately nine weeks of fine grading. These activities are generally anticipated to occur prior to the start of the CFTP construction. The balance of the construction period for the Westchester Golf Course Three-Hole Expansion Project will be used for hydroseeding and placement of sod, growth and maturation of the course, and for finish work, such as lighting installation. Based on the nature, location, and timing of the Westchester Golf Course Three-Hole Expansion Project construction activities, relative to those of the CFTP, it is not anticipated that the project would contribute to cumulative construction-related impacts.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 5:41:04 AM
3.3.3 The Westchester Golf Course "Three-Hole Expansion" should really be called "Three-Hole Replacement" since these holes were in existence before LAWA tore them out about 25 years ago with the promise that they would be restored.

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- **Miscellaneous Construction and Maintenance Activities**: As part of ongoing construction and maintenance at LAX, and in accordance with its Capital Improvement Program, LAWA expects to undertake a number of projects within the CTA, the airfield, and other portions of the airport. These projects consist of routine upgrades and enhancements to existing facilities, and are generally smaller in scale than the other projects identified in this section.

In addition to the projects identified above, there are several projects in the planning stages that may occur on LAX property but are not related to the airport and are being undertaken by independent agencies or parties. These projects are described below.

- **Westchester Rainwater Improvement Project**: This project would treat urban runoff from the 2,400-acre watershed that currently flows into the Argo Drain and ultimately to Dockweiler State Beach and coastal waters. The project would add stormwater treatment facilities on LAX property near the intersection of Pershing Drive and Westchester Parkway. Project components would include stormwater flow diversion structures, debris removal, and underground detention and infiltration facilities that would remove bacteria and other pollutants, such as trash, oil and grease, metals and pesticides, from urban runoff. Construction of the project is anticipated to begin in May 2009 and extend until approximately March 2010.
- **Metro Bus Maintenance and Operations Facility**: The Metro Bus Maintenance and Operations Facility is proposed to be located on a 24-acre parcel within the boundaries of LAX. The parcel is on the west side of La Cienega Boulevard near Lennox Boulevard. The facility will house a bus division with approximately 234 standard and 106 articulated buses, a dispatch center and maintenance shop. It will also support bus storage, fueling and related routine maintenance operations activity. In addition, approximately 525 parking spaces will be provided for employees, non-revenue vehicles and visitors. Construction of the project is not anticipated to begin until Spring 2011 and, as such, would not contribute to cumulative construction-related impacts.
- **OceanWay Secure Energy Project**: Woodside Natural Gas Inc. is proposing to bring natural gas into Southern California using specially designed Liquefied Natural Gas carriers and undersea and land-based pipelines. Natural gas would be shipped to an offshore facility, regasified at sea, and delivered to land through subsea pipelines. Once onshore, the natural gas would be transferred to two onshore pipelines, which would run approximately 4 miles from a location on LAWA-owned property within the Los Angeles/El Segundo Dunes, beneath the north airfield and city streets, to a receiving and custody transfer location located several miles north of the airport. This project has not received approval. Moreover, if it were to be approved, it is not anticipated that construction of this project would coincide with construction of the CFTP; therefore, the project would not contribute to cumulative construction-related impacts.

In addition to these projects, there is a project currently being considered by LAWA that, while not involving any construction activity at LAX or elsewhere, could indirectly affect LAX in a way that could result in cumulative impacts when combined with the CFTP. Specifically, the Van Nuys Airport Noisier Aircraft Phaseout Project proposes to prohibit certain operations at Van Nuys Airport by aircraft that exceed specified takeoff noise levels. Van Nuys Airport is a general aviation municipal airport located approximately 22 miles north of LAX. It is anticipated that the phased implementation of that project, if approved, would result in the affected aircraft operators choosing to utilize other airports in the region including, but not limited to, LAX. Based on a survey of the potentially affected operators regarding which other regional airports would they likely use instead of Van Nuys Airport, it is estimated that a total of approximately 31 flights, representing 31 landing and takeoff operations (LTOs) or 62 total operations, would go to LAX per year. This equates to a daily average of approximately 0.2 additional flights at LAX. As noted above, the Van Nuys Airport Noisier Aircraft Phaseout Project does not involve any construction activities; hence, it does not pose the potential to contribute to cumulative construction-related impacts when combined with the CFTP and the other projects described above. It does, however, present the potential for operations-related impacts at LAX that may relate to those of the CFTP, specifically as related to aircraft operations. As described in Section 2.1, implementation of the proposed CFTP will, by intent and design, modify certain aircraft ground movement operations at LAX. The changes in aircraft

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 5:42:35 AM
3.3.3 Has LAWA approved the Westchester Rainwater Improvement Project?

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taxiing operations will affect the amount of air pollutant emissions from aircraft engines. Inasmuch as the Van Nuys Airport Noisier Aircraft Phaseout Project could also affect air pollutant emissions associated with future aircraft operations at LAX (i.e., additional flights at LAX), there is a potential cumulative relationship between the two projects relative to air quality. This potential cumulative relationship is discussed in Section 4.2 of this EIR.

3.3.4 Non-LAX Planned Development

Planned development projects in the City of Los Angeles and neighboring communities within the vicinity of the study area are listed in **Table 3-1**. The list was prepared to document and describe all known local area development projects that may contribute traffic to the CFTP study area. The list is based on consultation with representatives of the Los Angeles Department of Transportation (LADOT), Culver City, El Segundo, Hawthorne, Inglewood, Los Angeles County, and Manhattan Beach. The construction schedules and specific dates of occupancy for most of the developments were not provided.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 5:53:07 AM
3.3.A Table 3-1 lists residential and commercial construction, but fails to identify what road projects are planned and when. The LA City projects around Manchester/Lincoln are not listed. Also, not yet identified is the DOT project to upgrade the area of Lincoln Blvd between Manchester and Sepulveda. What are all of the road construction projects planned to be started before, during, or with a year after the CFTP?

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4. SETTING, ENVIRONMENTAL IMPACTS, AND MITIGATION MEASURES

This chapter describes the analytical framework for the environmental review of the CFTP, including a description of (1) program level versus project level environmental review, (2) the baseline for determining whether the potential impacts of the CFTP would be significant, (3) the method by which mitigation measures and LAX Master Plan commitments have been, and will be, incorporated into this project-level analysis and as conditions of approval to the project to avoid or minimize potential impacts of the CFTP, including potentially significant impacts, (4) the cumulative impacts analysis that was conducted for the CFTP, and (5) the peak period of construction activity that was analyzed for the CFTP.

Program Level versus Project Level Environmental Review

As described in Chapter 1, in April 2004 LAWA published a Final EIR that analyzed the potential environmental effects associated with the implementation of comprehensive long-term plans to modernize LAX (the LAX Master Plan), including the processing of "program level" entitlements, such as a general plan amendment and zoning regulations (the LAX Plan and LAX Specific Plan). The LAX Master Plan included the CFTP as an implementing project of the Plan, and thus the Master Plan EIR analyzed the potential impacts of the CFTP to the extent feasible and appropriate at that time.

As discussed under Section 15146(b) of the State CEQA Guidelines, an EIR prepared for program level entitlements, "need not be as detailed as an EIR on the specific construction projects that might follow." The CEQA Guidelines incorporate the "rule of reason" and advise public agencies to avoid "speculative analysis of environmental consequences for future and unspecified development."

Consequently, the LAX Master Plan Final EIR addresses the more general level of detail that is required for program level entitlements under CEQA. In an effort to be as comprehensive and thorough as possible, the Final EIR nonetheless also contains extensive "project level" analysis that is beyond the level of detail normally found in a program level environmental document.

Where a program level environmental document has been prepared, CEQA encourages the public agency to "tier" subsequent project level environmental analyses. Pub. Res. Code § 21093. Section 15152(a) of the CEQA Guidelines describe this approach as follows:

> "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

Because the CFTP was analyzed in the Master Plan EIR, this Draft EIR is "tiered" from, and incorporates by reference, the LAX Master Plan Final EIR.[14] To avoid a repetitive discussion of issues, this Draft EIR provides project-specific information on the development of the CFTP, focusing on potentially significant environmental effects that may not have been fully addressed in the prior EIR at the project level of detail. As identified in the August 7, 2008, Revised Notice of Preparation (NOP) for this project-level EIR, LAWA initially determined, based on an preliminary review of the CFTP, that five categories of environmental resources could potentially be affected by construction of the project and require additional review that was not otherwise provided in the LAX Master Plan Final EIR.[15] These five categories of environmental resources included traffic, air quality (including human health risks), noise, surface water quality, and

[14] City of Los Angeles. Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements. April 2004. The Final EIR (State Clearinghouse No. 1997061047) was certified by the Los Angeles City Council on December 7, 2004.

[15] A Notice of Preparation (NOP) for the CFTP EIR was originally published on April 10, 2008. In conjunction with continuing planning and engineering refinement for the project, the development of a new ARFF and a replacement parking lot was identified. A Revised NOP describing these additional elements of the project was subsequently published.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 5:18:45 PM
Note to Denny: Have Jan review this section.

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4.1 Surface Transportation

4.1.1 Introduction

By way of background, the LAX Master Plan Final EIR analyzed future roadway traffic impacts for the entirety of the Master Plan including a peak construction year of 2008, when it was originally anticipated that many of the Master Plan projects would be under construction, and for operational conditions at Master Plan buildout, originally anticipated to be in 2015. The Master Plan EIR analyzed traffic impacts associated with several alternatives considered for the Master Plan, including Alternative D, which was selected for approval. In conjunction with the evaluation of traffic impacts, the Final EIR proposed numerous Master Plan commitments and mitigation measures to address potential traffic impacts associated with construction and operation of the Master Plan. The LAX Master Plan Final EIR provides a programmatic evaluation of the overall impacts of the Master Plan, understanding that a more detailed analysis of impacts particular to individual projects within the Master Plan can be better evaluated at the more detailed levels of project planning. That is the case here relative to the CFTP. The traffic analysis presented in this section addresses the impacts specific to the CFTP that were not otherwise covered in the Master Plan Final EIR. The analysis presented herein focuses on construction-related traffic that would impact off-airport roadways along the west and south sides of LAX, as described in greater detail below.

The information provided in this project-level tiered EIR was prepared to examine, at a greater level of detail, the potential surface transportation impacts specifically associated with development of the CFTP. This CFTP analysis "tiers" from the LAX Master Plan Final EIR's analysis and findings. This CFTP analysis incorporates current traffic data and information obtained subsequent to LAX Master Plan EIR publication. For example, procedures and certain assumptions used for this analysis are based on the traffic study prepared for the South Airfield Improvement Project (SAIP) EIR, which was published in 2005. The SAIP was the first Master Plan project to be constructed and the EIR for the SAIP was tiered from the Master Plan Final EIR. Given the many similarities between the SAIP and the CFTP, in terms of both of them being airfield improvement projects anticipated in the Master Plan and both having the same locations for construction staging area and employee parking area, some of the assumptions and methodologies used for the SAIP study were also applied to the CFTP traffic analysis. Updated data and assumptions have been developed as necessary and appropriate for the CFTP based on current conditions and the particular characteristics of the project.

This surface transportation analysis assesses the anticipated traffic impacts at intersections that would experience traffic from construction employee vehicles, construction delivery trucks, and other construction-related roadway traffic activity (e.g., employee shuttles and transfer trucks). As necessary, LAX Master Plan commitments and mitigation measures consistent with the Master Plan Mitigation Monitoring and Reporting Program (MMRP) have been incorporated to mitigate potential construction-related impacts. Applicable Master Plan commitments are incorporated into the CFTP and thus analyzed as part of the project.

This analysis addresses, in particular, the impacts from construction-related traffic that would occur during the peak period of project construction. This is considered to provide a conservative impact analysis, in that project-related traffic during periods when construction activities are not as intensive would result in lesser traffic impacts than presented herein. The analysis focuses on construction-related impacts because completion of the improvements proposed under the CFTP would not materially affect the operational characteristics of LAX as related to surface vehicle traffic. The proposed taxiway improvements would change the taxiing characteristics of existing aircraft ground movements, but that does not generate any new vehicle trips or alter the traffic patterns outside of the airfield. While the proposed project includes development of a new fire station/ARFF, completion of that new facility would be accompanied by closure of an existing station/ARFF nearby and transfer of the existing staff from the old station to the new station. Similarly, construction of a new vehicle parking lot is proposed as part of the project, but this would only be a replacement for an existing parking lot nearby which would not alter vehicle traffic patterns within the off-airport roadway system. Again, as further described below, the focus

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 6:05:28 AM
4.1.1 Construction surface traffic is but one level of impact that needs to be addressed. Additional truck traffic from deliveries to LAX on the west and employee/other parking also needs to be addressed for the longer term. Further, although the Settlement Agreement limits the number of gates to a "practical capacity of 78.9 MAP" the LAWA assessments states that another constraint, traffic into the CTA, is a limiting factor. When some of those traffic concerns are addressed there is a possible increase of impact after the 2020 prohibition of gate increases. When will LAWA address this future impact on traffic?

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of the CFTP traffic impacts analysis presented herein is on construction-related traffic, particularly during the peak construction period.

4.1.2 Methodology

4.1.2.1 Overview

As noted above, this study focuses on construction impacts related to the CFTP. The analysis methodology is based largely on the approach used for the SAIP, which is generally similar in nature, scope, and location to the CFTP. New data were collected for the CFTP study; however, many of the assumptions used for the CFTP and documented herein were assumed to be the same as those used for the SAIP traffic study. Key assumptions used for the SAIP pertaining to construction period peak hours and vehicle circulation routes were considered valid for this study because of the close similarities between the projects, including use of the same construction staging and employee parking locations and the same time of day limitations on employee and construction vehicle arrivals and departures.

The CFTP study area is comprised of a focused area that includes those intersections and roadways that are anticipated to be directly or indirectly affected by the construction of the CFTP. Given the similarities between the CFTP and the SAIP, the geographic limits of the CFTP study area and the potentially affected intersections are the same as the geographic limits used for the SAIP, which were determined through consultation with LAWA and LADOT. During the scoping of the SAIP traffic study, LADOT indicated that no traffic study was required because there was "no requirement to assess the temporary impacts of a project resulting from construction activities. Thus, the proposal to prepare a traffic study is voluntary."[20] However, LAWA determined at that time and continues to believe that the preparation of a traffic study is useful in order to provide a full assessment and documentation of the potential impacts that may be generated by the construction of the CFTP. Furthermore, under CEQA and NEPA, even temporary traffic impacts may be considered significant. Therefore, LAWA provides this CFTP traffic study to determine the significance of the proposed project's traffic impacts. The study area is comprised of those facilities that would be most likely affected by employee and truck traffic associated with construction of the CFTP. The methodology used for this study is based on data and procedures used for the LAX Master Plan Final EIR traffic study and, subsequently, the SAIP traffic study. The procedures are also consistent with the information and requirements defined in the document, *Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures*, Revised March 2002.

The following steps and assumptions were used to develop the study methodology:

- The study area (explained in detail below in Section 4.1.3.1), was defined according to the travel paths that would be used by construction traffic to access the project site and equipment staging area. Construction delivery vehicle travel paths would be regulated according to a construction traffic management plan. The proposed CFTP improvements are located in the central and western portions of the airport and construction vehicle access would be strictly to and from the west via off-airport roads adjacent to, and south of, the airport. CFTP construction vehicles would not access the Central Terminal Area (CTA) roadways; therefore, the CTA roadways and connecting off-airport roads to the north and east were not analyzed.
- Intersection traffic volume data were collected at the key study intersections in August 2008 during the a.m. commuter peak hours (7:00 to 9:00 a.m.) and p.m. commuter peak hours (4:30 to 6:30 p.m.). These data were then adjusted to represent peak hour volumes that would occur during (a) the a.m. peak inbound hour for construction employees and deliveries and (b) the p.m. peak outbound hour for construction employees and deliveries. Pursuant to the mitigation requirements set forth through the LAX Master Plan Final EIR, construction truck delivery and construction employee traffic activity would not be scheduled to occur during the morning commuter peak and the afternoon commuter peak periods. The estimated peak hours for construction-related traffic were determined by reviewing the estimated hourly construction-related trip activity. The a.m. peak construction hour was

[20] Email from LADOT (Tom Carranza) to LAWA (Patrick Tomcheck) on July 29, 2004

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 6:08:43 AM
4.3.3 Since the study area was set based on proposed construction patterns driven by the CFTP, where is the potential impact of all other projects to be done at similar dates that may use other routes causing disruption of vehicle traffic in those areas and pushing it into the CFTP proposed routes?

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 6:10:23 AM
4.3.3 LAWA conducted some intersection studies in August 2008 when all schools in the area (including Otis College and Loyola University) were not in session. This would necessarily understate the impacts when they are in session.

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determined to be 5:00 to 6:00 a.m. and the p.m. peak construction period was determined to be 3:30 to 4:30 p.m.

- The study analyzed key off-airport intersections, including intersections with freeway ramps in the proposed study area. Analyses of roadway segments and freeway[21] links, typically required to be conducted relative to impacts during peak commute periods, were not performed because peak construction-related traffic activity is anticipated to occur during periods that do not coincide with peak commute periods.

In general, the analysis prepared for this study tiers from, and or complements, the assumptions and analyses included in the LAX Master Plan EIR and the SAIP EIR; however, additional data were collected in order to prepare technical analyses that (a) incorporate the most current available data, (b) accommodate a more focused study area, and (c) analyze alternative peak hours that were not specifically modeled or analyzed in the LAX Master Plan EIR (i.e., construction peak hours specific to the CFTP construction).

The following describes the methodology and assumptions behind the various types of traffic conditions considered in this traffic analysis, and how the project's direct and indirect (cumulative) impacts were identified relative to those scenarios.

4.1.2.2 Determination of Baseline (2008) Traffic Conditions

The Baseline describes and documents the existing conditions within the project traffic study area at the time the Notice of Preparation (NOP) was filed for the CFTP EIR. For purposes of this study, intersection turning movement volumes collected in August 2008, which represent the most current comprehensive set of traffic counts completed by LAWA, were used as a basis for preparing the traffic analysis and assessing potential project-related traffic impacts, in accordance with CEQA requirements. The following steps were taken to develop the Baseline (2008) traffic conditions information:

Prepare Model of Study Area Roadways and Intersections–A traffic model of study area roadways and intersections was developed to assist with intersection capacity analysis (i.e., quantitative delineation of capacity and operational characteristics of intersections likely to be impacted by project traffic). The model was developed using TRAFFIX,[22] a commercially available traffic analysis program designed for preparing traffic forecasts and analyzing intersection and roadway capacity. The model uses widely accepted traffic engineering methodologies and procedures, including the Transportation Research Board Critical Movement Analysis (CMA) Circular 212 Planning Method,[23] which is the required intersection analysis methodology for traffic impact studies conducted within the City of Los Angeles.

Off-Airport Traffic Data Collected in 2008–The intersection turning movement counts for Baseline conditions were collected during a.m. and p.m. peak commuter hours in August 2008, which is considered to be the peak month for airport-related traffic around LAX; therefore, additional seasonal adjustments were not required to convert volumes to peak month conditions. However, in order to obtain an estimate of background traffic activity during the peak construction periods, it was necessary to convert this data to represent traffic that would occur during the clock hour that directly precedes the peak commuter hours. This adjustment to the peak commuter hour data reflects the fact that, as a result of the LAX Master Plan Final EIR, the scheduling of construction work hours is required to avoid peak commute

[21] During a review of the proposed analysis methodology and study area for the SAIP project, LADOT staff indicated in their July 29, 2004 communication that "intersection analysis for this type of study is more than sufficient" and that roadway and freeway link analyses would not be required. A Congestion Management Program (CMP) analysis is not required for construction-related activity because it is not anticipated that the CFTP would generate traffic during the a.m. or p.m. peak commute periods. Additionally, because the CFTP would not alter roadway circulation patterns or increase traffic volumes subsequent to construction, a CMP analysis is not required for post-construction traffic operations.

[22] Dowling Associates, TRAFFIX Version 7.7. Based on information provided by Dowling Associates in May 2, 2008, over 425 site TRAFFIX licenses are owned by public and private entities, including licenses owned by 44 cities, 8 counties, and Caltrans within the state of California.

[23] Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 6:14:03 AM
4.1.2.2. None of the models take into account the cost of gasoline and its impact on the number of cars traveling through this area. It doesn't take a traffic engineer to see that as the recent cost of gas declined, the number of cars increased substantially. How will LAWA look at their model and take this type of influence on traffic into account?

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 6:17:31 AM
section 4, footnote 21. LAWA should be commended for not blindly using the 2004 traffic studies. During this period 25% of all housing growth in the City of LA was constructed in Council District 11 (LAX is in CD 11) along with substantial growth in the Marina (LA County). Will LAWA be making available the actual study reports or just excepts in the appendices to this EIR?

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- The 2008 Baseline volumes defined previously were multiplied by a growth factor of 2 percent per year to account for local background traffic growth through 2009. This assumption was deemed to be conservative given that roadway traffic in the study area has generally decreased between 2004 and 2008 (refer to the Annual Growth Patterns discussion in Section 4.1.3.3).
- The location and trip generation characteristics of approved "non-airport" development projects that would be in place by Q4 2009 were reviewed and incorporated (refer to Section 4.1.5.3). The trips associated with the construction of the Westchester Rainwater Improvement Project were included in the analyses. Given that the other "non-airport" projects are not in the immediate vicinity of the study area, it was determined that the effects of traffic generated by associated traffic activity would be indirectly included as part of the assumed 2 percent growth factor.
- LAX projects that were underway during traffic data collection used for this project are included in the 2008 Baseline traffic volumes and were conservatively assumed to increase in proportion with the "non-airport" growth rate described above. These projects include the TBIT Interior Improvements Program and the In-Line Baggage Screening Systems. In addition, estimated construction-related trips generated by the TBIT Reconfiguration Project and the Korean Air Cargo Terminal Improvement Project which will be underway in 2009 were also included.

Cumulative Traffic at CFTP Peak (Q4 2009) With Project

The project-related (2009) traffic volumes described in Section 4.1.2.3 were added to the "Without Project" traffic volumes described in the previous section. This is a realistic traffic scenario that is intended to represent the estimated total peak hour traffic volumes (comprised of background traffic, ambient growth, other projects, and CFTP construction traffic) that would use the study area intersections during the peak period of CFTP construction during the fourth quarter of 2009.

Cumulative Traffic at Overall Peak (Q2 2010) Without Project

The TBIT Reconfiguration Project is scheduled to commence in late 2009 and is expected to overlap the final phases of the CFTP construction period. This necessitated an analysis to confirm that the cumulative effect of the concurrent construction of both projects would not result in additional impacts other than that which could potentially occur during the peak construction period for the CFTP. Upon review of the schedules and construction activities for both projects, it was determined that maximum combined construction activity will take place during the second quarter of 2010. In order to analyze activity at this point in time, the Cumulative Traffic at Overall Peak (Q2 2010) Without Project were developed to provide for this additional basis of comparison. The traffic volumes generated by the TBIT Reconfiguration Project included in this traffic condition represent approximately 54 percent of the maximum traffic volume generated by the TBIT Reconfiguration Project at its peak construction period. The demands generated by the TBIT Reconfiguration Project were determined by analyzing a resource loaded schedule for that project identifying estimated employee demands by week over the course of construction. The general methodology is similar to the process described previously for the CFTP peak construction period.

Cumulative Traffic at Overall Peak (Q2 2010) With Project

The Cumulative Traffic at Overall Peak (Q2 2010) With Project traffic condition was developed to measure the traffic impacts due to the combined effects of the CFTP and the TBIT Reconfiguration Project on the study area roadways during the peak period of construction activity. This maximum activity was found to be occurring in the second quarter of 2010. The estimated traffic generated by the TBIT Reconfiguration Project was already included as a part of the (Q2 2010) "Without Project" Volumes. Based on a review of the resource loaded schedule for the CFTP, the traffic generated by CFTP during the second quarter of 2010 was estimated to be approximately 10 percent less than the traffic generated during the CFTP project peak in the fourth quarter of 2009. This project traffic was then added to the (Q2 2010) "Without Project" traffic to produce the Overall Peak (Q2 2010) With Project traffic volumes.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 6:28:51 AM
4.1.2.4 Cumulative Traffic. We all know that air commerce is down at LAX and auto, taxi and vans being the primary way people get to LAX this count would be down. As the economics improve and traffic is restored to pre-2001 levels and beyond, how will the traffic be accommodated? Right now there are some plans for APM that have not been finalized. How is the traffic flow in the area around LAX assumed? The Settlement agreed to let the Consolidated Rental Car Facility move forward with limited restraint with the objective of removing hundreds of buses from the CTA. When will this be accomplished and how are the traffic conditions assessed to accommodate this project?

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4.1.2.5 Delineation of Impacts and Mitigation Measures

The following steps were conducted to calculate intersection levels of service, identify impacts and identify potential mitigation measures, if necessary:

Prepare Level of Service Analysis–Level of service analyses for the study area intersections and roadways were prepared using TRAFFIX. Intersection level of service was estimated using the Critical Movements Analysis (CMA) planning level methodology as defined in Transportation Research Board Circular 212, in accordance with the *LADOT Traffic Studies Policies and Procedures Guidelines*, Revised March 2002, and the *L.A. CEQA Thresholds Guide*, 2006. Intersection level of service was analyzed for the following conditions:

- 2008 Baseline
- Baseline (2008) Plus Peak CFTP
- Cumulative Traffic at CFTP Peak (Q4 2009) Without Project
- Cumulative Traffic at CFTP Peak (Q4 2009) With Project
- Cumulative Traffic at Overall Peak (Q2 2010) Without Project
- Cumulative Traffic at Overall Peak (Q4 2010) With Project

Identify Project Impacts–Project-related impacts associated with construction of the CFTP were identified. Intersections that were anticipated to be significantly impacted by project-related construction were identified according to the criteria established in the *L.A. CEQA Thresholds Guide*, 2006. Impacts were determined by comparing the level of service results for the following conditions:

- Baseline (2008) Plus Peak CFTP compared with Baseline (2008)–This is a measure of comparison required under CEQA to isolate the potential impacts of the project.
- Cumulative Impacts–Cumulative impacts were determined using a two-step process. An initial comparison was made comparing the cumulative "With Project" condition against the 2008 Baseline condition to determine if a cumulative impact would occur relative to the Baseline. An impact was deemed significant if it exceeded the allowable threshold of significance defined by LADOT in their Guidelines. If a cumulative impact was determined, then a second comparison of the "With Project" vs. the "Without Project" level of service conditions was conducted to determine if a cumulatively considerable contribution was resulting from the CFTP.

Identify Potential Mitigation Measures–The traffic analysis approach included provisions to identify mitigation measures, if/as necessary, for intersections determined to be significantly impacted by construction-related traffic. The delineation of appropriate mitigation measures includes integration of the applicable Master Plan commitments intended to address construction-related impacts.

4.1.3 Baseline Conditions

As indicated in the Methodology discussion above, the Baseline describes the facilities and general conditions that existed the month in which the NOP was published.

4.1.3.1 Study Area

The traffic analysis study area is depicted in **Figure 4.1-1**. The scope of the study area was determined by identifying the intersections most likely to be used by construction-related vehicles accessing the CFTP construction site and construction employees accessing construction parking areas. The study area is generally bounded by the I-405 freeway to the east, the I-105 freeway and Imperial Highway to the south, Pershing Drive to the west, and Century Boulevard to the north. The study area includes the CFTP construction site, which would be accessed via a gate located on World Way West. Construction employees would park in a dedicated parking lot located east of the project site that would be accessed via a driveway from La Cienega Boulevard located north of the intersection with Lennox Boulevard. Airport Public Parking Lot B and the Airport Employee Parking Lot E are located south of the proposed

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 6:31:37 AM
4.1.3.1 Study Area doesn't include Vista del Mar on the west even though it is used as a pathway from the South Bay to the Pershing entrances to World Way West. Why isn't this included?

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employee construction parking lot and are accessed via driveways located on 111th Street between Aviation Boulevard and La Cienega Boulevard. These existing public and employee lots would remain operational during the construction of the CFTP.

4.1.3.2 Study Area Roadways

The principal freeways and roadways serving as access routes within the traffic analysis study area include the following:

- **I-405 (San Diego Freeway)** - This north-south freeway generally forms the eastern boundary of the traffic analysis study area and provides regional access to the airport and the study area. Access to the study area is provided via ramps at Century Boulevard, I-105, Imperial Highway, and three locations along La Cienega Boulevard.
- **I-105 (Glenn M. Anderson or Century Freeway)** - Along with Imperial Highway (described below), this east-west freeway forms the southern boundary of the traffic analysis study area, and extends from the San Gabriel Freeway (I-605) on the east to Sepulveda Boulevard on the west. Access to the study area is provided via ramps at Sepulveda Boulevard and along Imperial Highway.
- **Aviation Boulevard** - Aviation Boulevard is a north-south, four-lane roadway that bisects the study area.
- **Century Boulevard** - Century Boulevard is an eight-lane divided roadway that serves as the primary entry to the LAX central terminal area (CTA). The roadway also serves as access to off-airport businesses and hotels and on-airport aviation-related uses (e.g., air cargo facilities) located between the airport CTA and I-405.
- **Imperial Highway** - Imperial Highway is an east-west roadway that is located at-grade and beneath much of the elevated I-105 freeway. The facility varies in lane width from six-lanes east of the merge with I-105 to four-lanes west of the merge with I-105.
- **La Cienega Boulevard** - La Cienega Boulevard is a north-south roadway that would serve as the primary access route to the proposed construction employee parking lot. The facility varies from four to six lanes.
- **Pershing Drive** - Pershing Drive is a north-south, four-lane divided roadway that forms the western boundary of the traffic analysis study area. This roadway would serve as the access route for construction-related traffic accessing the CFTP site via World Way West.
- **Sepulveda Boulevard (State Route 1)** - Sepulveda Boulevard is a major north-south, six-lane arterial providing direct access to the airport and CFTP study area via I-105 on the south. Sepulveda Boulevard is located in a tunnel section beneath the south airfield runways.
- **111th Street** - This east-west roadway has one lane in each direction separated by a painted median. This roadway provides access to the airport's Public Parking Lot B, Airport Employee Parking Lot E, and other businesses in the study area.

4.1.3.3 Existing Traffic Conditions

Study Area Intersections

Intersection Locations

The anticipated routes used by construction-related vehicles were reviewed to identify the intersections likely to be used by vehicles accessing the project construction site or the construction employee parking lot off of La Cienega Boulevard. Based on this review, the key intersections to be analyzed for this study are depicted in **Figure 4.1-2** and are summarized as follows:

1. Imperial Hwy. and Pershing Drive
2. Imperial Hwy. and Main Street
3. Imperial Hwy. and Sepulveda Blvd.
4. Imperial Hwy. and Nash Street
5. Imperial Hwy. and Douglas Street
6. Imperial Hwy. and Aviation Blvd.
7. Imperial Hwy. and I-105 ramps east of Aviation Blvd.
8. Imperial Hwy. and La Cienega Blvd.
9. Imperial Hwy. and I-405 northbound ramps east of La Cienega Blvd.
10. Aviation Blvd. and Century Blvd.
11. Aviation Blvd. and 111th Street
12. La Cienega Blvd. and I-405 southbound ramps north of Century Blvd.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 6:34:53 AM
4.1.3.3 Study intersections includes primarily intersections on the south of LAX. Why were so few north side intersections evaluated? Those routes coming south to LAX via Sepulveda or Lincoln should have been included.

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13. La Cienega Blvd. and Century Blvd.
14. La Cienega Blvd. and I-405 southbound ramps south of Century Blvd.
15. La Cienega Blvd. and 104th Street
16. La Cienega Blvd. and Lennox Blvd.
17. La Cienega Blvd. and 111th Street
18. La Cienega Blvd. and I-405 southbound ramps north of Imperial Hwy.
19. Century Blvd. and I-405 northbound ramps east of La Cienega Blvd.

Intersection Control and Geometry

All of the study area intersections listed above and depicted in **Figure 4.1-2** are signalized. In addition, all of the intersections are included in the Automated Traffic Surveillance and Control (ATSAC) system, except Imperial Highway and I-405 northbound ramps east of La Cienega Boulevard (#9) and Century Boulevard and I-405 northbound ramps east of La Cienega Boulevard (#19). The ATSAC system operated by LADOT provides for monitoring of traffic conditions at intersections and the flexibility to adjust the traffic signal timing to react to current conditions.

Intersection geometry for the intersections listed above is provided in Appendix B-1.

Traffic Activity

Traffic data collected to support the traffic analyses required for the CFTP are summarized below.

Peak Month Activity

A review of monthly traffic data at LAX over the past eight years was conducted to identify the typical peak month of traffic activity associated with airport operations. The average daily traffic (ADT) volumes accessing the CTA by month for the period January 2000 through December 2007 are provided in **Table 4.1-1**. As indicated by the Average Daily Traffic Volume values shown in bold type, CTA traffic reaches peak activity during the summer months of July and August. August is typically the peak month for airport roadway traffic activity followed closely by July. Given the influence of airport activity on the study area roadways and intersections, it was determined that the analysis of background traffic should be based on peak August conditions.

Table 4.1-1
CTA Average Daily Traffic Volume

Month	2000[1]	2001	2002	2003	2004	2005	2006	2007
January	82,126	90,683	65,135	66,039	61,773	69,554	67,227	66,999
February	79,791	87,509	61,148	60,808	59,602	60,930	63,715	65,338
March	86,627	93,186	66,704	59,921	64,431	63,749	69,034	68,290
April	92,863	96,566	68,164	60,434	68,164	64,771	69,230	70,268
May	98,052	96,341	70,867	64,306	68,155	68,982	70,303	71,599
June	102,392	101,585	72,282	65,903	74,650	75,629	72,647	73,669
July	108,445	**105,842**	75,433	74,047	**78,674**	75,635	76,695	78,342
August	**108,871**	103,308	**76,427**	**76,556**	77,986	**79,046**	**76,236**	**82,193**
September	95,917	59,957	66,630	60,762	66,276	68,151	67,171	68,316
October	92,168	42,370	65,166	59,804	68,305	68,607	68,881	68,152
November	96,308	56,579	62,264	59,844	65,526	68,269	70,328	72,066
December	94,551	60,849	71,845	68,666	73,167	70,709	71,976	71,899
Annual	1,136,122	994,605	825,155	777,290	824,940	832,023	843,243	857,255

Average Daily Traffic Year	2000	2001	2002	2003	2004	2005	2006	2007
Average Daily Traffic	94,692	82,884	68,763	64,774	68,901	69,335	70,270	71,438
% Annual Change		-12.5%	-17.0%	-5.8%	6.4%	0.6%	1.3%	1.7%
Million Annual Passengers	67.3	61.6	55.2	55.0	60.7	61.5	61.0	61.9
% Annual Change		-8.5%	-9.8%	-2.1%	10.4%	1.3%	-0.8%	1.5%

[1] CTA traffic peak activity shown in bold type.

Source: City of Los Angeles, Los Angeles World Airports, Ground Transportation Planning and Design Section, Ground Transportation Report, January 24, 2008.

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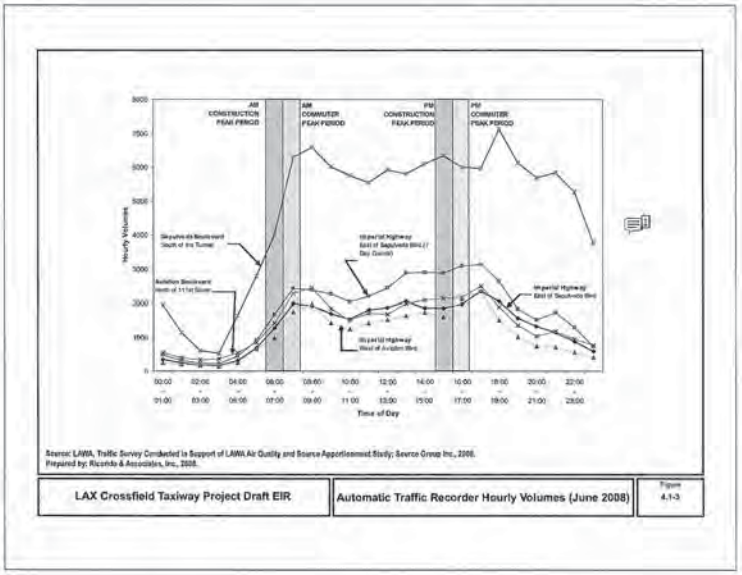
Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 2:27:31 PM
Note - no action Table 4.1-1 shows that the CTA traffic volume is not a direct correlation to the MAP.



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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 7:50:41 PM
Figure 4.1-3 shows traffic recorder hourly volumes. What values were found for Sepulveda North of the tunnel and Century Blvd.?

percent per year. Average daily traffic during the peak month of August has continued to increase at a higher rate.

In summary, traffic volume activity within the study area roadway during the peak month of August has declined even during a period when airport activity has continued to experience growth in traffic activity on an average daily basis. However, rather than assuming that traffic activity will continue to decrease through the 2009 study period, a conservative positive growth assumption of 2 percent annual growth rate was used to adjust these volumes to represent future traffic conditions. This annual growth rate assumption is consistent with previous direction provided by LADOT for use in the SAIP study.[25]

4.1.3.4 Baseline (2008) Intersection Volumes

Baseline (2008) traffic volumes are comprised of the traffic volumes at the time of the NOP for the EIR (August 2008). The Baseline (2008) volumes were estimated based on actual data collected during the 2008 a.m. and p.m. commuter peak hours that had been adjusted using factors derived from ATR counts within the study area to reflect 2008 conditions during the a.m. and p.m. construction peak hours.

Baseline (2008) intersection traffic volumes are provided in Appendix B-2.

4.1.3.5 Baseline (2008) Intersection Analyses

A level of service analysis was prepared using the Critical Movement Analysis (CMA) methodology to assess the estimated operating conditions during the Baseline (2008) period for the a.m. and p.m. construction peak hours. Level of service is a qualitative measure that describes traffic operating conditions (e.g., delay, queue lengths, congestion). Intersection level of service ranges from LOS A (i.e., excellent conditions with little or no vehicle delay) to LOS F (i.e., excessive vehicle delays and queue lengths). Level of service definitions for the CMA methodology are presented in **Table 4.1-4**.

Table 4.1-4

Level of Service Threshold and Definitions for Signalized Intersections

Level of Service	Volume/Capacity Ratio	Definition
A	0 - 0.6	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.7	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.8	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.9	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than - 1	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

In accordance with LADOT analysis procedures, the v/c (volume/capacity) value calculated using the CMA methodology is further reduced by 0.07 for those intersections that are included within the ATSAC

25 City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for South Airfield Improvement Project, Los Angeles International Airport (LAX), August 2005, page IV-38.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 8:02:38 PM
4.1.3X all of these analyses were done before the school year started. The assessment also fails to reflect changes due to the relationship between traffic amounts and the cost of fuel. Further, the basic 4s table showed a non-linear relationship between MAP and cars into the CTA. What other factors could have been used to assess the impacts on the amount of traffic?

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As shown, it is estimated that 208 construction employees would access the CFTP construction site on a daily basis during the peak period of construction. Using an assumed vehicle occupancy factor of 1.15 employees per vehicle, it was estimated that 181 construction employee vehicles per day would access the study area.

In addition to employee vehicle trips, it was estimated that approximately 153 construction-related truck delivery trips would enter and exit the site during the peak day. Using an assumed passenger car equivalency (PCE) factor of 2.5 per vehicle and distributing these volumes in accordance with the anticipated delivery schedule, it was estimated that an equivalent 383 equivalent passenger car vehicles per day would enter and exit the study area during the peak construction period.

For purposes of the intersection analyses, all trips have been converted to a "passenger car equivalent" (PCE) to account for the additional impact that large vehicles such as delivery trucks and shuttle buses would have on roadway traffic operations. As such, the number of construction-related vehicle trips was multiplied by the following PCE factors consistent with the assumptions from the LAX Master Plan Final EIR:

Vehicle Type	PCE Factor
Construction employees[27]	1.0
Construction delivery trucks	2.5
Employee shuttle buses	2.0

The estimated project-related construction trips (in PCEs) CFTP construction peak during the fourth quarter of 2009 are summarized by hour in **Table 4.1-6**. This table includes construction employee vehicle trips, employee shuttle bus trips, and construction delivery truck trips. As shown, during the morning, construction employees are assumed to arrive during the 5:00 to 6:00 a.m. time period to begin work at 6:00 a.m. However, these volumes have been added to the 6:00 to 7:00 a.m. hour traffic volumes to produce a conservative construction employee a.m. peak hour that would be higher than would occur if the peak construction traffic was added to the 5:00 to 6:00 a.m. "background" traffic activity. During the afternoon, the second-shift employees are assumed to arrive during a half-hour period from 3:30 to 4:00 p.m. to begin the second shift at 4:00 p.m. The first shift is assumed to end at 4:00 p.m., with most employees accessing the parking lot and leaving the airport during the half-hour period from 4:00 to 4:30 p.m.

The summary of volumes during the construction a.m. and construction p.m. peak hours are summarized at the bottom of the table. During the construction a.m. peak hour approximately 208 equivalent passenger car trips were estimated to use the study area roadway network. During the construction p.m. peak hour (3:30 to 4:30 p.m.) approximately 247 equivalent passenger car trips would use the study area intersections.

4.1.4.2 CFTP Construction Traffic During Cumulative Peak (Second Quarter 2010)

Based on the currently proposed construction schedules for the cumulative projects, the cumulative peak is expected to occur during the second quarter of 2010. It is anticipated that the cumulative peak construction activity would encompass an approximate two-week period, with a peak weekly demand of 1,756 employees. Of this, CFTP construction employees would comprise 1,120 employees with the remaining 636 employees generated by the TBIT Reconfiguration Project. Assuming a 6-day work week, it is estimated that 187 CFTP construction employees would access the CFTP construction site on a daily basis during the peak period of construction. Using an assumed vehicle occupancy factor of 1.15

[27] It should be noted that a different conversion factor was applied in Section 4.1.4.1 to determine the number of construction employee vehicles that would access the project area. The previous section assumed a vehicle occupancy factor of 1.15 employees per vehicle to convert from employees to vehicles. This is different than the PCE factor discussed here, which adjusts for the additional impact that large vehicles have on roadway traffic operations.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 8:27:36 PM
4.1.4.1 Passenger traffic due to construction was calculated in a straight forward, formula way. What additional traffic will occur as a result of movement of parking spaces in the reconstruction? How will traffic be impacted by any events at the Proud Bird restaurant? Other venues or special events?

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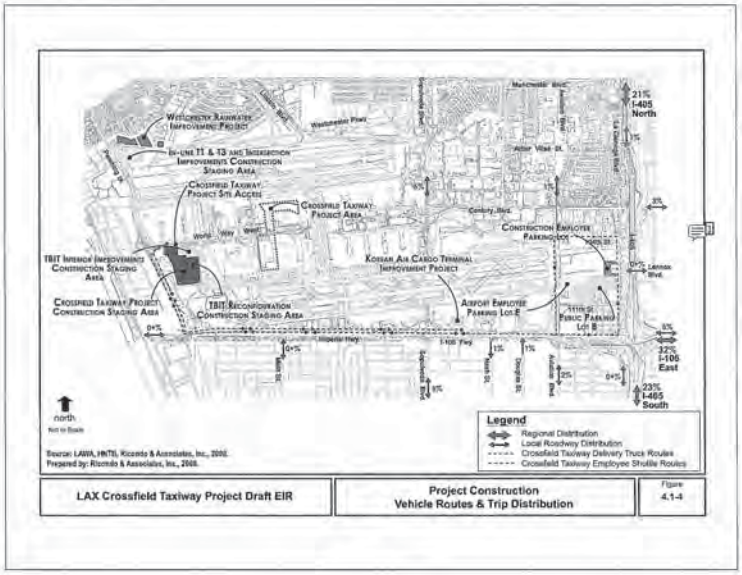

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 8:30:31 PM
Figure 4.1-4 shows a 6% increase on Sepulveda north of LAX and a 21% increase on the I-405 North. What is the basis of these numbers? Were they measured or predicted via some formula?

Table 4.1-6
CFTP Peak (Fourth Quarter 2009) - Project Related Construction Traffic Volumes

Hour	Construction Trips in Passenger Car Equivalents (PCEs)						
	Employee Trips In[1]	Employee Trips Out[1]	Shuttle Trips In[2]	Shuttle Trips Out[2]	Delivery Trips In[3]	Delivery Trips Out[3]	Total Construction
0:00 - 1:00	0	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0
2:00 - 3:00	0	37	12	12	0	0	61
3:00 - 4:00	0	0	0	0	20	20	40
4:00 - 5:00	0	0	0	0	20	20	40
5:00 - 6:00	144	0	12	12	21	21	209
6:00 - 7:00	0	0	0	0	0	0	0
7:00 - 8:00	0	0	0	0	0	0	0
8:00 - 9:00	0	0	0	0	0	0	0
9:00 - 10:00	0	0	0	0	38	38	76
10:00 - 11:00	0	0	0	0	38	38	76
11:00 - 12:00	0	0	0	0	38	38	76
12:00 - 13:00	0	0	0	0	39	39	78
13:00 - 14:00	0	0	0	0	38	38	76
14:00 - 15:00	0	0	0	0	39	39	78
15:00 - 16:00	57	0	6	6	38	38	125
16:00 - 17:00	0	144	6	6	0	0	160
17:00 - 18:00	0	0	0	0	0	0	0
18:00 - 19:00	0	0	0	0	0	0	0
19:00 - 20:00	0	0	0	0	20	20	40
20:00 - 21:00	0	0	0	0	20	20	40
21:00 - 22:00	0	0	0	0	20	20	40
22:00 - 23:00	0	0	0	0	0	0	0
23:00 - 0:00	0	0	0	0	0	0	0
Total	161	181	36	36	390	390	1,316
Summary of Analysis Hours							
Construction AM (5:00-6:00 a.m.)	144	0	12	12	21	21	209
Construction PM (3:30-4:30 p.m.)[4]	57	144	12	12	19	19	247

[1] An occupancy of 1.15 employees per vehicle is included in the employee trip calculations.
[2] Shuttles with maximum 40 person capacity or smaller will transport employees between the construction parking lot and the construction site with 6 trips in the 30 minutes before and after each shift. Shuttle trips converted at a rate of 2 to passenger car equivalent trips.
[3] Truck trips converted at a rate of 2.5 to passenger car equivalents trips.
[4] Construction employee trips are not permitted during the commuter peak periods of 7:00 - 9:00 a.m. and 4:30 - 6:30 p.m. Therefore, the employee trips during the p.m. construction peak hour were assumed to occur between 3:30 and 4:30 p.m.

Source: HNTB Corporation, 2008.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 8:33:23 PM
Table 4.1-6 When calculating the construction related trips were any trips allocated for food trucks or other support activities?

employees per vehicle, it was estimated that 163 construction employee vehicles per day would access the study area. During the cumulative peak condition, there is estimated to be approximately 10 percent less CFTP construction activity than during the peak CFTP construction period.

The estimated CFTP project-related construction trips (in PCEs) by hour during the cumulative peak are summarized in Table 4.1-7. As summarized at the bottom of the table, during the construction employee a.m. peak hour approximately 190 equivalent passenger car trips were estimated to use the study area roadway network. During the construction employee p.m. peak hour (3:30 to 4:30 p.m.) approximately 225 equivalent passenger car trips would use the study area intersections.

4.1.5 Future Cumulative Traffic

This section describes the components of traffic comprising the future cumulative traffic condition. The future cumulative condition includes growth in ambient background traffic and non-airport developments in the vicinity of the airport. This section describes known development projects in the airport vicinity that may contribute traffic to the project study area roadway system during the CFTP peak construction month resulting from either the construction or the ultimate operation of those development projects. The list of local area development projects presented later in this section represents a snapshot in time. The "list" is constantly changing as projects rotate off the list and new projects are approved and added to the list. Given that approval, construction, and operation of local area development projects is a continuous process, the traffic associated with the construction and operation of many local area developments is represented in the traffic volume data that was collected for the CFTP study in 2008 and used as a basis for the traffic study. In addition to this ambient volume associated with construction and operation of local area development projects, it is important to review the development schedule and traffic characteristics of larger projects within close proximity to the CFTP study area and incorporate the effects of these development projects, as necessary.

The cumulative traffic impacts analysis provided in this section supplements the impacts discussion contained in the LAX Master Plan Final EIR. The analysis in the Master Plan Final EIR acknowledges the potential for construction traffic from Master Plan projects to share the same roads and haul routes as construction traffic for other projects in the general vicinity of LAX. The construction-related cumulative impacts analysis presented in the Master Plan Final EIR is qualitative in nature. The cumulative traffic impacts analysis presented in this CFTP Draft EIR provides a detailed quantitative evaluation of construction-related impacts based on more complete and precise information, than was available at the time of the Master Plan Final EIR, regarding the nature, location, and timing of construction projects occurring while the CFTP is under construction.

4.1.5.1 LAX Development Projects

LAX development includes both project components of the LAX Master Plan as well as other capital improvement projects undertaken by LAWA. The non-Master Plan projects that will likely be under construction concurrent with the CFTP and are of a nature that would contribute to cumulative traffic impacts include the following:

- **Tom Bradley International Terminal Interior Improvements Program (also known as the TBIT Renovation Project)**--The estimated construction cost is $350 million. Construction began February 2007 and is scheduled to be complete by February 2010.

In-Line Baggage Screening Systems--The estimated construction cost is $130 million. Construction of in-line baggage screening systems within Terminal 3 began in January 2008 and is scheduled to be complete by January 2010. Similar projects within Terminals 1, 2, 4, 5 and 6 will be implemented by tenants. It is anticipated that improvements within Terminal 4 could be underway in early 2009, followed sometime thereafter by Terminal 1. In order to provide a conservative analysis, it was assumed that work in all of these terminals would occur within the timeframe of the CFTP construction (i.e., by January 2010).

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Number: 1 Author: Danny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 8:36:46 PM
4.13.1 identifies TBIT Interior Improvements. Is this the old program or the more comprehensive one where a new building is constructed in-phases and the size of the facility is increased? No mention of changes in the CTA area are addressed either

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- **Airfield Intersection Improvements, Phase II**–The estimated construction cost is $30 million. Construction began in July 2008 with completion anticipated by August 2009.
- **Airfield Operating Area (AOA) Perimeter Fence Enhancements - Phases III & VI**–Phase III is a continuation of the LAX Perimeter Security Enhancement Program and includes enhancing approximately 6 miles of AOA perimeter fence along World Way West. Construction activities for this project are anticipated to occur between October 2008 and October 2009. Phase IV provides an additional 5 miles along Imperial Highway, Aviation Boulevard, and Century Boulevard, to be constructed from July 2009 to July 2011. For both phases, the intensity and location of construction activity typical for any given day during the construction duration will be very limited due to the fact construction and placement of the new fence sections will occur directly adjacent to the existing fence, which limits the area of active construction and requires certain measures be taken at the beginning and end of each day's construction activities in order to constantly maintain TSA security requirements for LAX.
- **Korean Air Cargo Terminal Improvement Project**–This project will include the construction of additional warehouse and office space, among other improvements. It was assumed that construction would begin in mid-2009 and extend for approximately one year. It was estimated that this project would generate 13 worker trips per day and 12 delivery truck trips per day.

In addition, it is anticipated that the following LAX Master Plan project would also be under construction:

- **TBIT Reconfiguration Project** - Construction is scheduled to begin in the fourth quarter of 2009 and extend beyond the completion of the CFTP.

The construction of the first two non-Master Plan projects listed above (TBIT Interior Improvements Program and In-Line Baggage Screening Systems) was underway during the data collection for the CFTP. Therefore, construction volumes associated with these projects are directly accounted for within the traffic data collected for this study. The Airfield Intersection Improvements and Perimeter Fence Enhancements construction projects are relatively small as compared to the first two projects. Construction-related trips associated with these two projects would be small and are represented within the general growth rate assumed for background traffic. Estimated construction traffic associated with the Korean Air Cargo Terminal Improvement Project was included in the analysis.

The traffic activity associated with the TBIT Reconfiguration Project has been calculated for this study and has been directly incorporated into this analysis. Based on the current level of planning and the anticipated timing for other Master Plan projects, it is not anticipated that other LAX Master Plan projects would be under construction during the construction period for the CFTP. However, as discussed previously, the assumed conservative growth in background traffic is anticipated to produce a conservative traffic volume scenario that would account for the effects of additional construction-related traffic in the event that additional LAX Master Plan construction projects were to be initiated during the time horizon evaluated for this study.

The locations of construction staging areas and general circulation patterns of construction-related vehicle activity for the TBIT Reconfiguration Project, TBIT Interior Improvements Program (i.e., TBIT Renovations), In-Line Baggage Screening Systems, and Airfield Intersection Improvements projects are depicted in **Figure 4.1-5**. As shown in the figure, the TBIT Interior Improvements Program staging area is located in the same general area as the staging area for the CFTP. The staging area for the TBIT Interior Improvements Program activities is located on the west side of the airport accessed via World Way West (east of the entrance to the CFTP site). Materials would be transported from the staging area to the project site via World Way West and across the secure airside for both the above projects. The staging area for the In-Line Baggage Screening Systems and Airfield Intersection Improvements project components is assumed to be located on adjacent parcels near the northeast quadrant of the intersection of Westchester Boulevard and Pershing Drive. It is assumed that materials would be transported from the staging area to the project site via World Way West.

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Number: 1 Author: Danny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 8:40:55 PM
4.5.1 Impacts of additional concurrent projects are discussed. There were discussions of how to best utilize construction gates for ease of security access. What assumptions have been made for the various projects? Will all of the access be from the World Way West side or will some be from the CTA? What percentages and amounts of additional traffic is assumed?

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Based on preliminary construction planning for the TBIT Reconfiguration Project, construction employees for that project are anticipated to park on the east side of the airport in the construction employee parking lot adjacent to La Cienega Boulevard. The employees would use the employee shuttles to access the staging area on the west side. Vehicle trips associated with the construction of the TBIT Reconfiguration Project are presented in tabular form. **Table 4.1-8** represents the vehicle trips associated with the TBIT Reconfiguration Project during the CFTP peak (fourth quarter 2009) and **Table 4.1-9** represents the vehicle trips associated with the TBIT Reconfiguration Project during the cumulative peak (second quarter 2010). The locations of the TBIT Reconfiguration Project construction employee parking lot, and other relevant features of the project are depicted in **Figure 4.1-5**. As shown in the figure, delivery trucks are anticipated to use the regional freeway system to Imperial Highway to access the project site located on World Way West. The estimated flow paths used by the employees are documented in Appendix B-4.

Construction employees for the other three of the non-Master Plan projects are assumed to park in their respective construction staging areas. The TBIT Interior Improvements Program and In-Line Baggage Screening Systems construction projects were already underway during the traffic data collection in August 2008 and are, therefore, considered to be included in the "background" traffic data for the Baseline 2008 condition. All of the listed construction projects are anticipated to be underway during the CFTP construction peak during the fourth quarter of 2009. Furthermore, it is anticipated that the construction of these projects will continue through the cumulative peak in early 2010; however, these projects will be in their ending stages during this period. Therefore, it is assumed that the construction traffic generated by all three projects is not expected to be any higher than during the August 2008 data collection time frame and, therefore, the estimated volumes would be conservative.

As shown in the tables, the peak construction-related morning flow was assumed to occur between 5:00 and 6:00 a.m. with approximately 65 equivalent passenger car trips generated by the TBIT Reconfiguration Project during the CFTP peak, and 118 equivalent passenger car trips generated during the cumulative peak. These peak morning trips will be combined with the 6:00 a.m. to 7:00 a.m. roadway traffic volumes to form the employee a.m. peak hour (6:00 a.m. to 7:00 a.m.). Adding construction-related trips to the construction 6:00 to 7:00 a.m. volumes would provide for a conservative volume estimate that is higher than the traffic volumes that would result from adding the construction-related volumes to the 5:00 to 6:00 a.m. "background" traffic volumes. This assumption is conservative because it would potentially result in more project-related impacts than would evaluation of the 5:00 to 6:00 a.m. time period. It is anticipated that the analysis would be representative of actual conditions in the event that construction scheduling provides employee shift start times closer to 7:00 a.m.

During the construction employee p.m. peak hour (3:30 p.m. to 4:30 p.m.), the TBIT Reconfiguration Project is estimated to generate about 71 equivalent passenger car trips during the CFTP peak and about 137 equivalent passenger car trips during the cumulative peak. Note that it was conservatively assumed that entering and exiting employee trips would overlap during the 3:30 to 4:30 peak hour. Employee trips entering the site would be compressed into a 30-minute period from 3:30 to 4:00 p.m. and employees exiting the site would leave during the 30-minute period from 4:00 to 4:30. Delivery vehicle trips accommodated during the 3:30 to 4:30 p.m. employee peak hour are comprised of half of the trips from 3:00 to 4:00 p.m. period plus all of the trips from 4:00 to 5:00 hour (which are assumed to access the site from 4:00 to 4:30 p.m.).

For purposes of distributing traffic on the study area roadway network, it was assumed that construction employee and delivery vehicle trips would originate from geographic locations in proportion to the regional population distribution shown in **Table 4.1-10**. The regional population distribution is based on information obtained from the LAX Master Plan Final EIR and the 2001 Air Passenger Survey and developed for use during the SAIP traffic study. Subsequently, the 2006 Air Passenger Survey was completed. Based on a review of the survey data, it was determined that the travel patterns and regional population distribution has not materially changed as compared with the data obtained in 2001. Therefore, the distribution pattern assumptions used to distribute construction employee and construction delivery trips on the study area roadway network remains unchanged from the 2005 SAIP EIR.

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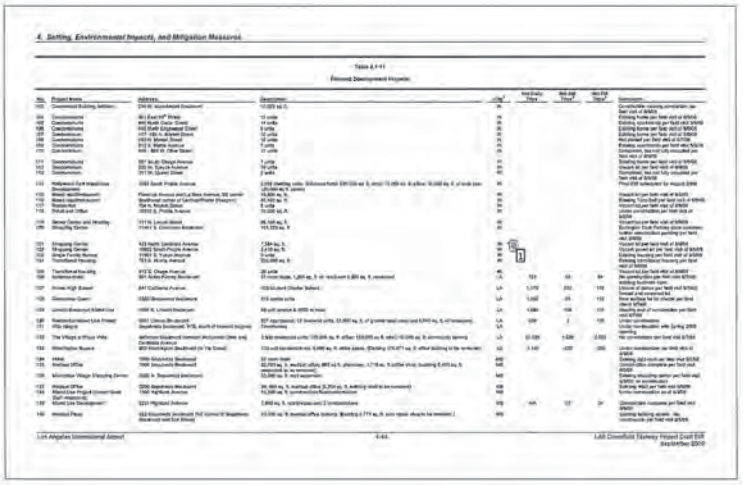
Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 8:47:53 PM
Table 4.1-10 is supposed to be allocating the origination of construction traffic based on the 2001 and 2006 air passenger distribution information. How was the correlation between air passengers and construction workers validated?



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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/7/2008 3:06:52 PM
Table 4.1-11 lists very few LA City projects and missed many of them. It fails, for example, to list the 520+ apartment mixed use at Lincoln/Manchester. It failed to list the 270' high complex to be built in Culver City at Sepulveda and Centinela. It failed to list the 300+' proposed building in Howard Hughes Center. Where did the authors of this EIR get their list and how old is it? It certainly is not current.

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4.1.7 LAX Master Plan Commitments and Mitigation Measures

The following transportation-related Master Plan commitments identified in the LAX Master Plan Mitigation Monitoring and Reporting Program are applicable to the CFTP and thus are included as part of the project for the purposes of environmental review:

- **C-1. Ground Transportation/Construction Coordination Office.** This office will coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means.

  The Ground Transportation/Construction Coordination Office, which was used during the SAIP, is located on airport property on World Way West near the construction staging area.
- **C-2. Construction Personnel Airport Orientation.** All construction personnel will be required to attend an airport project-specific orientation (pre-construction meeting) that includes where to park, where staging areas are located, construction policies, etc.
- **ST-9. Construction Deliveries.** Construction deliveries requiring lane closures shall receive prior approval from the Ground Transportation/Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.
- **ST-12. Designated Truck Delivery Hours.** Truck deliveries shall be encouraged to use nighttime hours and shall avoid the peak periods of 7:00 to 9:00 a.m. and 4:30 to 6:30 p.m.

  This measure provides guidelines for controlling the arrival and departure times of construction related traffic during peak commuter periods, and served as input for developing an estimated schedule of CFTP construction delivery activity.
- **ST-14. Construction Employee Shift Hours.** Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., and 4:30 p.m. to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.

  This measure provides guidelines for controlling the arrival and departure times of construction employees, and served as direct input for determining the employee traffic activity associated with the CFTP. Traffic analysis was limited to weekday traffic conditions to provide a conservative estimate of potential impacts given that weekday traffic activity is typically significantly higher than during the weekends.
- **ST-16. Designated Haul Routes.** Every effort will be made to ensure that haul routes are located away from sensitive noise receptors.
- **ST-17. Maintenance of Haul Routes.** Haul routes on off-airport roadways will be maintained periodically and will comply with City of Los Angeles or other appropriate jurisdictional requirements for maintenance. Minor striping, lane configurations, and signal phasing modifications will be provided as needed.
- **ST-18. Construction Traffic Management Plan.** A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.
- **ST-22. Designated Truck Routes.** For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and for the CFTP are planned to include, but will not necessarily be limited to: Pershing Drive (Imperial Highway to the project site at World Way West); Imperial Highway (Pershing Drive to I-105); I-405; and I-105.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/7/2008 3:11:25 PM

4.1.7 Mitigation measures listed mention construction coordination, but there was no mention of enforcement. The SATP (south airfield) had specific construction routes marked and a dedicated call in number to enforce suspension of violations. Where is the plan to provide minimization of noise and pollution times away from those when people are trying to sleep? Where is all of this to be documented?

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Table 4.1-12

Level of Service Analysis Results - Impact Comparison 1 Peak CFTP Plus Baseline (2008) Compared to Baseline (2008)

	Intersection	Peak Hour[1]	Baseline (2008) V/C[2]	Baseline (2008) LOS[3]	Peak CFTP Plus Baseline (2008) V/C[2]	Peak CFTP Plus Baseline (2008) LOS[3]	Change in V/C	Significant Impact
1.	Imperial Hwy. & Pershing Dr.	Construction AM	0.501	A	0.524	A	0.023	No
		Construction PM	0.461	A	0.475	A	0.014	No
2.	Imperial Hwy. & Main St.	Construction AM	0.405	A	0.417	A	0.012	No
		Construction PM	0.716	C	0.727	C	0.011	No
3.	Imperial Hwy. & Sepulveda Blvd.	Construction AM	0.509	A	0.514	A	0.005	No
		Construction PM	1.186	F	1.186	F	0.001	No
4.	Imperial Hwy. & Nash St.	Construction AM	0.377	A	0.382	A	0.005	No
		Construction PM	0.3	A	0.304	A	0.004	No
5.	Imperial Hwy. & Douglas St.	Construction AM	0.147	A	0.15	A	0.003	No
		Construction PM	0.524	A	0.53	A	0.006	No
6.	Imperial Hwy. & Aviation Blvd.	Construction AM	0.523	A	0.571	A	0.048	No
		Construction PM	0.897	D	0.899	D	0.002	No
7.	Imperial Hwy. & I-105 EB Ramps	Construction AM	0.482	A	0.516	A	0.034	No
		Construction PM	0.529	A	0.552	A	0.023	No
8.	Imperial Hwy. & La Cienega Blvd.	Construction AM	0.22	A	0.225	A	0.005	No
		Construction PM	0.566	A	0.583	A	0.018	No
9.	Imperial Hwy. & I-405 NB Ramps	Construction AM	0.246	A	0.248	A	0.002	No
		Construction PM	0.554	A	0.559	A	0.005	No
10.	Century Blvd. & Aviation Blvd.	Construction AM	0.489	A	0.499	A	0.010	No
		Construction PM	0.757	C	0.761	C	0.004	No
11.	Aviation Blvd. & 111th St.	Construction AM	0.344	A	0.37	A	0.026	No
		Construction PM	0.453	A	0.459	A	0.006	No
12.	La Cienega Blvd. & I-405 SB Ramps N of Century	Construction AM	0.442	A	0.454	A	0.012	No
		Construction PM	0.56	A	0.564	A	0.004	No
13.	La Cienega Blvd. & Century Blvd.	Construction AM	0.392	A	0.422	A	0.030	No
		Construction PM	0.910	E	0.912	E	0.002	No
14.	La Cienega Blvd. & I-405 SB Ramps S of Century	Construction AM	0.239	A	0.239	A	0.000	No
		Construction PM	0.424	A	0.424	A	0.000	No
15.	La Cienega Blvd. & 104th St.	Construction AM	0.194	A	0.228	A	0.074	No
		Construction PM	0.306	A	0.362	A	0.029	No
16.	La Cienega Blvd. & Lennox Blvd.	Construction AM	0.224	A	0.224	A	0.000	No
		Construction PM	0.408	A	0.408	A	0.000	No
17.	La Cienega Blvd. & 111th St.	Construction AM	0.122	A	0.124	A	0.002	No
		Construction PM	0.363	A	0.402	A	0.039	No

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/7/2008 3:28:26 PM

4.1.8.3 and Table 4.1-12 Impact significance is trivialized for several intersections of poor condition because this project only makes it a little worse. This is like beating your head against a wall so that when you quit it feels good. I guess the position of LAWA on these pathetic traffic intersections is that "if this project is only a small part of the blame" then making people a little worse doesn't really matter since they are already impacted. This comment applies to all of these LOS analyses. It also is of concern that there are few intersections to the north of LAX in this evaluation (ie Sepulveda/Manchester)

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4.2 Air Quality

4.2.1 Introduction

The LAX Master Plan Final EIR analyzed future air pollutant emissions and proposed mitigation measures to address potential Master Plan-related programmatic air quality impacts. The LAX Master Plan Final EIR documents potential pollutant emissions for the assumed peak construction year for Alternative D (2005), an interim year (2013), and a future operational year (2015). The primary purpose of this air quality analysis is to examine, at a greater level of detail, potential air quality impacts associated specifically with the construction of the CFTP. As described in Section 1.2.3, this EIR for the CFTP tiers from the analysis and findings documented in the LAX Master Plan Final EIR. This analysis has been further refined to incorporate detailed project-related assumptions regarding construction equipment that would be utilized and airport activity levels during the construction of the CFTP.

The air quality analysis conducted for the CFTP addresses emissions from construction activities (e.g., on-site and off-site construction equipment, fugitive dust) that would occur during the temporary construction period. The analysis describes conditions occurring during the 6-quarter construction period. Off-airport ground access vehicle traffic not directly associated with the construction activity was not evaluated as part of this analysis because the CFTP is expected to have a negligible effect on non-construction airport-related vehicle trips. In addition, following construction activities the CFTP is expected to have a slight beneficial effect on airport operational air quality impacts due to reduced taxi and delay times for aircraft movements between the north and south airfields (see Section 2.1.3). The operational benefit for air quality is quantified in terms of criteria pollutant emission reductions listed in Section 4.2.6, and in terms of greenhouse gas reductions discussed in Section 4.4, *Global Climate Change*.

The criteria pollutant emission inventories were developed using standard industry software/models and federal, state, and locally approved methodologies. Results of the emission inventories were compared to daily and quarterly emissions thresholds established by the South Coast Air Quality Management District (SCAQMD) for the South Coast Air Basin (Basin).[29]

4.2.1.1 Pollutants of Interest

Six criteria pollutants were evaluated for the CFTP, including sulfur dioxide (SO_2), carbon monoxide (CO), particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM10), particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers (PM2.5), nitrogen dioxide (NO_2), and ozone (O_3) using as surrogates reactive organic gases (ROG) and oxides of nitrogen (NO_x). These pollutants were analyzed because they were shown to have significant impacts in the air quality analysis documented in Section 4.8 of the LAX Master Plan Final EIR. Although lead (Pb) is a criteria pollutant, it was not evaluated in this EIR because construction of the CFTP would have a negligible impact on lead emissions in the Basin.

Following standard industry practice, the evaluation of ozone was conducted by evaluating emissions of ROG and NO_x, which are precursors in the formation of ozone. Ozone is a regional pollutant and ambient concentrations can only be predicted using regional photochemical models that account for all sources of precursors. Therefore, no photochemical ozone modeling was conducted for the CFTP. Additional information regarding the six criteria pollutants that were evaluated in the air quality analysis is presented below.

[29] South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, as updated by "SCAQMD Air Quality Significance Thresholds," December 2007 and July 2008. Available: http://www.aqmd.gov/CEQA/handbook/signthres.pdf.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:10:28 AM

4.2.1 Air quality claims improved air quality due to reduced taxiing times, but what about a less generalized area of the areas where the engine exhaust is facing? Although LAWA has begun a landmark apportionment study little has been released for evaluation of the methods or expected results. The UCLA/Froines study of about 2006 showed that during takeoffs and landings there were sub-sub particle plumes that went into the surrounding communities that were not revealed by "normal" testing. What study of these impacts has been done to validate that movement of the taxiways doesn't move this pollution into new residential areas? A curt, "no requirement for this testing" as a response is unacceptable if the purpose and objective of CEQA is to highlight environmental issues. What mitigations are proposed for reducing this enveloping pollution?

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On-road on-site equipment types were substituted with vehicle types corresponding to CARB vehicle classes. Emission factors for gasoline-powered vehicles were derived from EMFAC2007 Burden Model peak emissions (winter, annual, summer), taking the weighted average of vehicle types and simplifying into two categories: passenger vehicles and delivery trucks. Emissions factors for heavy duty diesel vehicles were based on the Heavy-Heavy-Duty Diesel Truck (HHDT) emission factors from EMFAC2007 Burden Model.

EMFAC2007 emission factors, expressed in pounds per mile, were used to calculate emissions in pounds per day. The EMFAC factors account for start-up, running, and idling. In addition, the ROG emission factors include diurnal, hot soak, running, and resting emissions, and the PM10 and PM2.5 factors include tire and brake wear.

Annual and quarterly on-road on-site emissions were calculated from the daily emissions estimates and the project's construction schedule.

On-Road Off-Site Equipment

On-road off-site trip types identified in the construction schedule include personal vehicles used by personnel/employees and inspectors to access the construction site; deliveries of aggregate and cement for the batch plant, taxiway base material, and miscellaneous material; and hauling away of cut material unsuitable for on-site reuse, contaminated soil for disposal, demolition spoils that cannot be reused on-site, and miscellaneous material.

On-road off-site vehicle emissions were calculated by determining total vehicle miles traveled (VMT) by each type of vehicle per day. EMFAC2007 was used to calculate emission factors (all six criteria pollutants including PM2.5) for on-road off-site vehicles.

Total emissions for on-road off-site equipment were calculated using the same methodology assumed for on-road on-site vehicles. In general, the EMFAC2007 emissions factors were multiplied by the total VMT for each vehicle type to obtain emissions in pounds per day. Quarterly and annual emissions were then calculated using the proposed construction schedule. Data for on-road off-site vehicle emissions, including vehicle substitutions, VMT and emissions factors, are presented in Appendix C.

Fugitive Dust

Additional sources of PM10 and PM2.5 emissions associated with construction activities are related to fugitive dust. Fugitive dust includes entrained road dust from both off- and on-road vehicles, as well as dust from grading, loading and unloading, hauling and storage activities. Fugitive dust emissions (PM10 and PM2.5) were calculated using the URBEMIS model,[36] USEPA's AP-42,[37] and SCAQMD's CEQA Air Quality Handbook. Daily fugitive dust emissions were calculated for each piece of construction equipment or construction activity, from which annual, quarterly and peak day fugitive dust emissions were determined.

Fugitive dust emissions for vehicles traveling on paved roads were calculated using the paved road dust factor for high average daily trip (ADT) roads under average conditions developed by Midwest Research Institute (MRI).[38] All haul trucks, flatbed trucks and automobiles were assumed to travel on paved roads.

Fugitive dust emissions from on-site construction activities (grading, crushing, loading, hauling, and storage) were calculated from the AP-42 and URBEMIS.

36 Jones and Stokes Associates, Software User's Guide: URBEMIS2007 for Windows Version 9.2 - Emissions Estimation for Land Use Development Projects, prepared on behalf of South Coast Air Quality Management District, November 2007.

37 U.S. Environmental Protection Agency, Compilation of Air Pollutant Emission Factors, Volume 1: Stationary Point and Area Sources, Fifth Edition (AP-42), Available: http://www.epa.gov/ttn/chief/ap42/index.html, April 2006.

38 South Coast Air Quality Management District, Improvement of Specific Emission Factors (BACM Project No. 1) Final Report, prepared by Midwest Research Institute, March 29, 1996.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:17:37 AM

4.2.1.2 Fugitive Dust and other sources of pollution normally addresses construction sources that are supposed to be covered to prevent wind blowing particulate matter or limited exposure in numerous ways. What analysis has been done to establish the impacts of aircraft tire dust and other particulate matter that increases due to changes in runway and taxiway use patterns during construction and afterwards? Is there any plan to sweep these runways and taxiways more often? What other mitigations are proposed and necessary to avoid other harmful gases during construction?

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Fugitive dust emissions associated with the operation of a concrete batch plant at the staging area were quantified as part of the air quality analysis. Based on the expected operating hours for the rock crusher, as well as the amount of concrete and asphalt pavement to be crushed, fugitive dust emissions from operation of an on-site rock crusher were calculated using emission factors from AP-42 Section 11.19.2, Table 11.19.2-2. An overall emission factor was derived by summing emission factors for the following crushing activities: tertiary crushing, fines crushing, and screening. Fugitive dust emissions from the on-site concrete batch plant were calculated based on the methodology described in Section 11.12 (Concrete Batching) of AP-42. Emission factors were obtained from Table 11.12-4. The batch plant was assumed to operate using a central mix method.

Paving and Painting

Construction materials that can be sources of ROG emissions include hot-mix asphalt paving and runway/taxiway striping. ROG emissions from asphalt paving operations result from the evaporation of the petroleum distillate solvent, or diluent, used to liquefy asphalt cement. Asphalt paving emissions were calculated using the SCAQMD recommended approach included in the URBEMIS model. The URBEMIS model is recommended by SCAQMD for estimation of construction and operation emissions from land use development projects.

ROG emissions from paint striping were calculated based on the project's maximum daily paint usage of 175 gallons, a worst-case paint ROG content of 100 grams per liter,[39] and the proposed construction schedule.

4.2.2.2 Operations

As described in Section 2.1.3, the completion of the CFTP would have a slight beneficial impact on the taxi/idle times of aircraft that need to move between the north and south airfields at LAX. No other operational source would be affected by the CFTP, and only taxi/idle emissions from aircraft would be impacted (reduced) by this project. Therefore, aircraft emissions during taxi/idle modes on the airport following completion of the project are the only operational emissions analyzed for the CFTP. The aircraft types used in airport simulation modeling with and without the CFTP are listed in **Table 4.2-1**. The simulation codes and activity levels represent the 2005 scenario considered in the LAX Master Plan Final EIR. The aircraft descriptions and engine assignments are based on the defaults provided in EDMS Version 5.0.2, thus are not entirely identical to those used in the Master Plan analysis which was developed using EDMS Version 4.2.

Table 4.2-1

Aircraft Codes, Descriptions and Engines Used in Airport Simulation and EDMS Modeling

Simulation Aircraft Code	EDMS Aircraft Code	EDMS Aircraft Description	EDMS Engine
300	A30084-2	Airbus A30084-200 Series	CF6-50C2 Low emissions fuel nozzle
319	A319-1	Airbus A319-100 Series	CFM56-5B6/P
320	A320-2	Airbus A320-200 Series	V2527-A5
321	A321-2	Airbus A321-200 Series	V2530-A5
332	A330-2	Airbus A330-200 Series	PW4168 Talbo II
717	B717-2	Boeing 717-200 Series	BR700-715A1-30 Improved fuel injector
727	B727-2	Boeing 727-200 Series	JT8D-217 series
733	B737-3	Boeing 737-300 Series	CFM56-3-B1
734	B737-4	Boeing 737-400 Series	CFM56-3B6/P
735	B737-5	Boeing 737-500 Series	CFM56-3C-1
737	B737-1	Boeing 737-100 Series	JT8D-17A

39 South Coast Air Quality Management District, Rule 1113 - Architectural Coatings, Amended July 13, 2007.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:21:11 AM
Table 4.1-1 Aircraft codes and EDMS Modeling lists aircraft types. Since the Recindo fleet mix estimates were only just released, what differences in the assumptions exist between any simulations done for this EIR and these fleet mix estimates? Will LAWA be releasing the Recindo reports for independent assessment and analysis for consistency with the newly determined estimates of aircraft usage in the present and future?

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4.2.3 Baseline Conditions

Baseline conditions discussed herein refer to calendar year 2006, the last full calendar year for which existing air quality data was available from SCAQMD when the air quality analysis was prepared. The airport is located within the South Coast Air Basin of California, a 6,745 square-mile area encompassing all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties.

4.2.3.1 Climatological Conditions

The meteorological conditions at the airport are heavily influenced by the proximity of the airport to the Pacific Ocean to the west and the mountains to the north and east. This location tends to produce a regular daily reversal of wind direction: onshore (westerly) during the day and offshore (easterly) at night. Comparatively warm, moist Pacific air masses drifting over cooler air resulting from coastal upwelling of cooler water often form a bank of fog that is generally swept inland by the prevailing westerly winds. The "marine layer" is generally 1,500 to 2,000 feet deep, extending only a short distance inland and rising during the morning hours producing a deck of low clouds. The air above is usually relatively warm, dry, and cloudless. The prevalent temperature inversion in the Basin tends to prevent vertical mixing of air through more than a shallow layer.

A dominating factor in the weather of California is the semi-permanent high-pressure area of the north Pacific Ocean. This pressure center moves northward in summer, holding storm tracks well to the north, and minimizing precipitation. Changes in the circulation pattern allow storm centers to approach California from the southwest during the winter months and large amounts of moisture are carried ashore. The Los Angeles region receives on average of 10 to 15 inches of precipitation per year, of which 83 percent occurs during the months of November through March. Thunderstorms are light and infrequent, and on very rare occasions, trace amounts of snowfall have been reported at the airport.

The annual minimum mean, maximum mean, and overall mean temperatures at the airport are 55°F, 70°F, and 63°F, respectively. The prevailing wind direction at the airport is from the west-southwest with an average wind speed of roughly 8 knots (9.2 miles per hour [mph] or 4.1 meters per second [m/s]). Maximum recorded gusts range from 27 knots (31 mph or 13.9 m/s) in July to 54 knots (62 mph or 27.8 m/s) in March. The monthly average wind speeds range from 5 knots (5.8 mph or 2.6 m/s) in December to 9 knots (10 mph or 4.6 m/s) during the spring, March through June.

4.2.3.2 Regulatory Setting

Air quality is regulated by federal, state, and local laws. In addition to rules and standards contained in the federal Clean Air Act and the California Clean Air Act, air quality in the Los Angeles region is subject to the rules and regulations established by CARB and SCAQMD with oversight provided by the U.S. Environmental Protection Agency (USEPA), Region IX.

Federal

The USEPA is responsible for implementation of the federal Clean Air Act (CAA). The CAA was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, 1990, and 1997). Under the authority granted by the CAA, USEPA has established National Ambient Air Quality Standards (NAAQS) for the following criteria pollutants: CO, Pb, NO_2, ozone, PM10, PM2.5, and SO_2. **Table 4.2-2** presents the NAAQS that are currently in effect for criteria air pollutants. Ozone is a secondary pollutant, meaning that it is formed from reactions of "precursor" compounds under certain conditions. The primary precursor compounds that can lead to the formation of ozone include ROG and oxides of nitrogen NO_x.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:29:05 AM
4.2.3.1 Climatological Conditions talks about the high pressure area, easterly winds at night, and "marine layer." Where has LAWA prepared a table of which of the air pollutions tend to precipitate out of the air and which tend to be additive exposure? Where to these pollutants amass the highest concentrations? I.e. is it at ground level or at some height above the ground? Where are the studies of air quality at various heights and distances from the airport into the surrounding areas? Again, the objective of CEQA is to highlight environmental risks. How does the aircraft generated pollution (which includes known carcinogins) propogate into the surrounding area? What impact is imposed on communities subject to landings and takeoffs as well as go arounds?

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Table 4.2-2

National and California Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS[2]	NAAQS[1] Primary	NAAQS[1] Secondary
Ozone (O_3)	8-Hour	0.07 ppm[3] (137 µg/m³)[4]	0.075 ppm (147 µg/m³)	Same as Primary
	1-Hour	0.09 ppm (180 µg/m³)	N/A[5]	N/A
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m³)[6]	9 ppm (10 mg/m³)	N/A
	1-Hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	N/A
Nitrogen Dioxide (NO_2)	Annual	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)	Same as Primary
	1-Hour	0.18 ppm (339 µg/m³)	N/A	N/A
Sulfur Dioxide (SO_2)	Annual	N/A	0.03 ppm (80 µg/m³)	N/A
	24-Hour	0.04 ppm (105 µg/m³)	0.14 ppm (365 µg/m³)	N/A
	3-Hour	N/A	N/A	0.5 ppm (1300 µg/m³)
	1-Hour	0.25 ppm (655 µg/m³)	N/A	N/A
Respirable Particulate Matter (PM10)	AAM[7]	20 µg/m³	N/A	N/A
	24-Hour	50 µg/m³	150 µg/m³	Same as Primary
Fine Particulate Matter (PM2.5)	AAM	12 µg/m³	15 µg/m³	Same as Primary
	24-Hour	N/A	35 µg/m³	Same as Primary
Lead (Pb)	Quarterly	N/A	1.5 µg/m³	Same as Primary
	Monthly	1.5 µg/m³	N/A	N/A
Sulfates	24-Hour	25 µg/m³	N/A	N/A

1 NAAQS = National Ambient Air Quality Standards
2 CAAQS = California Ambient Air Quality Standards
3 ppm = parts per million (by volume)
4 µg/m³ = micrograms per cubic meter
5 N/A = Not applicable
6 mg/m³ = milligrams per cubic meter
7 AAM = Annual arithmetic mean

Source: California Air Resources Board, 2008.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:34:36 AM
Table 4.2-2 National and California Ambient Air Quality Standards identifies USEAP and several other agencies responsible for air quality requirements monitoring, but a major source of pollution, the aircraft operations, is not monitored in the sky and only partially considered during ground operations. Has LAWA requested of the agency responsible for this pollution, the FAA, a list of standards? Please provide documentation of these requests for follow up. What are the impacts at night versus daytime release of toxins into the air? What USA or foreign studies has LAWA considered in assessing these "less defined pollution sources?"

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SCAQMD's jurisdiction and covers an area of 6,745 square miles. While air quality in this area has improved, the basin requires continued diligence to meet air quality standards.

The SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the CAAQS and NAAQS. Most recently, SCAQMD and CARB have adopted the 2007 AQMP and have submitted it to USEPA for approval. These plans require, among other emissions-reducing activities, control technology for existing sources; control programs for area sources and indirect sources; a permitting system designed to ensure no net increase in emissions from any new or modified permitted sources of emissions; transportation control measures; sufficient control strategies to achieve a five percent or more annual reduction in emissions (or 15 percent or more in a three-year period) for ROG, NO_x, CO, and PM10; and demonstration of compliance with CARB's established reporting periods for compliance with air quality goals.

The SCAQMD also adopts rules to implement portions of the AQMP. At least one of these rules is applicable to the construction phase of the project. Rule 403 requires the implementation of best available fugitive dust control measures during active construction activities capable of generating fugitive dust emissions from on-site earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for the discussion of regional issues related to transportation, the economy, community development, and the environment. As the federally designated metropolitan planning organization (MPO) for the southern California region, SCAG is mandated by the federal government to research and develop plans for transportation, hazardous waste management, growth management, and air quality. SCAG is also responsible under the federal CAA for determining conformity of transportation projects, plans, and programs with applicable air quality plans.

In the Basin, the City of Los Angeles, CARB, and the SCAQMD have adopted or proposed additional rules and policies governing the use of cleaner fuels in public vehicle fleets. The City of Los Angeles Policy CF#00-0157 requires that all city-owned or operated diesel-fueled vehicles be equipped with particulate traps and that they use ultra-low-sulfur diesel fuel. CARB adopted a Risk Reduction Plan for diesel-fueled engines and vehicles. The SCAQMD has proposed a series of rules that would require the use of clean fuel technologies in on-road school buses, on-road heavy-duty public fleets, and street sweepers. To be consistent with the air quality analyses conducted for the LAX Master Plan Final EIR and the Final General Conformity Determination, recent plans and policies addressing ground access vehicle emissions have not been incorporated into the air quality impact analysis described below. The emission reductions that would be associated with implementation of SCAQMD's clean fuel rules are not incorporated into the CFTP air quality analysis; therefore, the estimate of ground access vehicle emissions is considered conservative.

4.2.3.3 Historical and Existing Ambient Air Quality

The SCAQMD maintains a network of air quality monitoring stations located throughout the Basin. The closest monitoring station, and most representative of existing air quality conditions in the project area, is the Southwest Coastal Los Angeles Monitoring Station. Through 2003, this station was located at 5234 West 120th Street (Hawthorne), or about 2.4 miles southeast of the LAX Theme Building and 0.75 mile southeast of the southeast corner of the airport. In April 2004, the station was moved to 7201 W. Westchester Parkway (Westchester), roughly 1.5 miles northwest of the Theme Building and less than 0.5 mile from Runway 24R (northernmost LAX runway). This station monitors ozone, CO, SO_2, NO_2, and PM10. Data available from this monitoring station were summarized for the five-year period of 2003 – 2007 in **Table 4.2-4**. In general, the measured concentrations at these locations are below many of the other monitors around the Basin. It does appear that 2007 showed some increases in several pollutants compared to 2005 and 2006, especially the PM10 measurements. These PM10 concentrations may

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:38:56 AM
4.2.1 So Cal Association of Governments is responsible for creating a Transportation Plan that is used as a basis for assessing air quality contributions and meeting requirements. What documentation is provided and where, specifically (document, paragraph, page number) to show compliance with standards?

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presented in **Table 4.2-7**, are expected to further reduce construction-related emissions associated with the CFTP. Other feasible mitigation measures may be defined in the final LAX MP-MPAQ, which will be complete prior to implementation of the CFTP.

Table 4.2-6

Construction Related Mitigation Measures Incorporated into Construction Emissions Inventories

Mitigation Measure	Potential Emissions Reduction by Equipment
Heavy Duty Diesel (Off-road)	
Particulate Traps (where technologically feasible)	85% PM10, and 85% PM2.5, adjusted for comparability
Fugitive dust caused on and off-site vehicle trips	
Chemical Stabilizers	63% PM10 and 63% PM2.5
Watering (per SCAQMD Rule 403)	63% PM10 and 63% PM2.5

Source: CDM, 2008.

Table 4.2-7

Construction-Related Air Quality Mitigation Measures

Measure	Type of Measure
Post a publicly visible sign with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours.	Fugitive Dust
Prior to final occupancy, the applicant demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.	Fugitive Dust
All roadways, driveways, sidewalks, etc. being installed as part of the project should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading.	Fugitive Dust
Pave all construction access roads at least 100 feet on to the site from the main road.	Fugitive Dust
To the extent feasible, have construction employees work/commute during off-peak hours.	On-Road Mobile
Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips.	On-Road Mobile
Prohibit staging and parking of construction vehicles (including workers' vehicles) on streets adjacent to sensitive receptors such as schools, daycare centers, and hospitals.	Nonroad Mobile
Prohibit construction vehicle idling in excess of ten minutes.	Nonroad Mobile
Utilize on-site rock-crushing facility, when feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips.	Nonroad Mobile
Specify combination of electricity from power poles and portable diesel- or gasoline-fueled generators using "clean burning diesel" fuel and exhaust emission controls.	Stationary Point Source Controls

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:42:03 AM
Table 4.2-7 Construction-Related Air Quality Mitigation Measures lists some key sources of pollution. What specific monitoring will be done and how will it be reported to the public?

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4.2.6 Impact Analysis

4.2.6.1 Construction

Uncontrolled

Uncontrolled CFTP peak daily, quarterly, and annual construction emissions inventories are presented in **Table 4.2-8**. In this analysis, "uncontrolled" refers to the emissions that would occur *without* application of the fugitive dust controls required by SCAQMD Rule 403, and *without* installation of diesel particulate filters required under the CBA. Details of the construction emission input parameters and results are presented in Appendix C. As shown in **Table 4.2-8**, the peak daily emissions of SO_2 and the peak quarterly emissions of CO, SO_2, and PM2.5 for the CFTP would not exceed the SCAQMD construction emission thresholds presented in **Table 4.2-5**. Peak daily emissions of CO, ROG, NO_x, PM10, and PM2.5; and peak quarterly emissions of ROG, NO_x, and PM10 associated with the CFTP would exceed the SCAQMD construction emissions thresholds. Therefore, uncontrolled CFTP construction emissions of CO, ROG, NO_x, PM10, and PM2.5 are significant.

Table 4.2-8

Uncontrolled CFTP Daily, Quarterly and Annual Construction Emissions

Pollutant	Qtr. 1	Qtr. 2	Qtr. 3	Qtr. 4	Qtr. 5	Qtr. 6	Project Max	SCAQMD Significance Threshold	Emissions Exceed Threshold?
Maximum Daily Emissions, Uncontrolled (lbs/day)[1]									
Carbon monoxide, CO	399	468	506	461	502	358	506	550	Yes
Reactive organic gas, ROG	95	130	260	262	278	228	278	75	Yes
Nitrogen oxides, NO_x	714	821	1,148	850	839	630	1,148	100	Yes
Sulfur dioxide, SO_2	0.83	1.04	1.29	0.97	1.10	0.76	1.29	150	No
Respirable particulates, PM10	68	286	310	231	274	73	310	150	Yes
Fine particulates, PM2.5	39	92	106	76	90	37	106	55	Yes
Maximum Quarterly Emissions, Uncontrolled (tons/quarter)[1]									
Carbon monoxide, CO	12.86	16.35	19.82	17.06	18.66	10.21	19.82	24.75	No
Reactive organic gas, ROG	2.89	4.61	5.12	4.39	4.98	2.36	5.12	2.50	Yes
Nitrogen oxides, NO_x	21.34	34.35	39.70	31.31	34.46	16.80	39.70	2.50	Yes
Sulfur dioxide, SO_2	0.03	0.04	0.04	0.04	0.04	0.02	0.04	5.75	No
Respirable particulates, PM10	3.32	10.16	8.85	7.93	10.03	2.10	10.16	5.75	Yes
Fine particulates, PM2.5	1.23	3.84	3.39	2.76	3.30	0.67	3.39	N/A	N/A

Total Emissions (tons)	Year 1 Total	Year 2 Total	Project Total
Carbon monoxide, CO	67.79	28.87	96.66
Reactive organic gas, ROG	16.95	7.32	24.27
Nitrogen oxides, NO_x	124.20	51.25	175.45
Sulfur dioxide, SO_2	0.14	0.06	0.21
Respirable particulates, PM10	30.37	12.13	42.49
Fine particulates, PM2.5	10.70	4.27	14.98

[1] "Uncontrolled" indicates that no emission reductions have been assumed for measures required by regulation (e.g., SCAQMD Rule 403), or the LAX Master Plan Community Benefits Agreement (construction equipment diesel particulate filters). These reductions are incorporated into Table 4.2-9.

Source: CDM, 2008.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:45:37 AM
Table 4.2-8 lists uncontrolled CFTP emissions and levels. Why are fine particulates, PM 2.5 shown as N/A? What controls or monitoring will be done for particle sizes below PM 2.5 such as PM 0.1 as were studied in the UCLA/Froines study?

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Table 4.2-11

Cumulative Construction Projects Emissions Estimates

Construction Project	Peak Daily Emissions, lbs/day CO	ROG	NO_x	SO_2	PM10	PM2.5
In-Line Baggage Screening System[2]	44	5	10	0.00	1	see 7
TBIT Interior Improvements Program[3]	68	45	46	<1	2	see 7
Airfield Intersection Improvements Project - Phase 2[4]	41	22	71	0.08	15	7
ADA Perimeter Fence – Phases III and IV[4]	2	1	4	0.00	1	0
North Airfield Waterline Repair[4]	5	1	10	0.01	1	1
TBIT Reconfiguration Project (Taxiway S & ARFF Demolition)[4]	508	126	949	1.09	57	36
Korean Air Cargo Terminal Improvement Project[4]	10	25	13	0.01	5	2
AOC/EOC[4]	9	8	15	0.01	7	2
Westchester Rainwater Improvement Project[4]	27	5	58	0.04	48	12
Total from Other Construction Projects, lbs/day[5]	734	237	1,185	1.24	134	59
CFTP Peak Daily Emissions, lbs/day[6]	596	278	1,148	1.29	126	48
Total Cumulative Construction Project Emissions, lbs/day[6]	1,330	515	2,332	2.53	260	106
SCAQMD Construction Emission Significance Thresholds, lbs/day	550	75	100	150.00	150	55
Emissions Significant?	Yes	Yes	Yes	No	Yes	Yes

[1] Los Angeles World Airports, Final Mitigated Negative Declaration: Security Program - In-Line Baggage Screening System, Terminals 1 - 8, prepared by PCR Services Corporation, March 2006.
[2] Los Angeles World Airports, Tom Bradley International Terminal Improvements and Baggage Screening Facilities Project, prepared by PCR Services Corporation, November 2004. Project is currently in the Building/Erection Phase, so values are for that phase.
[3] Los Angeles World Airports, "Airfield Intersections Improvement Project Equipment Inventory - Peak Day Jan 2009-Jan 2010," May 22, 2008.
[4] Equipment estimates developed by CDM in consultation with LAWA.
[5] Sum of peak daily emissions for each individual project; these peaks may not necessarily overlap with the peak daily emissions from the CFTP or from the other cumulative projects.
[6] Peak cumulative daily emissions with consideration of project-specific monthly emissions; total of overlapping projects.
[7] Reference document did not provide values for these pollutants.

Sources: CDM, 2008.

The nine construction projects included in **Table 4.2-11** represent the planned development projects most relevant and proximate to the CFTP air quality analysis, for which detailed information regarding construction plans, such as the nature and timing of construction activities and the associated construction equipment, was available. While Table 3-1 in Chapter 3 identifies a number of other development projects planned in west Los Angeles and in other cities around LAX, there was not comparable information available for those projects, particularly with regards to the timing, intensity, and duration of construction activities. Notwithstanding the absence of construction program information for the majority of the projects in Table 3-1, it can be reasonably anticipated that construction activities for some of those projects would overlap with those of the CFTP, adding to the cumulative amount of construction-related air pollutant emissions. Such additional emissions would further the cumulative exceedances of the significance thresholds for CO, ROG, and NO_x and, when combined with CFTP controlled emissions, would cause cumulative exceedances of PM10, and PM2.5. It is very unlikely, however, that the cumulative emissions of SO_2 would exceed the threshold of significance, based on the fact that existing fuels used in construction equipment in California contain very little sulfur.

The cumulative impacts to air quality resulting from projects at LAX with operational emissions, such as from the In-Line Baggage Screening System, TBIT Interior Improvements Program, TBIT Reconfiguration Program, AOC/EOC, and cargo area improvements, have been accounted for as part of the overall long-

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 8:59:38 AM
Table 4.2-13 lists Cumulative Construction Project Emission Estimates. What about projects passenger convenience projects that were "green lighted" in the Feb 2006 Settlement yet have not yet been started? When will these be accomplished? What about surrounding construction projects such as those from local LADOT, CalTrans, et, al. along with the major development activity in surrounding areas?

4.3 Human Health Risk Assessment

4.3.1 Introduction

The Human Health Risk Assessment (HHRA) addresses potential impacts to people exposed to toxic air contaminants (TACs) anticipated to be released during the construction period for the CFTP.[47] Like other facilities that accommodate vehicles and equipment that consume fuel, activities at LAX may release TACs to the air in the vicinity of the airport. These TACs may come from aircraft, ground support equipment (GSE), construction activities, and other sources. Potential impacts to human health associated with releases of TACs may include increased cancer risks and increased chronic (long-term) and acute (short-term) non-cancer health hazards from inhalation of TACs by people working, living, recreating, or attending school on or near the airport.

The LAX Master Plan Final EIR[48] previously examined incremental health risks due to inhalation of TACs from operational sources associated with four build alternatives and the No Action/No Project Alternative. Incremental impacts were those impacts above the 1996 environmental baseline conditions used in that EIR. Because project level details were not available regarding construction phasing, the program-level LAX Master Plan Final EIR did not address health risk associated with construction activities of any of the individual Master Plan components, including the CFTP. Health risk associated with construction activities were addressed in the Final EIR prepared for the first LAX Master Plan project that was constructed, the South Airfield Improvement Project (SAIP).[49] Because SAIP construction required that Runway 25L be shutdown for an extended period, the HHRA for SAIP also addressed health risks associated with operational changes. Based on the nature and characteristics of the CFTP, releases of TACs during proposed construction activities would occur and need to be evaluated; however, the CFTP would be executed in a manner that would not affect current airport operations. Therefore, no change is anticipated in operations during construction of the CFTP or after completion of the CFTP except that the CFTP is expected to help relieve existing aircraft traffic congestion on the crossfield taxiway system. Thus, only human health risks associated with construction activities associated with the CFTP are evaluated in this EIR.

Possible impacts to human health were assessed through an HHRA, as required under State of California statutes and regulations.[50] The HHRA was conducted in four steps as defined in California Environmental Protection Agency (CalEPA) and U.S. Environmental Protection Agency (USEPA) guidance,[51,52] consisting of:

47 In the LAX Master Plan Final EIR, these were referred to as toxic air pollutants (TAPs). In this EIR, the term "toxic air contaminants," or TACs, is used to reflect California regulatory terminology.

48 City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, April 2004.

49 City of Los Angeles, Los Angeles World Airports, Final Environmental Impact Report for South Airfield Improvement Project, Los Angeles International Airport (LAX), October 2005.

50 California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Information and Assessment Act of 1987, Section 44300; California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, August 2003.

51 California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Risk Assessment Guidelines, Part I: Technical Support Document for the Determination of Acute Reference Exposure Levels for Airborne Toxicants, March 1999. California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Risk Assessment Guidelines, Part IV: Technical Support Document for Exposure Assessment and Stochastic Analysis, September 2000. California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Risk Assessment Guidelines, Part III: The Determination of Chronic Reference Exposure Levels for Airborne Toxicants, February 23, 2000. California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Risk Assessment Guidelines, Part II: Technical Support Document for Describing Available Cancer Potency Factors, updated August 2003. California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, August 2003.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 8:54:10 AM
4.3 Health Risk Assessment studies: What studies have been conducted on the surrounding areas to identify cancer clusters and other greater than normal incidences of health risk around LAX? Where are these studies documented? Has LAWA identified any potential sources of funding for treatments? What are these funding agencies and how have they been contacted?

attending school in communities near the airport. The methodologies used in this analysis are summarized below. Details of the methodologies are provided in Appendix C, *Air Quality* and Appendix D, *Human Health Risk Assessment*.

4.3.2.1 Methods for Estimating Possible Project Impacts to Human Health

The CFTP would relieve airfield congestion and reduce operational emissions once completed. The cumulative effect on airport operational TAC emissions of this project, taken along with the effects of all LAX Master Plan projects, were addressed in the LAX Master Plan Final EIR, as noted above. Therefore, this HHRA addresses only emissions of TACs from construction sources.

Cancer risk and chronic and acute hazard assessments for this HHRA consisted of two components: (1) estimation of emissions of TACs associated with project construction, and subsequent dispersion of those emissions to downwind receptor locations; and (2) estimation of incremental health risks associated with those emissions. Specifically, this HHRA estimated possible future emission rates associated with CFTP construction. These estimated future emission rates were used, along with meteorological and geographic information, as inputs to an air dispersion model. The dispersion model predicted possible future concentrations of TACs within the study area around the airport.

Because only construction impacts are evaluated, baseline concentrations were assumed to be zero; in other words, if the CFTP did not move forward, no construction emissions would occur, and therefore baseline conditions would not include construction-related TACs in ambient air. Thus, total calculated construction emissions represent the total increment over existing conditions. No baseline concentrations of TACs needed to be identified and subtracted from the TAC concentrations prior to using these concentrations in calculations of exposure, and cancer risk and chronic and acute health hazards. An impact was considered significant[54] if incremental risks and/or hazards for MEI exceeded regulatory thresholds.

For the assessment of possible cancer risks, and chronic and acute non-cancer hazards, 120 grid nodes in the study area were selected for quantitative assessment. These nodes are located on the LAX property line where maximum concentrations of TACs were predicted by the air dispersion modeling (**Figure 4.3-1**). Since the fence-line is the closest location with unrestricted access to CFTP construction emission sources, concentrations at these locations can be used to evaluate exposure to a MEI and thus provide a ceiling for risks and hazards for off-airport residential, commercial and student receptors. Node locations for sensitive receptors (schools near LAX) were also identified for the acute analysis to provide direct information on potential construction impacts on students, faculty and staff at these locations. In addition to fence-line nodes, five representative locations on the airport where on-airport workers might be exposed were also evaluated. Project-related concentrations for TACs from the CFTP associated with construction sources were estimated using the air dispersion model (AERMOD) with the model options for annual and 1-hour maximum concentrations selected. Changes in airport operations are not expected during construction of the CFTP, therefore operational components (e.g., aircraft emissions) were not included in the incremental TAC estimates. Chronic and acute hazards for the CFTP were estimated at each grid point by comparing modeled concentrations with reference exposure levels (RELs) for modeled TACs. RELs for many TACs of concern in emissions from the airport were developed by Cal EPA's Office of Environmental Health Hazard Assessment (OEHHA). Cancer risks were calculated from annual concentrations and the cancer slope factors for each TAC emitted from CFTP construction sources.

As discussed in the LAX Master Plan Final EIR,[55] acrolein is the TAC of concern that is responsible for essentially all predicted chronic non-cancer health hazards associated with LAX operations. This TAC is

54 The term "significant" is used as defined under CEQA regulations and does not imply an independent judgment of the acceptability of risks or hazards.

55 City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, April 2004.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:57:32 AM
4.3.2.1 Estimates of Human Health Impacts are referenced for an on-airport grid. What Toxic Air Concentration (TAC) studies are being done beyond the boundaries of LAX property since pollution generated by LAX operations cannot be contained on the property?

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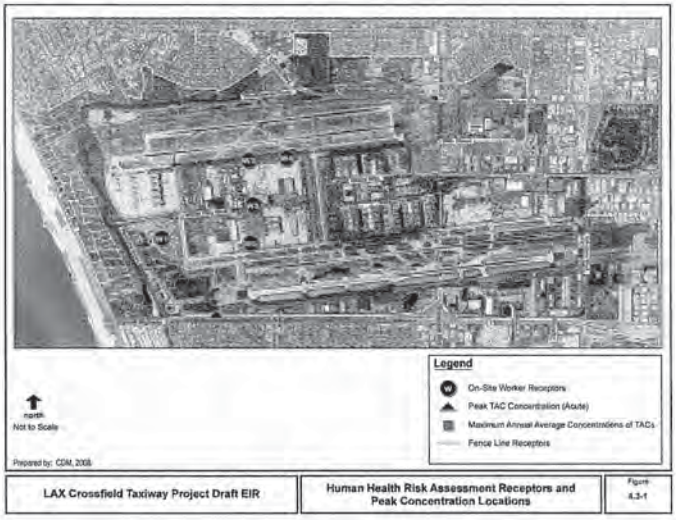

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 7:05:46 AM
Figure 4.3-1 shows the max annual average concentration of TACs at the eastern end of runway 24L/end of terminal 1. What are the primary sources are blamed for this? We have been verbally told that auto traffic is, and has been for years, a major contributor in this area. What changes have been proposed to spread and move the ground traffic operations from this key location? What proportional amount of the pollution comes from aircraft? What is planned for changing this? How will it be assessed and reported to the public? The only Peak TAC Concentration point (acute) is shown at the end of runway 25L near El Segundo residences. What will be done to reduce this? If future plans are to add a parking structure just to the west of this area, how will this be an improvement?

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SAIP Final EIR,[66] Oakland International Airport - Airport Development Program (ADP) Draft Supplemental EIR,[67] and Orange County Civilian Reuse of MCAS El Toro Draft Supplemental EIR.[68] Selection of TACs of concern for the CFTP was based initially on TACs of concern for LAX operations identified during preparation of the HHRA for the LAX Master Plan Final EIR, as described in Technical Report 14a of that EIR. Some of the pollutants of concern that had been identified for the LAX Master Plan HHRA were then eliminated, based on the review of the LAX Master Plan programmatic analysis, which demonstrated that they would not contribute significantly to potential health impacts, as well as results presented in the Oakland and El Toro EIRs and communication with CARB.[69] This list of TACs was further refined to include only TACs with chronic RELs, acute RELs, and cancer potency values identified by OEHHA. TACs not included in this list are discussed further in Appendix D. Lack of quantitative analysis of these latter TACs is not anticipated to affect the conclusions of the risk assessment. The resulting list of TACs of concern for the CFTP HHRA is identified in **Table 4.3-1**.

Table 4.3-1

Toxic Air Contaminants of Concern for the CFTP

Toxic Air Contaminant	Type
Acetaldehyde	ROG
Acrolein	ROG
Benzene	ROG
1,3-Butadiene	ROG
Ethylbenzene	ROG
Ethyl glycol	ROG
Formaldehyde	ROG
n-Hexane	ROG
Isopropyl alcohol	ROG
Methyl alcohol	ROG
Methyl ethyl ketone	ROG
Methyl t-butyl ether	ROG
Propylene	ROG
Styrene	ROG
Toluene	ROG
Xylene (total)	ROG
Naphthalene	PAH
Antimony	PM-Metal
Arsenic	PM-Metal
Cadmium	PM-Metal
Chromium VI	PM-Metal
Copper	PM-Metal
Lead	PM-Metal
Manganese	PM-Metal
Mercury	PM-Metal
Nickel	PM-Metal
Selenium	PM-Metal
Silicon	PM-Metal
Vanadium	PM-Metal
Zinc	PM-Metal
Diesel PM	Diesel Exhaust
Ammonium ion	PM-Inorganics

66 City of Los Angeles, Los Angeles World Airports, Draft Environmental Impact Report for South Airfield Improvement Project, Los Angeles International Airport (LAX), August 2005.
67 Port of Oakland, Draft Oakland International Airport - Airport Development Program (ADP) Supplemental Environmental Impact Report, September 2003.
68 County of Orange, Draft Environmental Impact Report No. 573 for the Civilian Reuse of MCAS El Toro and the Airport System Master Plan for John Wayne Airport and Proposed Orange County International Airport, Draft Supplemental Analysis, April 2001.
69 Holoboop, Gary, California Air Resources Board, Personal Communication, June 23, 2008.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 7:07:45 AM
Table 4.3-1 What are "ROG" type contaminants and how are they reduced?

Table 4.3-5

Acute RELs for TACs of Concern

TAC	Acute REL ($\mu g/m^3$)
Acrolein	0.19
Benzene	1,300
Formaldehyde	94
Methyl Ethyl Ketone	13,000
Toluene	37,000
Xylenes Total	22,000
Styrene	21,000
Methyl Alcohol	28,000
Methyl Ethyl Ketone	13,000
Isopropyl Alcohol	3,200
Ammonia	3,200
Arsenic	0.19
Chlorine	210
Copper	100
Mercury	1.8
Nickel	9
Sulfates	120
Vanadium Pentoxide	30

Source: CDM, 2008.

Risk Characterization

Methodology for Evaluating Cancer Risks and Non-Cancer Health Hazard

Cancer risks were estimated by multiplying exposure estimates for carcinogenic chemicals by corresponding cancer slope factors. The result is a risk estimate expressed as the odds of developing cancer. Incremental cancer risks were based on a 70-year exposure duration. Non-cancer hazard estimates were calculated by dividing exposure estimates by reference doses. Reference doses are estimates of highest exposure levels that would not cause adverse health effects even if exposures continue over a lifetime.

Maximally Exposed Individuals (MEI)

For the CFTP, approximately 120 grid points were analyzed along the airport fence-line (**Figure 4.3-1**). Concentrations of each TAC along the fence-line were used in the cancer risk and chronic and acute non-cancer hazard estimates. These calculations were used to identify the location with the maximum cancer risk. Nearest land use designations (commercial, residential, etc.) were used to identify receptor type associated with fence-line grid points for informational purposes. Since receptors of all types were assumed to exist at all fence-line locations, actual land use was not factored into the risk and hazard calculations.

Fence-line concentrations of TACs are likely to represent the highest concentrations and potential impacts for residents, workers, and school children. Thus, risks and hazards estimated for the LAX fence-line are likely to overestimate risks and hazards that may occur in actual residential or commercial areas.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 7:14:35 AM
Section 4, page 4-91 states that "Fence-line concentrations of TACs are like to represent the highest concentrations....and school children." Since there are several schools and churches near (within 0.5 miles) what studies of the school children and/or monitoring of the school and church facilities has been done? What about residences where children live and spend even more time that at school or church?

Projected air emissions for the proposed project after mitigation were modeled and the risks and hazards after mitigation were estimated. As shown in **Table 4.3-10**, chronic risks and hazards after mitigation are lower than under the unmitigated scenario. Mitigation measures only address PM10 emissions; therefore, under the mitigated scenario, concentrations from ROG emissions remain the same as the unmitigated scenario. Total estimated incremental cancer risk for adult residents and child residents for the mitigated CFTP were 2 in one million and 0.7 in one million, respectively. Total estimated incremental cancer risks for a young child through adulthood (adult + child) at the fence-line location with maximum cancer risks was 3 in one million. Cancer risks under CFTP after mitigation due to construction impacts are still almost entirely due to predicted exposure to diesel particulate matter contributing -- about 94 percent of the risk estimate. Incremental cancer risks for children attending schools within the study area under the mitigated scenario are estimated to be 0.06 in one million.

Table 4.3-10

Incremental Cancer Risks and Chronic Non-Cancer Human Health Hazards for Maximally Exposed Individuals for CFTP Construction - Post-Mitigation

Receptor Type	Incremental Cancer Risks[1] (per million people) Unmitigated	Mitigated
Child Resident	1	0.7
School Child	0.1	0.06
Adult + Child Resident[2]	5	3
Adult Resident	4	2
	Incremental Non-Cancer Chronic Hazards[3]	
	Unmitigated	**Mitigated**
Child Resident	0.02	0.01
School Child	0.002	0.001
Adult Resident	0.006	0.004

1 Values provided are changes in the number of cancer cases per million people exposed as compared to baseline conditions. All estimates are rounded to one significant figure.
2 Includes exposure to TACs released from LAX from childhood (ages 0-6) through adulthood (ages 7-70).
3 Hazard indices are totals for all TACs that may affect the respiratory system. This incremental hazard index is essentially equal to the total for all TACs.

Source: CDM, 2008.

Chronic hazard indices for adult residents and child residents living at the fence-line location with maximum cancer risks under the mitigated conditions are estimated to be 0.004 and 0.01, respectively. Incremental His for MEI school children are 0.001 for construction impacts under the mitigated CFTP. After mitigation, the contribution of the constituents changes slightly: diesel particulate matter contributes 41 percent, formaldehyde contributes 38 percent, chlorine contributes 7 percent, and acetaldehyde contributes 6 percent.

4.3.9 Level of Significance After Mitigation

The TAC emissions inventory developed for the CFTP, which formed the basis for the health risk characterization, is based on the assumption that certain air quality mitigation measures identified in the LAX Master Plan Final EIR and Mitigation Monitoring and Reporting Program would be in place at the time of construction (2009) of the CFTP. Specifically, as indicated in Section 4.3.5, construction-related mitigation measures associated with LAX Master Plan Mitigation Measure MM-AQ-2 were assumed to be

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:38:45 PM
4.3.8 MEI is a term used 13 times in volume 1. Please define this term.

Number: 2 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:45:30 PM
4.3.9 The Level of Significance after Mitigation is considered to be below for construction related mitigations, where in this document (or in the Program Level EIR) is the total levels of pollution in the future use to determine level of significance? Although this document defines the critical path of capacity to be due to vehicle capacity of the CTA and states that this will improve transit times between gates and runways, what incremental capacity improvement will result if the leading factors are improved and this becomes the critical factor? This could become reality in the future after the 2020 prohibition of gate increase expires. What increases in pollution will then occur from the increased number of operations?

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4.4.2.1 Construction Sources

The parameters used to develop construction GHG emissions are the same as those presented in Section 4.2, *Air Quality*, for construction criteria air pollutant emissions. Essentially, CO_2 is emitted from the combustion of fuels used in on-site construction equipment, material delivery trucks, and worker vehicles. Details regarding the specific types of equipment and operating assumptions are included in Appendix C.

The emissions from off-road construction equipment are based on CO_2 emission rates developed by SCAQMD[95] for the South Coast Air Basin using the California Air Resources Board (CARB) OFFROAD2007 model.[96] The emissions from on-road vehicles (including vehicles with on-road-equivalent engines) were calculated from CO_2 emission factors (grams/mile) developed by SCAQMD[97] for the South Coast Air Basin using the CARB EMFAC2007 model.[98]

The analysis context considered in the evaluation of GHG emissions from construction sources generally includes the on-airport areas where construction equipment would operate and the off-airport environment relative to construction-related vehicle trips.

4.4.2.2 Operational Sources

Building/Lighting Operations

Implementation of the CFTP would include the removal of several existing buildings, which directly and indirectly generate GHG emissions, and the construction of a new building - the ARFF. The natural gas and electricity usage in each building was estimated from the building's area (square feet). Natural gas usage factors from the Urban Emissions (URBEMIS) air quality model, Version 9.2.4 were used for all buildings except the existing fire station/ARFF. Usage factors for natural gas were obtained from the 1999 Commercial Buildings Energy Consumption Survey (CBECS) results by the Energy Information Administration (EIA). Electricity usage factors were obtained from the CBECS for all buildings. In addition to buildings, operational sources of energy consumption for this project include the high intensity discharge lighting (i.e., floodlights) applied in apron areas such as the RON area.

Emission factors were obtained from The Climate Registry's General Reporting Protocol (May 2008) for all pollutants with the exception of CO_2 from electricity. The CO_2 electricity emission factor was obtained from the 2005 CCAR emissions report for the Los Angeles Department of Water & Power (LADWP). Since the LADWP uses a higher percentage of coal than the rest of the state in its electricity generation, this method produced a more accurate estimate of emissions than using the default factors from The Climate Registry.

The analysis context considered in the analysis of GHG emissions from building operations was generally defined as the area encompassing the existing structures that would be removed as a result of project construction. Those structures are described in Section 2.4.2. Within that general area are the two potential sites that are currently being considered for the new ARFF.

Aircraft Operations

The completion of the CFTP would have a slight beneficial impact on the taxi/idle times of aircraft that need to move between the north and south airfields at LAX. These aircraft would not have to either wait for other aircraft to move off of the existing crossfield taxiway, or taxi down to the western end of the airport to cross. As described earlier in Section 2.1.3, no other operational source would be affected by

95 South Coast Air Quality Management District, Available: http://www.aqmd.gov/ceqa/handbook/offroad/offroadEF07_25.xls, accessed April 11, 2008.
96 California Air Resources Board, Available: http://www.arb.ca.gov/msei/offroad/offroad.htm, accessed April 11, 2008.
97 South Coast Air Quality Management District, Available: http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html, accessed April 11, 2008.
98 California Air Resources Board, Available: http://www.arb.ca.gov/msei/onroad/latest_version.htm, accessed April 11, 2008.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 6:54:33 PM
4.4.2.2 Operational Sources for green house gases. The primary source calculation for CO2 was based on the 2005 CCAR emission report from LADWP with a statement that LAWDP uses a higher than average percentage of coal. Since the City Council is considering several alternative "Green Fuel Initiatives" how will this change the calculations?

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the CFTP, and only taxi/idle emissions from aircraft would be impacted by this project. Therefore, only aircraft emissions during taxi/idle modes on the airport following completion of the project are analyzed for the CFTP. The aircraft types and used in airport simulation modeling with and without the CFTP are listed in **Table 4.4-2**.[99]

Table 4.4-2

Aircraft Codes, Descriptions and Engines Used in Airport Simulation and EDMS Modeling

Simulation Aircraft Code	EDMS Aircraft Code	EDMS Aircraft Description	EDMS Engine
300	A30084-2	Airbus A30084-200 Series	CF6-80C2 Low emissions fuel nozzle
319	A319-1	Airbus A319-100 Series	CFM56-5BR/P
320	A320-2	Airbus A320-200 Series	V2527-A5
321	A321-2	Airbus A321-200 Series	V2530-A5
332	A330-2	Airbus A330-200 Series	PW4168 Talon II
717	B717-2	Boeing 717-200 Series	BR700-715A1-30 Improved fuel injector
727	B727-2	Boeing 727-200 Series	JT8D-217 series
733	B737-3	Boeing 737-300 Series	CFM56-3-B1
734	B737-4	Boeing 737-400 Series	CFM56-5B6/P
735	B737-5	Boeing 737-500 Series	CFM56-3C-1
737	B737-1	Boeing 737-100 Series	JT8D-17A
739	B737-9	Boeing 737-900 Series	CFM56-7B24
73G	B737-7	Boeing 737-700 Series	CFM56-7B22
73H	B737-8	Boeing 737-800 Series	CFM56-7B26
742	B747-2	Boeing 747-200 Series	CF6-80C2 Low emissions fuel nozzle
744	B747-4	Boeing 747-400 Series	PW4056
752	B757-2	Boeing 757-200 Series	PW2040
753	B757-3	Boeing 757-300 Series	PW2040
762	B767-2	Boeing 767-200 Series	CF6-80A
763	B767-3	Boeing 767-300 Series	CF6-80C2B7F 1M2M39
764	B767-4	Boeing 767-400	CF6-80C2B6FA 1M2M39
777	B777-2	Boeing 777-200 Series	PW4077
A31	A310-2	Airbus A310-200 Series	CF6-80A3
A34	A340-2	Airbus A340-200 Series	CFM56-5C3
BE5	BEECH99	Raytheon Beech 99	PT6A-36
C21	CNA208	Cessna 208 Caravan	PT6A-114A
C55	CNA550	Cessna 550 Citation II	JT15D-4 series
CL6	CL600	Bombardier Challenger 600	CF34-3B
CNA	CNA500	Cessna 500 Citation I	JT15D-1 series
CR7	CRJ7	Bombardier CRJ-700	CF34-8C1
CRJ	CRJ2	Bombardier CRJ-200	CF34-3B
D95	DC9-5	Boeing DC-9-50 Series	JT8D-17 Reduced emissions
DC1	DC10-3	Boeing DC-10-30 Series	CF6-50C2 Low emissions fuel nozzle
DC8	DC8-7	Boeing DC-8 Series 70	CFM56-2B
DH4	DHC8Q-4	Bombardier de Havilland Dash 8 Q400	PW150A
EM2	EMB120	Embraer EMB120 Brasilia	PW118
ERD	ERJ145	Embraer ERJ145	AE3007A1E Type 3
FAL	FAL20-C	Dassault Falcon 20-C	CF700-2D
GA8	BEECH200	Raytheon Super King Air 200	PT6A-42
GII	GULF2	Gulfstream II	SPEY MK511 Transjet III
GIV	GULF4-SP	Gulfstream IV-SP	TAY MK611-8
HS1	HS125-1	Hawker HS-125 Series 1	TFE731-3
LSA	LEAR35	Bombardier Learjet 35	TFE731-2-2B
MD3	MD83	Boeing MD-83	JT8D-219 Environmental Kit (E_Kit)
MD7	MD87	Boeing MD-87	JT8D-219

99 The aircraft fleet mix assumed for the SIMMOD modeling is based on the flight operations and schedules in 2005, which represents the most recent full-year of aircraft flight data at LAX under normal operations. LAX flight data for calendar years 2006 and 2007 are not considered to be representative of normal operations due to So.ch Airfield Improvement Project (SAIP) construction activities underway at that time, which required temporary modifications to normal airfield operations.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 7:01:04 PM
Table 4.4-2 Lists the engines used in EDMS Modeling and states that the SIMMOD modelling used is 2005. How is this number used to extrapolate to future volumes when there is at least 78.9 MAP worth of operations or even more when the gate cap limitation of the Settlement Agreement expires?

Since a new fleet mix assumption was created by Ricondo in 2008 why has this not been used and how can this assessment be used to extrapolate ahead to future years? How can the actuals from the 2005 schedule be compared with model estimates to validate assumptions?

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Table 4.4-3

Construction-Related GHG Mitigation Measures

Measure	Type of Measure
To the extent feasible, have construction employees work/commute during off-peak hours.	On-Road Mobile
Make Available on-site lunch trucks during construction to minimize off-site worker vehicle trips.	On-Road Mobile
Prohibit construction vehicle idling in excess of ten minutes.	Nonroad Mobile
Utilize on-site rock crushing facility, when feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips.	Nonroad Mobile
Specify combination of electricity from power poles and portable diesel- or gasoline-fueled generators using "clean burning diesel" fuel and exhaust emission controls.	Stationary Point Source Controls
Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job).	Mobile and Stationary
Require that all construction equipment working on-site is properly maintained (including engine tuning) at all times in accordance with manufacturers' specifications and schedules.	Mobile and Stationary
Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.	Mobile and Stationary
The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, record review, and investigations of complaints.	Administrative

Source: CDM, 2008.

The following Master Plan commitment designed to address impacts to solid waste disposal, and which also addresses related air quality impacts from truck haul trips, is applicable to the CFTP.

- **SW-3. Requirements for the Recycling of Construction and Demolition Waste.** This measure requires that contractors recycle a specified minimum percentage of waste materials generated during construction and demolition. The percentage of waste materials required to be recycled will be specified in the construction bid documents. Waste materials to be recycled may include, but are not limited to, asphalt, concrete, drywall, steel, aluminum, ceramic tile, and architectural details. This measure was successfully applied on the South Airfield Improvement Project (SAIP) relative to the use of an on-site rock crusher to recycle demolition waste (old concrete and asphalt) into aggregate base material. This reduced both the need to export demolition waste and the need to import aggregate base. In turn, the amount of truck haul trips, with associated fuel consumption and greenhouse gas generation, was reduced. Similar to the SAIP, the CFTP is well-suited to this type of on-site recycling.

4.4.6 Impact Analysis

4.4.6.1 Construction Emissions

The construction source CO_2 emissions, by calendar quarter, are presented in **Table 4.4-4**. The peak quarterly emissions by general equipment or vehicle category are summarized in **Table 4.4-5**. Over the duration of the project, the on-site construction equipment generates just under 60 percent of the project construction CO_2 emissions, and deliveries of construction materials primarily for the batch plant generate almost 30 percent of the project construction CO_2 emissions.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 7:06:51 PM
Table 4.4-8 Construction related Green House Gases. The first mitigation listed is to have employees work during off-peak hours. This assumes that the level of service of the roads used as the routes is below acceptable. This may be true for some routes, but according to tables previously presented there were only a few intersections that had LOS below C. Couldn't they be directed to use routes that avoid these intersections?

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4.4.7 Cumulative Impacts

The construction source CO_2 emissions from cumulative projects are presented in **Table 4.4-7**. The cumulative construction projects that occur at LAX concurrently with the CFTP include: (1) TBIT Reconfiguration Project, Taxiway S and ARFF demolition; (2) TBIT Interior Improvements Program; (3) Airfield Intersection Improvements; (4) North Airfield Waterline Repair; (5) In-Line Baggage Screening Systems; (6) Perimeter Fence Projects; (7) Korean Air Cargo Terminal Improvement Project; (8) Airport Operations Center (AOC)/Emergency Operation Center (EOC); and (9) Westchester Rainwater Improvement Project. Calculation sheets for these emissions are included in Appendix E, Attachment 1.

Table 4.4-7

Cumulative Construction Project CO_2 Emissions

Project	CO_2 Emissions (tons)
In Line Baggage Screening System[1,2]	1,005
TBIT Interior Improvements Program[1,3]	6,340
Airfield Intersection Improvements Project[4] - Phase 2	558
ACA Perimeter Fence Project-Phases III and IV[5]	10
North Airfield Waterline Repair[6]	23
TBIT Reconfiguration (Taxiway S & ARFF Demolition)[6]	11,725
Korean Air Cargo Terminal Improvement Project[6]	228
AOC/EOC[6]	150
Westchester Rainwater Improvement Project[6]	856
Total Other Cumulative Project CO_2 Emissions, tons	**20,866**
CFTP Construction CO_2 Emissions, tons	19,948
Total Cumulative Construction Projects CO_2 Emissions, tons	**40,814**

1 Annual CO_2 emissions estimated by CDM from average CO-to-CO annual emissions from TBIT Reconfiguration, North Airfield Waterline Repair, Perimeter Fence, and Airfield Intersections Improvement Projects.
2 City of Los Angles, Los Angeles World Airports, Final Mitigated Negative Declaration: Security Program - In-Line Baggage Screening System, Terminals 1 - 8, prepared by PCR Services Corporation, March 2006.
3 City of Los Angles, Los Angeles World Airports, Tom Bradley International Terminal Improvements and Baggage Screening Facilities Project, prepared by PCR Services Corporation, November 2004. Project is currently in the Building/Erection Phase, so values are for that phase.
4 Los Angeles World Airports "Airfield Intersections Improvement Project Equipment Inventory > Peak Day Jan 2005-Jan 2010," May 22, 2008.
5 Equipment estimates developed by CDM in consultation with LAWA.

Sources: CDM 2008.

4.4.8 Mitigation Measures

The long-term operations-related GHG reductions associated with the CFTP far exceed the temporary construction-related GHG emissions. The project includes mitigation measures to reduce construction equipment operations/duration, as described above. There are no other feasible mitigation measures to reduce construction-related GHG emissions other than those already identified above and in the Section 4.2, *Air Quality*.

In that regard, **Table 4.4-8**, Evaluation of Potential GHG Mitigation Measures, presents a comprehensive list of suggested mitigation measures for new development projects throughout the state of California. This list is prepared by the California Office of the Attorney General relative to addressing GHG emissions and climate change impacts within an EIR. The table below describes how the proposed project relates

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 7:12:39 PM
Table 4.4-7 defines the cumulative amounts of CO2 emissions from all projects. Where in this EIR or in the Program level EIR does it define how the CO2 concentration in a smaller area impacts green house gases more than if these same quantity of gases are generated and disbursed over a larger area? When concerned about CO2 total emissions, there were studies in Europe that indicated that time of emission has increased impacts at night. Where in this EIR is this considered?

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to each of the applicable mitigation measures. As indicated in the table, the proposed project responds to those measures that are within the scope/control of the project.

Table 4.4-8
Evaluation of Potential GHG Mitigation Measures

Measure	Discussion
Transportation	
Coordinate controlled intersections so that traffic passes more efficiently through congested areas.	NA - Beyond the scope/control of the project.
Set specific limits on idling time for commercial vehicles, including delivery and construction vehicles.	Included in project - see Table 4.4-3.
Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, designating adequate passenger loading and unloading and waiting areas, and providing electronic message board space for coordinating rides.	NA - Beyond the scope/control of the project.
Create car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation.	NA - Beyond the scope/control of the project.
Create and/or expand existing vehicle buy-back programs to include vehicles with high greenhouse gas emissions.	NA - Beyond the scope/control of the project.
Require clean alternative fuels and electric vehicles.	LAWA has an existing policy requiring vehicles over 8,500 pounds gross weight, including shuttles meeting that weight requirement, to be alternative fueled.
Develop the necessary infrastructure to encourage the use of alternative fuel vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).	NA - Beyond the scope/control of the project.
Increase the cost of driving and parking private vehicles by imposing tolls, parking fees, and residential parking permit limits.	NA - Beyond the scope/control of the project.
Develop transportation policies that give funding preference to public transit.	NA - Beyond the scope/control of the project.
Design transportation centers where various public transportation modes intersect.	NA - Beyond the scope/control of the project.
Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations.	NA - Beyond the scope/control of the project.
Assess transportation impact fees on new development in order to facilitate and increase public transit service.	NA - Beyond the scope/control of the project.
Provide shuttle service to public transit.	A shuttle will be used to transport construction workers between the construction employee parking lot and the project site. The shuttle route travels along Imperial Highway and passes directly by the Metro Green Line station, which also has local bus access. The project shuttle can, upon request, make a stop at the Metro station that workers choose to use public transit for their work commute.
Offer public transit incentives.	NA - Beyond the scope/control of the project.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 7:16:12 PM
Table 4.4-8 indicates that most Green House Gas mitigations are beyond the scope of this project? If these mitigations are contemplated why can't they be defined or assessed?

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4.5 Biotic Communities

4.5.1 Introduction

The LAX Master Plan Final EIR evaluated potential impacts on biotic communities[104] and proposed mitigation measures to address potentially significant impacts. The analysis of biotic communities provided in this project-level tiered EIR was prepared to examine, at a greater level of detail, the potential impacts on biotic communities associated with construction of the CFTP. Operational aspects of the CFTP and their potential to impact biotic communities have not changed from what was addressed in the LAX Master Plan Final EIR. Therefore, the potential operational impacts on biotic communities associated with the CFTP are not further addressed herein.

There are two key findings and potential impacts and mitigation measures from Section 4.10 of the LAX Master Plan Final EIR that relate to this section and the CFTP.

Construction activities, including staging and stockpiling of materials proximal to the Los Angeles/El Segundo Dunes, including the El Segundo Blue Butterfly Habitat Restoration Area, were identified as having the potential to result in deposition of fugitive dust within state-designated sensitive habitat. The potential for fugitive dust to affect biotic communities was considered a significant impact prior to mitigation. Implementation of Mitigation Measures MM-BC-1, Conservation of State-Designated Sensitive Habitat within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area, and MM-ET-3, El Segundo Blue Butterfly Conservation: Dust Control, was recommended to reduce these potential fugitive dust impacts to a less than significant level.

No significant indirect impacts due to increased ambient light, noise, or concentrations of air pollutants were identified as a result of implementation of the LAX Master Plan.

The purpose of this analysis is to examine at a more precise project-level of detail the potential for CFTP construction activities to impact biotic communities. In addition to direct impacts associated with construction activities, potential indirect construction impacts from light emissions, air emissions, and noise are also assessed.

4.5.2 Methodology

Existing sensitive biotic communities and plant and animal communities were identified through a series of studies and surveys conducted for the LAX Master Plan EIR. (See Section 4.10 and Technical Report 7 of the LAX Master Plan Final EIR.) For this Draft EIR, biologists conducted a general assessment of the biotic communities within the unpaved/undeveloped portions of the CFTP which may contain sensitive biotic communities: the construction staging area and the American Airlines employee parking lot relocation site. On July 31, 2008 and August 6, 2008, on-site surveys of the proposed CFTP staging area site and American Airlines employee parking lot relocation site were conducted by BonTerra Consulting to document existing biological resources and map vegetation for each of the two areas. Prior to the surveys, the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants of California and the CDFG's California Natural Diversity Data Base (CNDDB) were reviewed to identify special status plants, wildlife, and habitats known to occur in the vicinity of these sites. The result of the BonTerra biological resources survey are included in Appendix F and described below.

4.5.3 Baseline Conditions

Descriptions of existing conditions relative to biotic communities are presented in Section 4.10 of the LAX Master Plan Final EIR and Section 2.2 of the Second Addendum to the Final EIR. This information is incorporated herein by reference and summarized below. The discussion below updates the findings on the LAX Master Plan Final EIR to incorporate the results of the recent surveys.

[104] Biotic communities are regional assemblages of vegetation (flora) and associated wildlife (fauna) and sensitive plant and animal species.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 7:20:32 PM
4.5.1 Biotic Communities was stated to not have a significant indirect impact. Since the RON is being moved and more autos are being allowed into this area, is there not a potential for undesirable biotics to be distributed by the movement of these vehicles?

4.5.5 LAX Master Plan Commitments and Mitigation Measures

LAX Master Plan commitments and mitigation measures are described in the LAX Master Plan MMRP. Of the commitments and mitigation measures that were designed to address biotic communities, the following are applicable to the CFTP and considered in the biotic communities analysis.

- **MM-BC-1. Conservation of State-Designated Sensitive Habitat within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area.** MM-BC-1 requires the implementation of construction avoidance measures in areas where construction or staging are adjacent to the Habitat Restoration Area. The goal of Mitigation Measure MM-BC-1, in conjunction with Mitigation Measure MM-ET-3, is to reduce fugitive dust emissions by 90 to 95 percent.
- **MM-ET-3. El Segundo Blue Butterfly Conservation: Dust Control.** The goal of Mitigation Measure MM-ET-3, in conjunction with MM-BC-1, is to reduce fugitive dust emissions by 90 to 95 percent through the implementation of dust control measures.

4.5.6 Impact Analysis

As described above, one special status plant species, southern tarplant (*Centromadia parryi ssp. australis*), was observed on the American Airlines employee parking lot relocation site. Southern tarplant is a CNPS List 1B.1 species. Construction of the CFTP would directly impact 29 southern tarplant individuals which would be a significant impact.

Construction of the CFTP, including staging and stockpiling of materials in close proximity to the Los Angeles/El Segundo Dunes and the El Segundo Blue Butterfly Habitat Restoration Area, would have the potential to deposit fugitive dust within State-designated sensitive habitats, a significant impact, requiring the implementation of mitigation measures specified in the LAX Master Plan Final EIR. Implementation of MM-BC-1 and MM-ET-3 would reduce this impact to a less than significant level.

4.5.7 Cumulative Impacts

Implementation of the CFTP would result in the loss of 29 southern tarplant individuals. With implementation of MM-BC (CFTP)-1 described below, impacts to the southern tarplant would be reduced to a level less than significant. There are no southern tarplant individuals located at any of the on-airport cumulative project sites or their associated staging areas.[105] Therefore, no cumulative impacts to southern tarplant would occur.

4.5.8 Mitigation Measures

To address the potential significant fugitive dust impacts on sensitive biotic communities, Master Plan Mitigation Measures MM-BC-1, Conservation of State-Designated Sensitive Habitat within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area, and MM-ET-3, El Segundo Blue Butterfly Conservation: Dust Control, would be applicable to the CFTP.

The following project-specific mitigation measure is proposed to address impacts to the southern tarplant:

- **Mitigation Measure MM-BC (CFTP)-1. Conservation of Floral Resources: Southern Tarplant.** LAWA or its designee shall prepare a special status plant mitigation program. The loss of the southern tarplant individuals shall be mitigated through seed collection and seeding into a suitable mitigation site within undeveloped property owned by LAWA, determined based on habitat, soil type, moisture levels, and other relevant conditions.

  A qualified Seed Collector shall monitor the tarplant phenology to determine the appropriate timing for seed collection. Tarplant seed shall be collected from all tarplants within the impact area, which shall be delineated in the field with lath and flagging by a Qualified Biologist. The Biologist shall ensure

[105] Focused surveys of on-airport cumulative project sites were conducted by BonTerra Consulting on September 3, 2008.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/6/2008 7:24:48 PM
4.5.8 Indicates that Southern Tarplant will be moved and transplanted to other airport and/or northside development areas. How will these areas be identified and protected?

5. OTHER ENVIRONMENTAL RESOURCES

This chapter provides an assessment of environmental impacts associated with the construction of the CFTP, with the exception of impacts associated with surface transportation, air quality, human health risks, global climate change, and biotic communities which are addressed under their respective sections in Chapter 4. Potentially significant effects related to the operation of the airport after the completion of the CFTP are largely addressed in the LAX Master Plan Final EIR. As described in Section 1.2.3 of this EIR, in accordance with Sections 15152(a) and 15168 of the CEQA Guidelines, the information presented in this chapter is primarily for disclosure and informational purposes, because further review confirms that the construction impacts of the CFTP were accounted for and addressed in the LAX Master Plan Final EIR and Addenda to the Final EIR. No new significant impacts have been identified. Certain Master Plan commitments[106] and mitigation measures delineated in the LAX Master Plan Final EIR are applicable to the CFTP, as described below for each environmental resource area. Some of the measures previously defined as part of the Master Plan Final EIR call for the preparation of more detailed mitigation plans that apply airport-wide. As such, this section also includes some new mitigation measures related to archaeological and paleontological resources, reflecting mitigation plans that were adopted by LAWA subsequent to the approval of the LAX Master Plan. For the environmental resources addressed in this chapter, no other mitigation measures are required beyond those associated with the LAX Master Plan Final EIR, as reflected in the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP).

Overall construction impacts were addressed at a programmatic level of detail in the LAX Master Plan Final EIR and related technical reports and appendices. Each environmental category in this chapter is reviewed to determine the applicability of the LAX Master Plan commitments and mitigation measures presented in the MMRP to the potential project-level construction impacts of the CFTP. An assessment is then made as to whether the evaluation and mitigation of construction impacts presented in the LAX Master Plan Final EIR for a given resource are adequate to address the impacts of the CFTP.

Each of the 15 environmental categories presented in this chapter is set forth in separate subsections. The following headings are included within each subsection:

- The **Introduction** describes the resource category and incorporates by reference relevant sections of the LAX Master Plan Final EIR, Addenda to the LAX Master Plan Final EIR, and related technical reports and appendices.
- The **Setting** briefly describes the existing environment as it relates to the respective resource category.
- The **CEQA Thresholds of Significance** are quantitative or qualitative measures used to determine whether a significant environmental impact would occur as a result of the CFTP. This subsection includes an explanation of the thresholds of significance and their origins. Where possible, validation of the choice of thresholds is provided by federal, state, and local guidelines, particularly the *Guidelines for California Environmental Quality Act* (State CEQA Guidelines)[107] and the *L.A. CEQA Thresholds Guide*,[108] published by the City of Los Angeles.

[106] As indicated in the introduction to Chapter 4, besides mitigation measures, the Mitigation Monitoring and Reporting Program for the LAX Master Plan includes Master Plan commitments. LAX Master Plan commitments were determined to be more appropriate than mitigation measures where: (1) standards and regulations exist with which compliance is already required by the applicable regulatory agency; (2) potential impacts would be adverse but not significant; and (3) design refinements could be incorporated into the project to reduce or avoid potential impacts. In some cases, Master Plan commitments also include performance standards and a range of options for meeting the standard.

[107] State of California, Guidelines for California Environmental Quality Act (State CEQA Guidelines), California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387.

[108] City of Los Angeles, Department of City Planning, L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analyses in Los Angeles, 2006. Many of the CEQA thresholds of significance used in the LAX Master Plan Final EIR environmental evaluation were derived from thresholds included in the City of Los Angeles' Draft L.A. CEQA Thresholds Guide (1998). The relevant thresholds of significance contained in the 1998 Draft L.A. CEQA Thresholds Guide are essentially identical to similar thresholds included in the 2006 L.A. CEQA Thresholds Guide. Further, the 2006 L.A. CEQA Thresholds Guide does not contain any new (developed since publication of the 1998 Draft L.A. CEQA Thresholds Guide) thresholds of significance relevant to the CFTP.

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Number: 1 Author: Danny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 7:29:46 PM
Section 5 "Other Environmental Resources" appears to be restricted to CFTP construction only. When operations are moved to other locations within the airport and additional functions are moved to the CFTP area these should be reassessed for impact and they are apparently have not been

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- The **LAX Master Plan** discussion summarizes construction impacts that are relevant to the CFTP as identified in the LAX Master Plan Final EIR and Addenda, presents LAX Master Plan commitments and mitigation measures that address these impacts, and identifies any construction impacts associated with the Master Plan that would remain significant after mitigation.
- The **Crossfield Taxiway Project** discussion evaluates the potential for additional impacts not addressed in the LAX Master Plan Final EIR and Addenda to the Final EIR, and, when necessary, further defines impacts presented in the LAX Master Plan Final EIR and Addenda to the Final EIR associated with the CFTP. These impacts are then evaluated to determine whether additional LAX Master Plan commitments and mitigation measures beyond those presented in the MMRP are necessary to address the project-related construction impacts of the CFTP. This Crossfield Taxiway Project discussion also identifies any construction and/or construction-related impacts that would remain significant after mitigation.

5.1 Noise

5.1.1 Introduction

This section addresses noise impacts from CFTP construction traffic and equipment on noise-sensitive uses within the communities surrounding LAX. The determinations and assessments made in this section are based primarily on information contained in:

- LAX Master Plan Final EIR, Section 4.1, *Noise*, April 2004
- LAX Master Plan Final EIR, Technical Report S-C1, *Supplemental Aircraft Noise Technical Report* (which also includes road traffic noise data), June 2003
- LAX Master Plan Final EIR, Section 4.20, *Construction Impacts*, April 2004

5.1.2 Setting

The existing setting relative to construction equipment and traffic noise is provided in Sections 4.1 and 4.20 of the LAX Master Plan Final EIR and is incorporated herein by reference. In general, as briefly described earlier in Section 3.2, the noise setting at and around the CFTP site is characterized by airport-related uses including aircraft and ground equipment. The existing aircraft noise levels at LAX are comparable to those reflected in the LAX Master Plan Final EIR, as can be seen by comparing the airport noise contours for the year 2000 (see Figure F4.1-6 of the LAX Master Plan Final EIR) to the airport noise contours shown on a recent quarterly noise monitoring report (i.e., 2nd Quarter 2007, which is the most recent report on www.lawa.org).

There are no noise sensitive uses immediate to the project site (i.e., within 1,000+ feet of the project's construction site and staging area). In the area surrounding LAX, the noise setting is characterized by several major highways including I-405 and I-105, and several major arterial roads including, but not limited to, Imperial Highway, Sepulveda Boulevard, Century Boulevard, and Lincoln Boulevard. Noise sensitive receptors in proximity to LAX include residential uses in El Segundo to the south, Inglewood and Lennox to the east, and Westchester to the north. Of these sensitive noise receptors, residential development in El Segundo is the closest to the site, being approximately 0.75 mile from the center of the site, and approximately 0.47 mile from the closest point of the site, which is southern edge of the Taxiway C13 construction area. Daytime ambient noise levels in El Segundo next to the airport are estimated to be 65 dBA L_{eq} or higher, owing to both road traffic and aircraft noise, and nighttime noise levels would be about 5 dBA lower than during the day.

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Number: 1 Author: Danny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 7:31:40 PM
5.1 Noise. Numerous issues were identified with the LAX Master Plan Final EIR that were never addressed. Since this assessment only addresses construction issues then these same issues remain open.

Number: 2 Author: Danny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 7:36:22 PM
5.1.2 Setting (for noise) defining the distances from the center of the sits is not as meaningful as from the edges of these operational areas to the residences, schools, churches and other buildings as this is much closer. In the past LAWA has steadfastly refused to look at single event and other parametric approaches to noise as relates to impacting health or annoyance. Since no additional reviews to account for changes in aircraft movement and locations for repair including run ups we assume this policy continues.

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If traffic conditions on a road are good (LOS A or B) sound levels increase at a rate of 3 dBA per doubling of traffic volume. However, when traffic conditions are already at LOS C, D, E, or F, increased traffic volumes (including construction traffic) result in decreasing speeds, and traffic noise gets progressively quieter based on reduced engine operation levels, reduced drive-train and tire rotations, and reduced wind shear. On roads with good traffic conditions, roadway traffic volumes would have to increase at more than a 3-fold rate to reach the CEQA threshold of significance of a 5 dBA increase. Traffic would have to increase 16-fold over the No Action/No Project Alternative volumes to meet criteria for a substantial noise increase of 12 dBA.

The construction routes for the LAX Master Plan would be intentionally designated for freeways and major arterials around the airport, avoiding minor arterials and local streets. These freeways and major arterials are high-volume routes that are already at LOS C or worse. Therefore, construction traffic would not trigger an exceedance of either the CEQA construction traffic noise threshold or the federal standards for substantial increase in traffic noise. As a result, this noise impact is expected to be less than significant.

Master Plan-related construction activities located within the vicinity of noise-sensitive uses include the development of airport property north of Westchester Parkway and west of Sepulveda Boulevard, the RAC, the ANMP acquisition area (Belford), the GTC (Manchester Square), and on-site cargo facilities near the airport's southern boundary. The CFTP was not considered to be a construction project near noise-sensitive uses.

Land uses potentially affected by significant construction noise levels would be those primarily located to the south of the airport in El Segundo and to the north of the airport in Westchester. Even with Master Plan Mitigation Measures MM-N-7, Construction Noise Control Plan, MM-N-8, Construction Staging, MM-N-9, Equipment Replacement, and MM-N-10, Construction Scheduling, LAX Master Plan construction equipment operations would create noise levels over extended periods of time that are more than 5 dBA L_{eq} higher than ambient levels near sensitive residential areas and schools. This is a significant and unavoidable impact.

5.1.4.2 Relevant LAX Master Plan Commitments and Mitigation Measures

- **MM-N-7. Construction Noise Control Plan**
- **MM-N-8. Construction Staging**
- **MM-N-9. Equipment Replacement**
- **MM-N-10. Construction Scheduling**
- **ST-16. Designated Haul Routes**
- **ST-22. Designated Truck Routes**

5.1.5 Crossfield Taxiway Project

5.1.5.1 Impacts

As reflected above, the information, analysis, and Master Plan mitigation measures provided in the LAX Master Plan Final EIR adequately address potential construction traffic and equipment noise impacts due to CFTP construction activities. Unlike improvements included in the LAX Master Plan that are located near the southern and northern boundaries of the airport, the CFTP site and staging area are not located within 600 feet of noise-sensitive land uses. The nearest noise-sensitive land use is residential development in El Segundo, with the nearest residence over 2,500 feet from the southernmost edge of the CFTP construction area. As indicated above, a construction noise level of 86 dBA L_{eq} at 50 feet from the source would drop-off to 70 dBA L_{eq} at 600 feet. At a distance of 2,500 feet, which is the closest point between the CFTP construction area and residential development in El Segundo, the noise level would be 60.5 dBA L_{eq}. As discussed in the environmental setting, noise levels in El Segundo during the day

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/8/2008 7:40:47 PM
5.1.3 Noise significance: It is noted that noise is not significant under the conditions assumed. Where in any of the assessments are topography, or weather environment or reflections from structures taken into consideration? Where is anything but the C scale noise ranges addressed?

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construction staging area is currently being used for construction staging for other LAX projects. Continued use of this site for construction staging activities would not affect EW6. Impacts on jurisdictional wetland EW6 would be avoided through continued implementation of construction avoidance measures, such as BMPs and establishing buffer areas, as specified in the April 20, 2004 Biological Opinion issued by the USFWS in support of the LAX Master Plan. The CFTP construction staging area would not overlap the watershed area for EW9, EW12, EW13, or EW14. Therefore, no impacts on these areas would occur.

5.7.5.2 Mitigation Measures

With continued implementation of construction avoidance measures, specified in Master Plan Mitigation Measure MM-ET-1 as well as the April 20, 2004 and April 8, 2005 Biological Opinions, CFTP construction impacts on wetlands would be avoided and no further mitigation would be required.

5.8 Energy Supply and Natural Resources

5.8.1 Introduction

This section addresses electricity, natural gas, and other fossil fuel consumption resulting from construction activities and operations associated with the CFTP. Construction activities include fuel consumption for construction-related vehicle trips, construction lighting, and utility relocation. Operational impacts include the reduction in energy demands resulting from the elimination of certain existing buildings in the project area and the generation of new energy demands associated with the new ARFF. This analysis also addresses access to and use of natural resources including mineral, petroleum, and aggregate resources.

The determinations and assessments are based on information presented in:

- LAX Master Plan Final EIR, Section 4.17, *Energy Supply and Natural Resources*, April 2004
- LAX Master Plan Final EIR, Technical Report 8, *Energy Supply Technical Report*, January 2001
- LAX Master Plan Final EIR, Technical Report S-6, *Supplemental Energy Supply Technical Report*, June 2003
- LAX Master Plan Final EIR, Section 4.20, *Construction Impacts*, April 2004

5.8.2 Setting

5.8.2.1 Energy Supply

Existing conditions relative to on-airport airport electricity generation and transmission, natural gas supply and transmission, and fuel transmission are provided in Section 4.17.1 of the LAX Master Plan Final EIR and are incorporated herein by reference. Electricity and natural gas consumption at LAX results from a number of activities, including space heating and cooling, airfield and terminal lighting, food preparation, office functions, and maintenance. Other fossil fuel consumption includes aviation fuel for aircraft, as well as diesel, gasoline, and alternative fuels for ground support equipment (GSE), stationary sources, and airport-related motor vehicle trips. As indicated in Section 4.17 and Technical Report S-6 of the LAX Master Plan Final EIR, estimated annual energy consumption within the LAX Master Plan boundaries under Year 2000 was as follows: Electricity– 245,396 mega watt hours/year; Natural Gas– 943,136 thousand cubic feet/year; Jet A– 1,784 million gallons; Avgas– 20,000 gallons; gasoline– 114 million gallons; diesel– 25 million gallons; liquefied natural gas (LNG), compressed natural gas (CNG) and Propane– 1,852 thousand therms. As indicated in Section 4.17.1, electricity, natural gas, and fuel transmission lines are located throughout the LAX Master Plan project site. The location of transmission facilities potentially affected by construction activities, and energy consumption at LAX, have not materially changed from what was presented in the LAX Master Plan Final EIR, given that existing uses and activity levels at the airport have not changed substantially over the past several years. The LAX Master Plan Final EIR indicated that adequate electricity, natural gas and transportation-related fuels

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(e.g., gasoline and diesel) supplies were anticipated to be available through 2015. The following discussion provides updated information on electricity, natural gas and transportation-related fuel supplies since publication of the LAX Master Plan EIR.

The Los Angeles Department of Water and Power (LADWP) supplies electric power to the City of Los Angeles, including LAX. The City used approximately 24,000 gigawatt-hours of electricity in 2006.[146] Projections prepared by LADWP in 2007 indicate that the electricity demand for Los Angeles will be approximately 29,000 gigawatt hours in 2025.[147] LADWP's 2007 Integrated Resource Plan (IRP) provides the framework for assuring that future energy needs of the City of Los Angeles are reliably met in a cost-effective manner, and are consistent with the City's commitment to environmental excellence. As described in the 2007 IRP, in order to meet these objectives, LADWP will aggressively pursue the Renewable Portfolio Standard of having 20 percent of its energy needs met by renewable sources of energy by 2010, reducing greenhouse gas emissions to 35 percent below 1990 levels by 2030, and increasing the level of commitment and funding to customer energy efficiency, demand side management and solar programs. Forecasts in the 2007 IRP indicates that there will be adequate electricity resources to meet the projected City electrical demand through 2025.

The Southern California Gas Company (SoCalGas) supplies natural gas to nearly all of Southern and Central California, including the City of Los Angeles. SoCalGas obtains the majority of its natural gas from out-of-state sources. In 2007, approximately 2,700 million cubic feet (MMCF) of natural gas per day was consumed in the SoCalGas service area.[148] SoCalGas projects gas demand for all its market sectors to grow at an annual average rate of just 0.02 percent from 2008 to 2030. Demand is expected to be virtually flat for the next 22 years due to modest economic growth, California Public Utilities Commission-mandated demand-side management goal and renewable goal, decline in commercial and industrial demand, and continued increased use of non-utility pipeline systems by enhanced oil recovery customers.[149] The outlook on natural gas supply availability continues to be favorable and future supplies of natural gas are anticipated to be adequate to meet projected demand through 2030.[150]

As indicted in Section 4.17.1 of the LAX Master Plan Final EIR, supplies of transportation-related fuels, such as gasoline and diesel, are dependent on energy reserves, both domestic and international, and available refinery capacity. Projections prepared by the State of California indicate that market factors, including increasing demand for petroleum products within California and declining refinery capacity within the state, will result in increased reliance on out-of-state petroleum resources.[151] The demand for petroleum fuels will likely increase over the next decade or so, requiring an expansion of the capability to accommodate additional imports.[152]

5.8.2.2 Natural Resources

Information regarding the sources of mineral, petroleum and aggregate resources is provided in Section 4.17.2 of the LAX Master Plan Final EIR and is incorporated herein by reference. The Hyperion Oil Field is located directly beneath and adjacent to the southwestern portion of the LAX boundaries; including the

146 Los Angeles Department of Water and Power, 2007 Integrated Resource Plan, December 2007, page 18; Available: http://www.ladwp.com/ladwp/cms/ladwp010275.pdf.
147 Los Angeles Department of Water and Power, 2007 Integrated Resource Plan, December 2007, page 18; Available: http://www.ladwp.com/ladwp/cms/ladwp010275.pdf.
148 California Gas and Electric Utilities, 2008 California Gas Report, 2008, page 95, Available: http://www.socalgas.com/regulatory/documents/cgr/2008_CGR.pdf.
149 California Gas and Electric Utilities, 2008 California Gas Report, 2008, page 62, Available: http://www.socalgas.com/regulatory/documents/cgr/2008_CGR.pdf.
150 California Gas and Electric Utilities, 2008 California Gas Report, 2008, Available: http://www.socalgas.com/regulatory/documents/cgr/2008_CGR.pdf.
151 California Energy Commission, California's Petroleum Infrastructure: Overview and Import Projections, February 1, 2007. Available: http://www.energy.ca.gov/2007publications/CEC-600-2007-001/CEC-600-2007-001.PDF.
152 California Energy Commission, California's Petroleum Infrastructure: Overview and Import Projections, February 1, 2007, Available: http://www.energy.ca.gov/2007publications/CEC-600-2007-001/CEC-600-2007-001.PDF.

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CFTP site is visible as a distant feature from I-105 and the upper stories of hotels and businesses located along the north side of Century Boulevard and the south side of Imperial Highway.

Lighting for facilities in the CFTP area includes roof perimeter and parapet lights, shielded and directed down, that generally do not spill over 30 feet onto the surrounding areas. Interior light coming from hangars and other facilities does not generally spill over beyond the hangar doors or immediate facility grounds. The existing airfield lighting system within the project area consists of taxiway edge lights, taxiway centerline lights, and guidance signs. Airfield lighting in the midfield areas is generally low to the ground and low in intensity. Runway/taxiway lights are typically directed to the direction of the runway or taxiway. While contributing to urbanized ambient light conditions, the facilities in the airport midfield area, including at the CFTP site, are at distances of approximately 2,500 to 3,000 feet or more from sensitive residential receptors and, as evidenced by lighting measurements at these sites, cause no light spillover in residential areas on the south and north perimeters of the airport.

The surrounding area along the southern boundary of LAX that would have the most direct views of the CFTP site had not materially changed from that analyzed in the LAX Master Plan Final EIR.

The southwestern portion of the airport, east of Pershing Drive has little development, and it is mainly limited to airfield/open space. Subsequent to publication of the LAX Master Plan Final EIR, a construction staging area for the SAIP was established east of Pershing Drive and south of World Way West. This area continues to be used for construction staging activities associated with SAIP construction, and is also the proposed CFTP staging area. Residential areas on Imperial Avenue west of Loma Vista Street have views of the southwest end of the airport. Views of the southwestern portion of the airport from Imperial Highway, west of Main Street, are blocked by graded-fill berms; both sides of Imperial Highway are bordered by a combination of wood and steel utility poles and lines.

5.10.3 CEQA Thresholds of Significance

The following CEQA thresholds of significance were used in the analysis of aesthetic and light emissions impacts for the LAX Master Plan and are also applicable to the CFTP aesthetic and light emissions impacts analyses.

Aesthetics

A significant aesthetic or view impact would occur if the direct and indirect changes in the environment that may be caused by the project would potentially result in one or more of the following future conditions:

- Introduction of features that would detract from the existing valued aesthetic quality of a neighborhood, community, or localized area by conflicting/contrasting with important aesthetic elements or the quality of the area (such as a theme, style, setbacks, density, massing, etc.) or cause an inconsistency with applicable design guidelines.
- Removal of one or more features that contribute to the valued aesthetic character or image of the neighborhood, community, or localized area such as demolition of structures, street trees, a strand of trees, or other landscape features that contribute positively to the valued visual image of a community.
- Obstruction, interruption, or diminishment of a valued focal or panoramic view or view from any designated scenic highway, corridor, or parkway.

These thresholds of significance were utilized because they address the potential concerns relative to aesthetic resources and views associated with the LAX Master Plan. All three thresholds reflect those contained in the L.A. CEQA Thresholds Guide that are relevant to this project.

Light Emissions

A significant light emissions impact would occur if the direct and indirect changes in the environment that may be caused by the project would potentially result in the following future condition:

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 5:27:09 AM
5.10.3 Aesthetics. What level of threshold is considered significant for the noise impacts that will be heard during demolition of old facilities and existing ground paving as well as reclamation activities? Where are the detailed schedules?

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lamps installed within or very close to the pavement. Such lighting would not result in visual impacts to off-site sensitive receptors. Similar to the existing RON aircraft parking that would be removed under the CFTP, lighting for the new airfield parking apron would include tall, bright lights to ensure sufficient visibility around the aircraft to be parked in this location. Nevertheless, given the distance of these lights to the nearest sensitive receptors, an increase in lighting intensity of more than 2 footcandles as measured at the property line of a residential property would not occur and, therefore, this impact would be less than significant. Lighting for the relocated American Airlines employee parking lot and the new ARFF would be shielded and focused to avoid unnecessary light spillover, and given the distance of these lights to the nearest sensitive receptors, no significant light emission impacts would occur.

5.10.5.2 Mitigation Measures

No significant impacts related to aesthetics would occur as a result of CFTP. Therefore, no mitigation measures are required.

5.11 Earth and Geology

5.11.1 Introduction

This section addresses the potential for construction of the CFTP to increase the consequences of adverse geologic conditions and hazards, such as earthquake-induced ground shaking, earthquake fault surface rupture, earthquake-induced liquefaction and settlement, non-seismic settlement, expansive soils, slope stability, and oil field gasses and cause potential impacts such as substantial damage to structures or infrastructure, and exposure of people to substantial risk of injury resulting from a geologic hazard.

The determinations and assessments are based on information presented in:

- LAX Master Plan Final EIR, Section 4.22, *Earth Geology*, April 2004
- LAX Master Plan Final EIR, Section 4.20, *Construction Impacts*, April 2004
- LAX Master Plan Final EIR, Technical Report 12, *Earth/Geology Technical Report*, January 2001

5.11.2 Setting

Descriptions of existing conditions relative to the geologic setting including topography, geology, faults and other geological hazards are presented Section 4.22 of the LAX Master Plan Final EIR. This information is incorporated by reference herein. LAX lies on a relatively level area at an elevation of about 100 feet above sea level. The only notable topographic feature is located at the west end of the airport, west of Pershing Drive, where although much of this area was previously developed with homes that were subsequently removed due to noise impacts from LAX, this area still retains some of the original sand dune landform character, with sand ridges ranging from 85 to 185 feet above sea level and closed depressions of varying height creating local relief of up to 80 feet. There are no distinct or prominent geologic features on-site. The LAX Master Plan EIR identified the following geological hazards associated with LAX: seismic-related, settlement/expansion of foundation soils, slope stability, oil field gasses, and erosion hazards. Conditions related to geological hazards in the vicinity of the CFTP site and construction staging area have not changed from the conditions described in the LAX Master Plan Final EIR.

5.11.3 CEQA Thresholds of Significance

The following CEQA thresholds of significance were used in the analysis of earth/geology impacts for the LAX Master Plan and are also applicable to the CFTP earth/geology impacts analysis.

A significant earth/geology impact would occur if the direct and indirect changes in the environment that may be caused by the project would potentially result in one or more of the following future conditions:

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 9:31:49 AM
The EIR didn't identify details of the old drainage pipes, but showed information in broad generalities. When will detailed investigations be done to ensure that these items can be refurbished and not leak? What is the drainage slope characteristics of this area? Will any of these cause potential for sink holes, and if so, which areas are most at risk?

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- Substantial damage to structures or infrastructure, or exposure of people to substantial risk of injury, as a result of the creation or acceleration of a geologic hazard.
- Sediment runoff (erosion) that could not be contained or controlled on-site.
- Destruction, permanent covering, or material and adverse modification of one or more distinct and prominent geologic or topographic features.

These thresholds of significance were utilized because they address potential concerns relative to geologic hazards and landform alteration associated with the LAX Master Plan, namely seismic hazards (ground shaking, surface rupture, liquefaction, seismic settlement, and seismic slope failure), non-seismic settlement, expansive soils, slope stability, oil field gases, and erosion. The thresholds reflect those contained in the L.A. CEQA Thresholds Guide that are relevant to this project, as well as relevant issues identified in Appendix G, Environmental Checklist Form, of the State CEQA Guidelines.

5.11.4 LAX Master Plan

5.11.4.1 Impacts Identified in the Final EIR

Development of the LAX Master Plan would not adversely affect any distinct or prominent geologic or topographic features. Table F4.22-1 of the LAX Master Plan Final EIR identified the following geological considerations related to airfield facilities: settlement, expansion, fault surface rupture, ground shaking, liquefaction, seismic slope settlement, grading, and existing foundations. Earth-related construction considerations for implementation of the LAX Master Plan would include grading and earthwork activities, grading-related changes of topography, erosion, stability of temporary construction slopes and excavations, and settlement of existing structures. The total earthwork volumes estimated for the LAX Master Plan include 4,121,926 cubic yards of cut (1,264,870 cubic yards of which are unsuitable for fill) and 1,400,666 cubic yards of fill, resulting in a disposal of 1,456,390 cubic yards of fill.

Site-specific geotechnical investigations would be performed that would provide recommendations for reducing impacts of grading and earthwork, and provide the basis for development of grading plans subject to agency review and approval. Compliance with requirements to conduct site-specific geotechnical investigations during project design and to design and implement remedial and protective construction measures would ensure that the potential impacts associated with geologic hazards identified in the LAX Master Plan would be less than significant.

5.11.4.2 Relevant LAX Master Plan Commitments and Mitigation Measures

No Master Plan commitments or mitigation measures for earth and geology were identified in the LAX Master Plan MMRP.

5.11.5 Crossfield Taxiway Project

5.11.5.1 Impacts

The information and analysis provided in the LAX Master Plan Final EIR adequately address the potential for geologic hazards due to CFTP construction activities. Construction of the CFTP would require grading and excavation. Construction of the CFTP would involve 218,775 cubic yards of cut and 42,730 cubic yards of fill.[183] A total of 176,045 cubic yards of material would either be stockpiled on the airport or transported off-site for disposal or reuse at another location. A portion of this material may be unsuitable for fill based on its characteristics; in addition, some of the material would consist of contaminated soils, which would be remediated on-site or sent off-site for treatment and/or disposal. A site-specific

[183] Linder, Andrew, LAX Development Program PMT, Personal Communication, August 18, 2008; Lazarevic, Goran, Los Angeles World Airports, Personal Communication, August 8, 2008.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 9:34:33 AM
5.11.5 When will the site specific report be available that will identify the uses of the graded soil? In particular what portions are contaminated and need to be cleaned prior to reuse? Also, what amount is to be transported out of LAX boundaries?

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Risk of Upset

A discussion of existing conditions relative to risk[184] of upset[185] is provided in Section 4.24.3 of the LAX Master Plan Final EIR, and incorporated herein by reference. Four facilities at LAX handle large volumes of toxic or flammable materials: the Central Utility Plant (CUP), the Fuel Farm, the LNG/CNG Facility, and the CNG Station. Individuals that could be potentially affected by an upset at the CUP, fuel farm, or LNG/CNG facilities include airport employees, passengers, and visitors. Additionally, off-airport land uses could potentially be affected in the event of an upset at one of these facilities. Sensitive receptors are those off-airport land uses that could be most affected by a risk of upset, such as public and private educational facilities for pre-schoolers through high school grades, general acute care hospitals, long-term health care facilities, and nearby residential populations.

The risk of upset analysis for each facility focused on the reasonably-foreseeable, worst-case accident scenario, as these accidents are likely to pose the highest risk to people or property. These scenarios are highly unlikely and have never occurred at LAX. Further, regulatory and operational safeguards are in place at each of the four facilities described above to prevent an upset or minimize its effects.

The CUP is located near the Central Terminal Area. The reasonably-foreseeable worst-case scenario for the existing CUP is the potential release of sulfuric acid caused by a line break between the sulfuric acid tank and a variable stroke injector pump that feeds sulfuric acid to the cooling tower. This would result in the release of sulfuric acid into a water-filled berm, and subsequent formation of a cloud comprised of diluted sulfuric acid vapors. As shown in Figure F4.24.3-2, of the LAX Master Plan Final EIR, the "hazard footprints," or potential areas of effect, extend to some of the roadway, public, and terminal areas of the airport. No residences or other sensitive receptors would be affected. No such incidents have occurred at the existing CUP.

The LAX Fuel Farm is located on World Way West, immediately west of the CFTP site. Potential release scenarios at the LAXFUEL Fuel Farm include a major fuel release without subsequent ignition and a major fuel release with subsequent ignition (pool fire). As indicated in Figure F4.24.3-2 of the LAX Master Plan Final EIR, in the event of a pool fire at the LAXFUEL Fuel Farm, individuals may be injured on the access road near the operations center, and at adjacent buildings, including those occupied by Dobbs House, Marriott Corporation, and the Los Angeles West Terminal Fuel Corporation (LAWTFC). No residences or other sensitive receptors would be affected. The ignition of surrounding structures is not expected to occur. No such incidents have occurred at the existing fuel farm.

Two facilities at LAX currently store and dispense LNG or CNG fuels: a LAWA-operated LNG/CNG Facility on World Way West near the Continental Airlines leasehold, immediately north of the proposed American Airlines employee parking lot relocation site, and a CNG Station on the United Airlines leasehold operated by ENRG (formerly Pickens Fuel Corporation). Both LNG and CNG consist primarily of methane, a flammable hydrocarbon that is lighter than air, but behaves like a dense gas during a release. CNG and LNG are both gaseous at room temperature, although LNG is stored at high pressures to maintain liquid form in the vessel. A CNG release could form a vapor cloud of gaseous methane and a LNG release could form a boiling liquid vapor pool or a vapor cloud of gaseous methane. As indicated in Figure F4.24.3-2 in the LAX Master Plan Final EIR, in the event of a worst-case incident at the LNG/CNG Facility, individuals may be injured along World Way West, and at adjacent buildings, including those currently occupied by Continental Airlines and LAWA offices. No residences or other sensitive receptors would be affected. In the event of an incident at the CNG Station, individuals on the United Airlines leasehold may be injured. No such incidents have occurred at the existing LNG/CNG facilities.

These conditions regarding the location of the facilities that handle large volumes of toxic or flammable, the reasonably foreseeable worst-case scenarios and associated hazard footprints have not changed

[184] Risk is a combined measure of the probability and severity of a potential scenario.
[185] An upset is an accidental occurrence involving a substantial release of a toxic or flammable substance to the environment.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 5:41:01 AM
5.12 Risks from upset. If a major fuel fire would occur either at the storage or in the RON or repair activity area what is the smoke/potentially dangerous gas cloud likely path and level of disturbement? What areas would need to be evacuated and how would all be notified?

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Risk of Upset

Under the LAX Master Plan, the existing CUP would be the same size and at the same location as under baseline conditions with the same hazard footprint. Thus, the risk of a sulfuric acid release under the LAX Master Plan would be the same as that under baseline conditions and would be less than significant.

Under the LAX Master Plan, the LAXFUEL Fuel Farm would retain its existing capacity and would remain in its existing location, but the overall fuel farm site footprint would be reduced; however, the hazard footprint would be the same as under baseline conditions because the secondary containment area would be the same size. As indicated in Figure F4.24.3-18 of the LAX Master Plan Final EIR, in the event of a pool fire at the LAXFUEL Fuel Farm, individuals may be injured on the access road near the operations center, and at adjacent buildings, including those currently occupied by Dobbs House, Marriott Corporation, and LAWTFC. The ignition of surrounding structures would not be expected to occur. No residences or other sensitive receptors would be affected. Due to the numerous safety features currently in place and compliance with all applicable setback and regulatory requirements, the risk of a pool fire at the LAXFUEL Fuel Farm would be low. Because the likelihood and consequences of a pool fire under the LAX Master Plan would be the same as under baseline conditions, the risk of upset impact of this scenario would be less than significant.

Under the LAX Master Plan, the LAWA LNG/CNG Facility would be the same size and at the same location as under current conditions with the same hazard footprint. Due to the safety-related project design features and planned compliance with all applicable setbacks and safety requirements, the likelihood of an incident at the LNG/CNG Facility would be low. LNG/CNG facilities are highly regulated in order to prevent releases and mishaps. Because the likelihood and consequences of an LNG or CNG incident at the LNG/CNG Facility under the LAX Master Plan would be the same as under baseline conditions, the risk of upset impact of this scenario would be less than significant.

Under the LAX Master Plan, the CNG Station would be relocated to the southeast corner of Arbor Vitae Street and Aviation Boulevard. The relocated CNG Station would be the same size with the same overall capacity as under baseline conditions. Therefore, the hazard footprint would be the same as well although it would be at a different location. As indicated in Figure F4.24.3-18 in the LAX Master Plan Final EIR, in the event of an incident at the relocated CNG Station, individuals may be injured along public streets (Arbor Vitae Street and Aviation Boulevard) and at adjacent uses (a law school, rental car storage, and a gas station). The ignition of surrounding structures would not be expected to occur. No residences or other sensitive receptors would be affected. While the hazard footprint would be located in another area, the consequences would be similar to baseline conditions. CNG facilities are highly regulated in order to prevent releases and mishaps. Due to the planned safety features and compliance with all applicable setback and safety requirements, the likelihood of an incident at the relocated CNG Station would be low. Because the likelihood and consequences of a CNG incident at the relocated CNG Station under the LAX Master Plan would be similar to baseline conditions, the risk of upset impact of this scenario would be less than significant.

5.12.4.2 Relevant LAX Master Plan Commitments and Mitigation Measures

- **HM-1. Ensure Continued Implementation of Existing Remediation Efforts**
- **HM-2. Handling of Contaminated Materials Encountered During Construction**
- **C-1. Establishment of a Ground Transportation/Construction Coordination Office**
- **C-2. Construction Personnel Airport Orientation**
- **ST-9. Construction Deliveries**
- **ST-12. Designated Truck Delivery Hours**
- **ST-14. Construction Employee Shift Hours**
- **ST-16. Designated Haul Routes**

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 5:48:53 AM
5.12.4 Relevant LAX Master Plan Commitments and Mitigation Measures list several items including designated haul routes, construction traffic management plans, etc. When, and how, will these be generated and provided to the public for review?

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- LAX Master Plan Final EIR, Technical Report S-10a, *Supplemental Water Use Technical Report*, June 2003
- LAX Master Plan Final EIR, Technical Report S-10b, *Supplemental Wastewater Use Technical Report*, June 2003

5.13.2 Setting

5.13.2.1 Water Use and Facilities

Descriptions of existing conditions relative to water use and conveyance are presented Section 4.25 of the LAX Master Plan Final EIR. This information is incorporated herein by reference. Water consumption within the LAX Master Plan boundaries was estimated at 2,230 acre-feet for 2000. Existing estimated annual potable water use has not materially changed from what was presented in the LAX Master Plan Final EIR. As presented in Section 4.25.1, water is supplied to the airport through a 36-inch trunk line in Sepulveda Boulevard that distributes water to a combination of 12-inch and 16-inch transmission lines along the airport perimeter. Within the CFTP project area, water distribution facilities include two water lines that cross beneath World Way West and a north-south fire water line located west of the proposed Taxiway C13.

Section 4.25 of the LAX Master Plan Final EIR indicated that, according to the City's 1995 Urban Water Management Plan, there would be adequate water supply to meet City-wide demand, including demand associated with the LAX Master Plan, through 2015. The following provides updated information on the City's water supply published since certification of the LAX Master Plan Final EIR. In 2007, the City recognized that existing traditional water supplies are being stressed due to a number of factors, including the lowest snowpack on record in the Eastern Sierra, the driest year on record in the City, a Federal Court ruling that limits exports from the Sacramento-San Joaquin Delta by as much as one-third, City environmental commitments, and contamination in the San Fernando Valley groundwater supply.[174] In response, the City has drafted a water supply plan, "Securing L.A.'s Water Supply,"[175] which provides a blueprint for ensuring a reliable water supply for the future of Los Angeles. The City's strategy for meeting project future water demand is a multi-pronged approach that includes: investments in state-of-the-art technology; a combination of rebates and incentives; the installation of smart sprinklers, efficient washers and urinals; and long-term measures such as expansion of water recycling and investment in cleaning up the local groundwater supply. The premise of the City's Water Supply Plan is that the City will meet all new demand for water, about 100,000 acre-feet per year, through a combination of water conservation and water recycling. It is estimated that by year 2019, half of all new demand will be filled by a six-fold increase in recycled water supplies and by 2030 the other half will be met through ramped up conservation efforts.[176]

At LAX, 35 percent of all landscaped areas at LAX are irrigated by reclaimed water. Much of the irrigation system at LAX is monitored and controlled through a centralized computer irrigation control center, further conserving water resources. LAX is working with LADWP to expand reclaimed water distribution facilities at LAX to include portions of the airport along Imperial Highway, the Sepulveda/Imperial gateway area, and the CTA.[177]

174 City of Los Angeles, Department of Water and Power, Securing L.A.'s Water Supply, May 2008, Available: http://www.ladwp.com/ladwp/cms/ladwp010587.pdf.
175 City of Los Angeles, Department of Water and Power, Securing L.A.'s Water Supply, May 2008, Available: http://www.ladwp.com/ladwp/cms/ladwp010587.pdf.
176 City of Los Angeles, Department of Water and Power, Securing L.A.'s Water Supply, May 2008, Available: http://www.ladwp.com/ladwp/cms/ladwp010587.pdf.
177 Quillam, Dennis, City Planner, Los Angeles World Airports, Personal Communication with LAWA Superintendents Edward Melara and Tom McHugh, August 28, 2008.

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 5:54:27 AM
5.13 Water use: LAX uses reclaimed grey water in many areas. Will this reclaimed water also be used for cleaning the paved over areas? Will all of this "dry water run off" be collected for treatment?

Number: 2 Author: Denny Portable 4-08 Subject: Highlight Date: 11/9/2008 5:51:23 AM

5.13.2.2 Wastewater

Descriptions of existing conditions relative to wastewater generation and wastewater conveyance and treatment are presented Section 4.25 of the LAX Master Plan Final EIR. This information is incorporated herein by reference. Wastewater generation within the LAX Master Plan boundaries for the Year 2000 was estimated at 1,936,861 gallons per day.[178] Existing estimated wastewater generation has not materially changed from what was presented in the LAX Master Plan Final EIR. As described in Section 4.25.2, three major sewer outfalls, the North Central Outfall Sewer (NCOS), North Outfall Relief Sewer (NORS), and the Central Outfall Sewer (COS), and other sewer lines underlie LAX. Within the CFTP project area, 10- and 12-inch diameter sanitary sewer lines cross at depth beneath World Way West. In addition, the 150-inch-diameter NCRS crosses beneath the site at a depth of approximately 60 feet. The NCOS crosses beneath the American Airlines employee parking lot relocation site at a substantial depth.

Section 4.25 of the LAX Master Plan Final EIR indicated that, according to projections in the City's Integrated Plan for the Wastewater Program (IPWP), the first phase of the Integrated Resources Plan (IRP), wastewater flows to the Hyperion Treatment Plant (HTP) were anticipated to exceed the facility's capacity in 2020. The following provides updated information on the City's water supply published since certification of the LAX Master Plan Final EIR. The 2006 City of Los Angeles, Integrated Resources Plan (IRP) Final Environmental Impact Report (EIR)[179] analyzed the impacts that would occur from implementing the proposed wastewater treatment and water resource management components documented in the City of Los Angeles Integrated Resources Plan, Volumes 1 through 4—IRP Facilities Plan.[180] The IRP Facilities Plan integrates planning for the three interdependent water systems: wastewater, recycled water, and stormwater. The IRP Facilities Plan based future (2020) wastewater needs on flow model projections developed by the City (based in part on the Southern California Association of Governments [SCAG] population and employment projections). The IRP Facilities Plan reviewed the water and wastewater needs of the City of Los Angeles for the next 20 years and identified necessary infrastructure improvements and policy recommendations.

The IRP EIR evaluated four alternatives that would meet the future citywide wastewater needs. Of the four alternatives evaluated in the IRP Facilities Plan and in the IRP EIR, Alternative 4 was the staff recommended alternative. Alternative 4 includes expanding Tillman Water Reclamation Plant (Tillman) to 100 million gallons per day (mgd); adding new collection system sewers (Northeast Interceptor Sewer II, Glendale-Burbank Interceptor Sewer, and Valley Spring Lane Interceptor Sewer); adding storage to Tillman and the Los Angeles-Glendale Water Reclamation Plant (LAG); and adding a truck-loading facility, digesters, and secondary clarifiers to the HTP. In addition, Alternative 4 includes increasing the amount of effluent from Tillman and LAG that is recycled, on-site percolation of wet weather runoff at schools and government properties, and neighborhood-scale percolation at vacant lots and at parks/open space in the eastern San Fernando Valley.

The schedule for implementing the components that comprise Alternative 4 will be initiated by monitored triggers that include population growth, increases in wastewater flow, regulatory changes, and policy decisions (including the decision to proceed with groundwater replenishment of recycled water from Tillman). The decision to upgrade Tillman to advanced treatment will be contingent on future regulations for discharges to the Los Angeles River, future regulations for the use of recycled water, and/or policy decisions for the use of water for groundwater replenishment, thereby requiring coordination between the City's Los Angeles Department of Public Works and the Los Angeles Department of Water and Power. Also, if regulatory permit requirements result in a need for advanced treatment to discharge to the Los Angeles River, then advanced treatment could be added to LAG at its existing capacity, which would require partnership and coordination with the City of Glendale.

[178] City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, April 2004, Technical Report 5-10b.
[179] City of Los Angeles, Integrated Resources Plan (IRP) Final Environmental Impact Report, November 2006.
[180] City of Los Angeles, Department of Public Works (Bureau of Sanitation) and Department of Water and Power, City of Los Angeles Integrated Resources Plan, Facilities Plan, July 2004 (Volumes 1 and 4 Updated November 2006).

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 6:00:34 AM
5.13.2.2 Wastewater lists several sewer lines and depths. Have these been verified? Details were unavailable at the workshop.

6.3 Project Objectives

The objectives of the CFTP, which need to be considered in the formulation and evaluation of alternatives, include the following:

- To provide taxiway improvements, including a new taxiway, which will help alleviate periodic congestion that currently occurs at or near existing crossfield Taxiways Q and S, improve the safety and efficiency of aircraft ground movement during such times, and reduce aircraft taxi time and delay.
- To provide a new crossfield taxiway designed to accommodate ADG VI aircraft (i.e., NLA such as the Airbus A380 and Boeing 747-8), recognizing that limited commercial operation of the A380 at LAX is scheduled to begin in October 2008 and is anticipated to increase substantially by early 2012.
- To implement taxiway improvements and other related airfield operations area (AOA) improvements consistent with the design and intent of the approved LAX Master Plan, in a manner that is complementary to the systematic phased implementation of the Master Plan.
- To provide for both near-term and long-term environmental benefits, particularly as related to reduced air quality pollution, including greenhouse gas emissions, and reduced fuel consumption.

6.4 Alternatives

A wide range of alternatives to the airfield improvements proposed for LAX were formulated and evaluated during the course of developing and approving the LAX Master Plan. As evidenced in reviewing the five airport concepts addressed in the LAX Master Plan Final EIR, including Alternatives A through D and the No Action/No Project Alternative, each airport concept includes taxiway connections between the north runway complex and the south runway complex. Each of the four build alternatives called for new additional crossfield taxiways, with the number and locations of the taxiways being influenced primarily by the number and placement of midfield satellite concourses, with dual taxiways being proposed on each side of the concourse. As such, the taxiway system improvements such as those associated with the CFTP were formulated and defined particular to each of the airfield concepts, based on applicable FAA requirements and standards and professional airport planning practices. In light of several factors, including safety, cost, operational efficiency, and environmental concerns, it was ultimately determined by the Los Angeles City Council that the LAX Master Plan (Alternative D) best met the project objectives. Unlike certain conceptual plans for airport facilities, airfield configurations were developed and designed at a precise level of detail to satisfy FAA requirements related to airport layout plans. As such, consideration has already been given to a number of alternatives that included variations on crossfield taxiway systems. The following provides additional evaluation of alternatives to the proposed CFTP, with particular emphasis on the construction impacts associated with each alternative.

As described at the beginning of this chapter, the significant impacts associated with the proposed CFTP pertain to construction activities and include criteria air pollutant emissions and greenhouse gas emissions, which cannot be mitigated to a level that is less than significant, and impacts to biotic resources, which can be mitigated to a level that is less than significant. Alternatives presented in this section include: (1) potential alternatives that were initially considered but were screened-out from further consideration due to their infeasibility or readily apparent inability to avoid or substantially reduce the significant impacts of the project; and (2) a design alternative that is fully evaluated. Also, as required by CEQA, the "no project" alternative is also addressed in this section.

6.4.1 Potential Alternatives Screened-Out From Further Consideration

6.4.1.1 Alternative Site

The proposed CFTP is, by name and design, intended to provide an aircraft taxiway connection between the north runway complex and the south runway complex. The following discussion of alternative sites

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6.3 Project objectives says that Group VI aircraft uses is expected to substantially increase by early 2012 yet the 2020 Ricondo projection of aircraft use just provided to us by LAWA only lists 16 aircraft per day. Is the primary purpose of this cross taxiway to accommodate Group VI or to better meet all needs? What are the schedules for elimination of taxiways S and Q when the new backside TBIT gates are built in addition to the new Midfield terminal? The NOP identified two taxiways (one for each direction). When will this be completed? What volume threshold that will make this mandatory?

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With respect to biological resources, implementation of the Design Alternative would avoid impacts to 29 southern tarplant individuals, a significant, but mitigable impact associated with the proposed project.

Relative to other environmental topics, implementation of the Design Alternative would result in impacts that are the same as, or generally comparable to, those of the proposed project. In all cases for such other environmental topics, aside from the air quality and greenhouse gas impacts described above, the impacts of the proposed project would be less than significant.

Implementation of the Design Alternative would not meet one of the key objectives of the project; to provide a new crossfield taxiway designed to accommodate ADG VI aircraft.

In light of the reasons above, the Design Alternative was rejected in favor of the currently proposed project.

6.4.3 "No Project" Alternative

The existing conditions within which to consider a "no project" alternative would include the midfield area as it currently exists. As described in Section 2.1, the existing configuration of the taxiway system in the midfield area is subject to periodic congestion in aircraft ground movement and is not considered to be well-suited for future operations of the Airbus A380 and other NLA. Also related to existing conditions is the fact that Fire Station #80 (existing ARFF) is 14,000 square feet in size, which does not provide adequate space and facilities for the station to operate effectively. Under the "no project" alternative, none of the construction-related significant impacts described in Chapter 4 would occur; however, none of the basic objectives of the CFTP would be met either. Additionally, none of the operational benefits of the proposed project would occur under the "no project" alternative. Such benefits include reduced air quality criteria pollutant emissions and reduced greenhouse gas generation due to improved movement of taxiing aircraft in the midfield area, with fewer stops and delays than under current conditions with periodic aircraft movement congestion. Similarly, the reduction in "start and stop" taxiing movements that would result with implementation of the proposed project offers certain noise benefits (i.e., less aircraft engine powering up and down) that would not occur under the "no project" alternative.

6.4.4 Environmentally Superior Alternative

Based on the analysis above, the "no project" alternative is considered to be the Environmentally Superior Alternative due to the fact that it would not include the extensive construction activities associated with the currently proposed project and would avoid significant construction-related air quality, greenhouse gas, and biotic resources impacts. It would not, however, provide the operational air quality benefits associated with the proposed project.

Second to the "no project" alternative, the Design Alternative is considered to be the Environmentally Superior Alternative, in that it would avoid impacts to 29 southern tarplant individuals and would result in slightly less construction-related air pollutant emissions and greenhouse gas generation that the proposed project. The difference in air quality and greenhouse gas generation impacts between the Design Alternative and the proposed project is slight, at best, and the Design Alternative does not come close to avoiding or substantially lessening the significant unavoidable impacts of the proposed project. Also, implementation of the Design Alternative would not meet one of the key objectives of the project, that being to provide a new crossfield taxiway designed to accommodate ADG VI aircraft.

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Number: 1 Author: Denny Portable 4-08 Subject: Highlight Date: 11/9/2008 8:02:43 AM

7.2 List of Parties to Whom NOP was Sent

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Number: 1 Author: Denny Portable 4-08 Subject: Sticky Note Date: 11/9/2008 8:07:29 AM
7.2 List of Parties receiving NOP failed to list either Denny Schneider, Pres. ARSAC or our attorney, Jan Chatten Brown.

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ARSAC *Alliance for a Regional Solution to Airport Congestion*
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June 17, 2008

Mr. Herb Glasgow
Senior City Planner
City of Los Angeles Los Angeles World Airports
1 World Way, Room 218
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Comments re: Notice of Preparation of a Draft Environmental Impact Report (SCH No. 1997061047), Los Angeles International Airport (LAX) Master Plan Specific Plan Restudy

Dear Mr. Glasgow:

The Alliance for a Regional Solution to Airport Congestion (ARSAC) appreciates this opportunity to comment on the Notice of Preparation for the Specific Plan Amendment Study. In addition to these comments, ARSAC has adopted the attached "Petitioners' Overview of Guiding Principles for Environmental Analysis: LAX Specific Plan Amendment Study EIR."

A. The Proposed Reliance on Tiering is Problematic.

The NOP (p.4) indicates that "[t]he SPAS EIR will be a Supplemental EIR that is tiered from the LAX Master Plan EIR…" This statement requires clarification, and the tiering approach requires reconsideration by LAWA. While tiering may be appropriate when a Lead Agency has already certified an EIR for a project, in this case ARSAC strongly cautions against relying too heavily on the previous Master Plan EIR. Tiering is only appropriate when the later project is "consistent with the program, plan, policy, or ordinance for which an environmental impact report has been prepared and certified." Pub. Res. Code § 21094(b). Case law also stresses the need for consistency between the subsequent project and previously certified EIR. See *Koster v. County of San Joaquin* (1996) 47 Cal. App. 4th 29, 36. The very purpose of the project now proposed is to change some of the key underlying assumptions of the Master Plan EIR. Therefore, it is very difficult to argue that the SPAS EIR project could be consistent with the previously certified Master Plan EIR.

The NOP for the SPAS EIR proposes significant changes to the Master Plan,

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including movement of Runway 6R/24L; changes to the proposed closure of the CTA to surface traffic; development of an off-site ticketing facility; and the future of Terminals 1, 2, and 3. Given the magnitude of the changes, ARSAC questions the viability of the Master Plan as a document off of which LAWA may appropriately tier the SPAS EIR. While some aspects of the Master Plan remain unchanged, the better approach would be to incorporate by reference the portions of the Master Plan unaffected by the proposed changes (see Guidelines Section 15150), but develop the SPAS EIR as a primarily stand alone document that address the significant, and previously unstudied, impacts of the project now proposed.

In addition, tiering is not appropriate under Section 21094(b) when a Lead Agency determines that the provisions of Public Resources Code Section 21166 apply. The existence of the NOP and proposal for the SPAS EIR make the applicability of Section 21166 self evident. Section 21166 requires a subsequent or supplemental EIR when "[s]ubstantial changes are proposed in the project which will require major revisions to the environmental impact report." Pub. Res. Code §21166(a). LAWA has rightly determined that this section applies. However, because this section applies, the tiering provisions of Section 21094 are inapplicable, and LAWA should prepare a primarily stand-alone document.

LAWA should also rethink the proposal to develop a Supplemental EIR. Preparation of a Supplemental EIR should occur when "[o]nly minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed condition." Guidelines §15163(a)(2). By contrast, a Subsequent EIR is required when "[s]ubstantial changes are proposed in the project which will require major revisions of the previous EIR…" Guidelines §15162(a)(2). The proposed changes are clearly substantial and go well beyond "minor additions" to the Master Plan. Therefore, LAWA should not treat the SPAS EIR as a Supplement to the Master Plan, but rather as a stand-alone Subsequent EIR.

B. Analysis of Impacts.

The checklist of impacts in the subject NOP includes specific comments that raise numerous concerns for ARSAC. First, greenhouse gas emissions should be specifically addressed in the impacts analysis, as is acknowledged on the Initial Study, Attachment A, p. 3. However, the scope of that analysis appears too narrow. Since greenhouse gas emissions were not analyzed in the 2004 EIR, the analysis of emissions should not be limited to the construction and operation of the LAX SPAS alternatives, but should include all airport operations.

ARSAC expects LAWA and the City will have to find significant impacts in the areas of aesthetics, air quality, emission of greenhouse gases, biological resources, cultural resources (i.e. the "Sea to Shining Sea" mosaic tile mural in Terminal 3), geology

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and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation/circulation, and utilities.

1. The list of impacts proposed for study is incomplete.

a. Geology/Soils.

Although LAWA has not checked off plans to study geology and soils, population and housing and recreation, LAWA should include these in the EIR. Geology and soils are critical concerns with any construction project. Several projects and/or ongoing geology/soils concerns should be considered in the EIR. Presently, there are proposals to build a ground water runoff retention basin on the northwest corner of the LAX airfield. An underground storage facility is also proposed. LAWA should examine the potential for leaks, and to the Impacts on the soil above. As this location is near the El Segundo Dunes, the soil tends to contain more sand than the eastern boundaries of the LAX property. Additionally, there are old sewer lines running underneath LAX dating back to the 1920's. Some of these lines in Playa del Rey (such as on Zitola Terrace) have collapsed, and the City of Los Angeles has had to buy out certain homeowners (e.g. James Marcinkus). Another proposed project could affect LAX is the Woodside Natural Gas pipeline that will use part of LAX property in the El Segundo Dunes and will traverse underneath Westchester Parkway to a facility near 98th Street and Bellanca. The EIR should address potential cumulative geology/soils impacts.

b. Population/Housing.

Population and housing are expected to increase in the Westchester/Playa del Rey/Playa Vista community plan area. Although this area presently has over 50,000 residents, Playa Vista will be adding more housing stock as will the new apartment complex on the corner of Manchester and Lincoln (former Furama Hotel site). Furthermore, the proposed revision to the Housing Element to the City of Los Angeles General Plan seeks to double housing in the Westchester/Playa del Rey/Playa Vista area. With increased housing and population come increased traffic and pollution impacts as well as additional stresses on infrastructure such as roads, water usage, power consumption and sanitation (trash pick-up and sewer). The EIR should address any cumulative impacts.

c. Recreation.

Recreation is another area that must be studied. For nearly two decades, LAWA has promised to restore the 3 holes removed from Westchester Golf Course when Westchester Parkway was constructed. The Westchester Golf Course is one of the most heavily used

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golf courses in the City of Los Angeles. Earlier this year, LAWA also held a public meeting at Loyola Marymount University to gather ideas for uses of the LAX Northside property. Many of these uses that garnered positive responses were recreation uses. Furthermore, LAWA may be deficient in producing this EIR if LAX Northside land use issues were not discussed. The FAA's 2005 Record of Decision on the LAX Master Plan specifically excluded approval of the LAX Northside from the Airport Layout Plan on the basis of inconsistency due to, "markedly different assumptions underlying the analysis of environmental impacts that may be expected to result form the LAX Northside portion of the LAX Master Plan."

We request that each of these potential impact areas be thoroughly addressed, even when LAWA feels that impacts can be avoided or reduced by feasible mitigation measures or alternatives.

2. Specific Concerns Regarding Particular Impacts.

a. Traffic Impacts.

Sources of pollution outside of those from LAX operations are cumulatively significant and must be included in the study. In addition to pollution sources from vehicular traffic, aircraft flying in the skies surrounding LAX are also expected to have increased impacts. Additionally, pollution from local refineries, treatment plants, and other sources should be considered additive when determining impact significance.

The communities surrounding LAX are generally used as thoroughfares for north-south traffic and few alternative routes exist. The 405 freeway, Vista del Mar and Pershing on the west, Lincoln Blvd., Sepulveda Blvd., and La Cienega all bear heavy traffic, including that associated with LAX operatives. The environmental impact analysis must include those above and beyond the normal operations of LAX, but also the impacts on traffic by travelers and cargo operations forced to go long distances within Southern California to get to LAX. Traffic on the 405 freeway can become bumper-to-bumper at any time of the day or evening. The 405 traffic "spill off" can cause level E and F service on the few other major routes or other alternative routes through the communities. The economic impacts and health impacts of these delays should be identified and quantified.

Community growth is increasing the number of people within the communities surrounding LAX. We want to ensure that any related impacts to the community growth are included in the total impact. Population growth and traffic increases resulting from all further land utilization allowed by zoning within community plans must also be considered. LAWA should use maximum use zoning in their analysis, not just those projects that have been approved. City Community Plans call for substantial increases in housing density with resultant traffic and increased numbers of people who will be impacted by airport related

pollution. The numbers projected by the Westchester-Playa del Rey Community Plan EIR should be used after modification for further increases enabled by other LA City ordinances such as transit corridor bonuses and affordable housing bonuses and the Housing Element of the LA City General Plan.

LAX physical layout changes and/or operations at LAX should be considered when determining ground traffic pollution contributions.

b. Air Quality Impacts and Public Health.

Recent studies of pollution sources have identified serious impacts by air pollution on human health. LAWA should consider the latest air quality information from AQMD and California Air Resources Board to assess the various project alternatives for pollution impacts. Average pollution over a long period of time should be determined, but also pollution concentrations in any four-hour period since air and ground traffic tend to have peak hours.

Please see and analyze in the EIR the attached reports from the following websites as examples of the air impacts that have been studied.

http://www.arb.ca.gov/newsrel/nr052208.htm
http://www.arb.ca.gov/research/health/pm-mort/pm-mort.htm
http://www.arb.ca.gov/research/health/pm-mort/pm-mortdraft.pdf

LAWA is conducting an air pollution contribution apportionment study to fulfill a Settlement promise. Along with an air pollution contributions analysis, LAWA will be following up a study contract ("Monitoring and Modeling of Ultrafine Particles and Black Carbon at Los Angeles International Airport," Froines, John, ARB Contract 04-325, 3-5-2007) in which ultra fine particle studies smaller than those normally measured were correlated with aircraft operations. Additionally a 2000 report by McDonnell (http://www.nature.com/jes/journal/v10/n5/pdf/7500095a.pdf) highlighted a method to investigate particle impacts on health that should be followed in the assessment of air quality impacts. "This study did not have direct measures of PM2.5 but relied on TSP and PM10 data. In a follow-up analysis (McDonnell et al. 2000), visibility data were used to estimate PM2.5 exposures of a subset of males who lived near an airport." We ask that air quality measurements be taken on LAX property and in surrounding communities that are in close proximity to LAX.

c. Operations Analysis.

In examining all alternatives, LAWA must examine the use of, and the impact of, operating the LAX in various configurations including Westerly operations, Easterly

operations and Over-Ocean operations. Safety impacts of the varied scenarios must be assessed. Furthermore, other operational scenarios using outboard runways for take-offs and inboard runways for landings need to be considered, as well as parallel landings on the north or the south runway complexes. Further, any changes in facilities should trigger personnel safety reviews to identify and mitigate potential hazards on both the landside and airside of LAX.

C. Specific Questions that Should be Addressed.

ARSAC's comments in the attached "Table of NOP Comments" pose questions that should be addressed in the course of the EIR preparation. The comments have been made to correspond with the NOP document organization.

We understand project impacts deleted from Alternative D by the Stipulated Settlement, and designated as "yellow light projects," will not be analyzed, except for the no action alternative. However, the EIR should analyze the worst case for each of the individual projects' impacts. Further, if a derivative of a yellow light project is proposed in one of the alternatives (e.g., moving runway 24L 340'south), the impacts shall be segregated and not tied to a requirement to impose other yellow light elements, but any worst-case alternative use must be included.

In 2004, LAWA took credit for the reduction in development at the Northside Development area from the 4.5 million square feet assumed in the 1982 EIR to 1.5 feet 5 million square of light industrial and commercial space. However, the ROD excluded the Northside Development. The DEIR should clearly specify what is planned at this time, and the full impact of such development. Similarly, all proposed uses of the Belford Square area should be delineated in the assumptions used to assess the impacts.

The new alternatives all contain a new transportation center at Century and Imperial. Changes to traffic flows and pollution impacts should be highlighted along with those from any automated people movers (APM) that would go from that facility to the central terminal area. The stops of the APM can have a significant impact on ground traffic. The locations assumed for stops must be identified in detail.

Although the Consolidated Rental Car facility location was approved for project analysis by the Stipulated Settlement in the Lot C location, it is our understanding that alternative locations have been considered. The impacts on ground traffic should be assessed separately for each alternative location.

One alternative discussed modifications to the ingress/egress along the 98th Street bridge for the Central Terminal Area near the present Terminal 1. This proposed solution called for a structure in the area where Park One currently is located. This proposal allows people going to the north terminal, especially Terminal 1, an opportunity for drop

off without entering the major CTA traffic loop. The benefits from this potential project should be segregated so that they may be added to any of the alternatives.

Each of the new alternatives contains a Midfield Terminal and the addition of gates to the backside of Tom Bradley International Airport. LAWA should specify the locations of the taxiways and taxiway intersections. All ground and air impacts of this set of projects must be included in the analysis of each of the alternatives.

In examining all alternatives, LAWA must examine the use of, and the impact of, operating LAX in various configurations including Westerly operations, Easterly operations and Over-Ocean operations. Safety impacts of the varied scenarios must be assessed. Furthermore, other operational scenarios using outboard runways for take-offs and inboard runways for landings need to be considered, as well as parallel landings on the north or the south runway complexes.

D. Analysis of Alternatives.

1. The Proposed Alternatives.

The NOP identifies two no project alternatives and four alternatives. ARSAC is *unalterably opposed* to the alternative of moving the runway 24R 340 feet to the north, and strongly supports analysis of the alternative of keeping the existing runways at the present location and implementing operational improvements to enhance safety. Only if safety risks remain after such operational improvements have been implemented can the costs and disruption of runway movement be justified. LAWA has demonstrated the capability of landing Group VI aircraft on both the north and south complexes, albeit with some adjacent taxiway use restrictions. When the South Airfield Project was presented for approval, LAWA indicated that it would be capable of handling the Group VI aircraft and it is our understanding that a ground terminal access route using the south runway 25L has been formally approved for use by the FAA. In the ground air traffic analysis, LAWA should consider the benefits of moving the runways south, and how that would improve the deficient (but legal) taxiways near the terminal gates.

When analysis is performed on the north and south runway complexes, we want the assumptions for operational efficiency and safety impacts of the Runway Status Lights to include both the proposed Pilot Program, which is promised to be installed in 2009, and a complete system which includes the other runways and taxiway intersections which have not been included.

In addition to the alternatives already under consideration, ARSAC requests that an additional alternative, moving runway 24L 340 feet to the south with the revised terminal configuration described in the attachment to this letter, be analyzed as part of

this EIR. This alternative reduces the impacts on Westchester and Playa del Rey, while improving airport efficiency.

Besides analyzing alternative runway configurations and diverting flights to other airports, the EIR must consider and provide a quantification of all airfield operational scenarios in evaluating the alternatives- westerly operations, easterly operations and over-ocean operations. The noise, pollution and safety impacts on the surrounding communities differ depending upon the operational state. For example, during easterly operations, aircraft taking off on the north runway complex have cut across parts of Westchester such as Westport Heights that are normally not over flown by aircraft at very low altitudes.

The February 2006 Stipulated Settlement specified in SECTION V. LAX SPECIFIC PLAN AMENDMENT STUDY PROCESS, Item C states a goal of "…minimizing environmental impacts on the surrounding communities, and creating conditions that encourage airlines to go to other airports in the region, particularly those owned and operated by LAWA." In particular we want detailed analysis of the north runway complex impacts to show that they are less than that of the current condition of no runway change or in the worst case, Alternative D that was previously approved.

When any of the alternatives are examined for impacts, a key element that must be assessed is the quality of life. Will a runway protection zone require the removal of homes and businesses? The analysis should include all cost factors of eminent domain and loss of values for the surrounding communities that might lose their community serving businesses.

In terms of ground traffic analysis, petitioners are allowed to add up to15 additional intersections for review, and these intersections may require additional mitigation in several communities. Regardless, the Settlement does not limit the intersections and highways that must be mitigated to accommodate LAX projects.

2. Consideration of Additional Alternatives.

The NOP provides the opportunity for the submittal of additional reasonable alternatives to be studied within the EIR. ARSAC submits two additional proposals to be included in the EIR and the North Runway Complex Safety Study. ARSAC has generated these proposals to increase the range of alternatives that may be considered. The narratives of both proposals are included as attachments. A short summary is below. ARSAC feels that it imperative that no alternative be selected as a preferred alternative until after the North Runway Safety Studies and analysis have been completed and examined. Furthermore, ARSAC requests data from the South Airfield Improvement Program to determine the effectiveness of those improvements, such as the centerline taxiway, in reducing incursions.

a. One Single Safe North Runway Alternative.

This proposal was presented at the Specific Plan Advisory Committee meeting where it was agreed by the Petitioners that all concepts submitted to the LAX Master Plan EIR would be studied, including new one such as the one runway concept. This concept would reduce the number of runways on the north runway complex from to two runways to one runway. Runway crossings are the leading cause of runway incursions. Airports that have runway layouts where aircraft do not have to cross one runway to access another runway have very low incidences of runway incursions. Munich Airport (MUC) in Germany has one runway on each side of the terminal complex. One runway is used for landings and the other runway for takeoffs. Since its opening in 1992, MUC had only one runway incursion. London Heathrow Airport (LHR), the world's third busiest passenger airport, has a similar runway layout and is able to handle 70 million annual passengers.

b. 340 feet south / Airline Alliance Plan.

This plan, presented to LAWA Executive Director Gina Marie Lindsey on May 7, 2008, is similar to Alternative D except that in place of replacing Terminals 1, 2 and 3 with a concourse for widebody aircraft, Low Cost Carrier terminals would be constructed. Airlines that have airline alliances would be relocated to terminals with their domestic airline partners, or to the Tom Bradley International Terminal for most foreign airlines. The Central Terminal Area (CTA) parking garages would not be torn down in this plan. The Consolidated Rent-A-Car (RAC) facility would be located in Manchester Square and connected to the CTA by an Automated People Mover. An elevated roadway would connect the 405 freeway to the RAC and CTA.

3. The Need for Development of a Regional Plan.

ARSAC continues to believe in a regional solution to airport congestion. The Stipulated Settlement provided that "The first regional strategic planning initiative *will be* prepared by December 31, 2006." Unfortunately, this commitment was not kept. Not only was the Plan only recently submitted to the County of Los Angeles, but it has now been withdrawn. ARSAC is disturbed by LAWA's failure to aggressively pursue development of a Regional Strategic Plan, and asks that members of the SPAC have an opportunity to comment upon the draft plan prior to the time it is finalized and adopted by the Board of Airport Commissioners, and that this effort be treated as a high priority by LAWA.

Regardless of what is done with the Regional Strategic Plan, LAWA should examine in the DEIR the increased utilization of LAWA controlled airports at LA/Ontario

International (ONT) and LA/Palmdale Regional Airport (PMD), as opposed to expanding LAX. There is precedent for this kind of study. During the late 1990's, in the LAX Terminal 4 EIR to modernize the American Airlines terminal, a cursory examination was made of shifting some flights to ONT and/or PMD. The failure of the Terminal 4 EIR was that it did not fully examine all of the environmental effects through increased utilization of ONT and PMD, versus LAX. ONT and PMD are large investments for LAWA and they both have the potential for greater economic, operational and environmental value if properly marketed. For example, the "Fly Ontario" marketing campaign did increase the public's awareness of ONT and several new flights were added to ONT, with the notable addition of ExpressJet's west coast hub.

The EIR should analyze all of the environmental benefits to the area surrounding LAX that would occur if some international flights were shifted to ONT. ONT currently has staffed Federal Inspection Facilities (FIS- Immigration, Customs, Agriculture). Additionally, LAWA should analyze the benefits of shifting some cargo flights from LAX to ONT.

LAWA should also consider the impacts of benefits of shifting some domestic flights to PMD, as was identified in the 2001 TriStar Marketing report on PMD and subsequent destination studies. LAWA should also discuss the LAWA/US Air Force Plant 42 Joint Use Agreement (JUA) for PMD, and how the JUA could be revised to accommodate more flights, allow for development of the LAWA owned property, and remove the domestic flight restriction to allow for international traffic at PMD.

LAWA should discuss how a "multi-airport discount rate" system could encourage the shift of flights or the addition of new flights to ONT and PMD. The "Multi-Airport Discount Rate" would give airlines that operate at LAX, ONT and PMD more favorable landing fees and terminal rents than operating solely at LAX. Airlines that operate solely at ONT and/or PMD would get even better rates for not operating to LAX. The "multi-airport discount rate" plan should be available to international carriers, as well as domestic carriers. For international flights, there would have to be parity between those international flights operated by domestic and foreign airlines.

LAWA should examine changing the financing model at LAX (residual vs. compensatory) to allow for cross-subsidization of ONT and PMD to support the "multi-airport discount rate" system.

European and Asian airlines have expressed interest in operating out of ONT. Please discuss how new, smaller, highly efficient widebody aircraft such as the Boeing 787 Dreamliner and the Airbus A350XWB can help make ONT more viable for international flights, while lessening the impact on the environment. Many foreign airlines have ordered these aircraft. Continental and Northwest are the only U.S. airline customers for the Boeing 787, while US Airways and Hawaiian Airlines are the only U.S. airlines to order the Airbus A350 XWB. Domestic airlines are adding international routes

to meet demand for more non-stop services between new cities, and to feed their domestic networks. Also, please discuss how new multi-lateral and bi-lateral agreements, such as the United States-European Union Open Skies Agreement and the new US-Australia Bilateral Air Services Agreement, can provide ONT with more opportunities for international air service development. Discuss LAWA's past, current and future efforts to attract more air service to ONT and PMD.

Finally, LAWA needs to address the issue of Orange County residents using LAX for their air travel needs. It has been estimated that one-third of the passenger traffic through LAX is destined for Orange County, and that LAX handles 90% of Orange County's air cargo. LAWA should discuss the possibility of working with the Walt Disney Company to rename LA/Ontario International Airport to Walt Disney International Airport and then re-package the airport as the gateway airport to the Disneyland Resort, and the primary international gateway airport for the Orange County and Inland Empire regions. In your analysis, please assume that the Right of Way can be obtained for a monorail or high-speed rail between ONT and the Disneyland Resort and/or the Anaheim Transportation Center. This way, ONT will be provided with the necessary critical mass for ground transportation. The rail line could be operated by LAWA, Disney, or in cooperation with the California-Nevada Super Speed Rail Commission.

E. Enhancing Airport Security.

Security is another matter that needs to be carefully examined in the EIR. RAND performed two security studies on the LAX Master Plan. The first was done at the request of Congresswoman Jane Harman. The second study was commissioned by the Board of Airport Commissioners (BOAC). To date, the public is unaware of how, if at all, LAWA is implementing the RAND recommendations. Please discuss what, if any, follow up with RAND has been occurred, and the status of implementation of its recommendations.

F. Processing of the EIR.

Although the NOP has been released, ARSAC believes the NASA study should be completed and evaluations conducted by the selected members of the academic community have been published before the Draft EIR is released so that the studies will inform the selection of a preferred alternative. This would also allow LAWA to first have experience with operations at the South Runways before selecting a preferred alternative.

When the Draft EIR is released, ARSAC requests that it, and all related documents, be provided electronically in searchable format, as well as in hard copies.

To the extent that the new EIR relies upon the 2004 LAX Master Plan Environmental Impact Report, that EIR contained many conflicting comments within its 17,000 pages, and numerous deficiencies that were identified by ARSAC and other petitioners in the lawsuit that resulted the Stipulated Settlement of 2006. To assure greater clarity, and avoid some of the problems that occurred in the past, whenever any of the prior documentation is referenced in the upcoming EIR, we request that specific paragraphs and page number references be included for documents referenced in the DEIR. We also strongly request that the EIR and all supporting documents be provided in a format that is searchable electronically.

Finally, so that the best possible public review and participation will occur, we also ask that the Draft EIR circulation time be increased from 45 to 120 days. Forty-five days for review of an extremely complex and technical document is simply inadequate.

Please feel free to follow up with any questions you may have about these comments or recommendations.

Sincerely,

Denny Schneider, President

Attachments:
1. Environmental Review: Table of NOP Comments
2. Petitioners' Overview of Guiding Principles for Environmental Analysis
3. One runway option overview
4. Low cost carrier option overview

Attachment to ARSAC Comments to SPAC
Environmental Review: Table of NOP Comments:

NOP paragraph	NOP pg ref	Comment
1.0 Project Location	2	Figure 2 does not distinguish the elements of the SAIP. The date of origin of this photo should be identified.
2.0 Project Background	2	In the City Council hearings 07-0541-S1 8-30-2007 a Specific Plan Amendment to remove the west satellite concourse from the projects requiring maximum scrutiny was approved. The "Midfield Terminal" discussed during these hearings was equated to the "west satellite concourse." Does the approval of this amendment authorize use of only project level EIRs for the Midfield Terminal including the concourse, additional gates on the back of TBIT, and associated taxiways and taxilanes?
3.0 Project Description	4	Clarification: The gate limitation is not 153, but no more than 153 per Section IV C of the Stipulated Settlement.
SPAS Options	5	What are the northside runway complex airfield restrictions that were resolved by Alternative D? If the north runway complex is not reconfigured, what will be the operational restrictions on NLAs? Which restrictions can be mitigated by changing the locations of taxiways and runway intersections or gate locations rather than moving runways?
340' option, Alt D	5	With the extension of runway 24L 1000' to the east, this 340' S option says takeoffs would be closer to the community all the way back to Sepulveda. What specific sections and paragraphs in the 2004 EIR provided impact analysis? How many flights would be taking off from this newly located east end of the runway? What noise and pollution studies were included in the 2004 EIR in the assessment? What will be the impacts in easterly operations or in over-ocean operations?
Move 24L 100' South	6	LAWA should identify what relocations and runway extensions they plan to study. Are these decisions being made on the basis of simulations underway with the NASA study? How will the alternatives for this be evaluated and compared for environmental impacts? Will location selections of taxiways be done to improve operational efficiency of NLA? What specific criteria are being used to evaluate the improvements? What will be the impacts in eastern operations or over ocean operations?

Keep existing locations	6	This option was supposed to include an as yet unidentified taxiway and intersection modifications to improve aircraft movement. When this alternative is evaluated for safety and operational effectiveness, what assumptions will be made about the gate locations? What about taxiway and intersection locations? What will be the impacts in eastern operations or over ocean operations?
Move 24R 100' North	6	This 100' N says takeoffs would be closer to the community all the way back to Sepulveda. How many flights would be taking off from this location? Where is the noise and pollution study to justify this? This appears to be one of the deficiencies of the original EIR. What would be the inpacts on eastern operations or over ocean operations? This 100' N alternative should include two sub-options: extension of 24R west and no further extension that are both evaluated.
Move 24R 100' North	7	If terminal demolition of 1,2, 3 is "yellow-lighted," why doesn't LAWA consider the associated taxiways or other CTA activity related to this issue "yellow-lighted" instead of presuming only a project EIR is required? If changes are to be made, what are they to be and how would it affect the CTA traffic (and any environmental issues related thereto)?
Move 24R 340' North	7	Calls for extending 24L. To where will the vehicle holding area be relocated? Has this been included in the environmental reviews including traffic study?

Move 24R 340' North	7	This option calls for modifications to taxiways. LAWA should identify what relocations and extensions they plan to study. Will the selection of locations and extensions be made on the basis of simulations underway as part of the NASA study? How would the various alternative taxiway locations be evaluated and analyzed for relative environmental impacts? Will location selections of taxiways be based upon improving operational efficiency of NLA? What specific criteria will be used to evaluate the improvements?
3.1.2 CTA Demolition	7	The NOP states: "Under the LAX Specific Plan and Stipulated Settlement, only the Demolition of Terminals 1-3 is a Yellow-Light Project. If the terminal demolition is yellow-lighted, why aren't the taxiways or other CTA activity related to CTA demolition also treated as yellow-light per the Stipulated Settlement? If changes are to be made, what are they and how will it affect the CTA traffic (and any environmental issues related thereto)?

3.1.3 Ground Transportation Center: Problem to be addressed	8	LAWA has stated that they want to improve CTA traffic flows and in the surrounding community, but has never provided a quantified measure of levels of traffic that are needed to be accommodated in various locations. For instance, how many cars (per hour and at peak periods) much be accommodated along the curbsides within the CTA? What were the levels of adverse impacts that were to be mitigated by the GTC that was eliminated by the Stipulated Settlement? The aggregate numbers are important so that replacement concepts can be measured and judged against a consistent yardstick. Is it 1000 cars per day and 50 cars during peak hours in the CTA or is it 100 times that? How will traffic be segregated and how will any proposed mitigations address the traffic impacts in the CTA as well as in the surrounding community? What alternatives been identified such as van and bus drop offs and pickups in the parking structures or another location? What plans exist for a people mover to accommodate passengers dropped off outside the CTA in an area local to LAX for people to get into the CTA? Please provide detail information about the way in which cars currently enter and leave the terminal areas. Ensure that the directional information is broken down by hours and volume from each of the directions entering the CTA (Sepulveda N, Sepulveda S, 98th street bridge, and Century Boulevard. What levels of vehicle types can be accommodated by the no project, existing conditions? LAWA has established programs to reduce the number of vans and busses in the CTA. What assumptions are made about the effectiveness of these programs and what baseline numbers are used in the assessments? What programmatic changes are "in the works" that apply as a baseline condition for the numbers of hotel and car rental courtesy rolling billboard busses that frequently block curbside access for cars?
Close Access to GTC	8	Identify how luggage would be handled. Would the approved tunnel be constructed? Although the Manchester Square GTC was yellow-lighted by the Settlement, the tunnel was not specifically mentioned. How would safety/security for the tunnel be handled? What would be the mitigations for ground traffic associated with the use of the tunnel? How will disabled and elderly travelers be handled? Adults with excessive baggage or with children? Since the methods for handling people and location/directions of car trips would dramatically change, how is this to be addressed for environmental impacts? Is there an assumption that better traffic flow is facilitated by improved signage over the lanes and along the CTA terminals? How much improvement is expected from signage improvements?

Transportation Center at Manchester Square and Aviation/Imperial and new Terminal 1 drop-off where Park One is located	9	A connection to the APM or a moving sidewalk can provide access to all of the north side terminals. How many and what percentage of people do you expect to be served by this new access? Would this increase total access capacity? By how much?
3.2 No Action Alternatives	11	Given that there are two different "no project" alternatives—one with all of the yellow-light projects of Alternative D and one based on the existing configuration with several non-Master Plan improvement projects that are underway. The second paragraph segregates the "no project" into two conditions; when all yellow light projects are assumed to have been built and when none are built. How will the EIR assess the overall impacts of these two "baselines" if some yellow-light projects are subsequently built? If the yellow-light projects overlap with other project elements that have been approved and are therefore part of the "other" base how will the other alternatives be assessed in comparison to the baseline? If, for instance, a newly designated intermodal transportation were built at Century/Aviation to accommodate a Green Line extension would all of the impacts of the totality of the baseline projects be used to assess other project impacts in addition to the yellow-project designated ones?

3.3 Probable Environmental Effects	13	Under aesthetics, the NOP acknowledges excessive lighting is a potential issue. Does this include runway lights if moved north? Are Northside development impacts included? If yes, what version (s) of the Northside development? What new Manchester Square development is assumed? Are there any other projects such as APMs and where would they stop and flow/to from? This could impact local communities with noise, pollution and traffic in various ways depending upon the paths used and the locations of the stops. This is another concern for neighbors and also for the flora and fauna. Introduction of new species from LAX arrival flights? Although good faith attempts to stop the arrival of foreign plants and animals is made, the locations of the aircraft and the handling of baggage and cargo can impact how an unwanted species can be spread to the surrounding areas outside of LAX. What about impacts on Riverside Fairy shrimp locations? LAWA was caught filling in Continental City with asphalt-laden dirt about 2003. LA Building & Safety halted the non-permitted filling. Where are all of the areas impacted by the 2003 action? What sensitive species are in surrounding areas? Why did the relocation area for the Riverside

		Fairy Shrimp change from the former El Toro Marine Corp Air Station to an area in Redondo Beach? Can LAWA simply leave the Riverside Fairy Shrimp in tact at LAX and place some sort of netting or fishing lines over the shrimp habitat so that the shrimp will not have to be moved? Where are the earthquake prone areas? What are the amounts and types of pollutants from aircraft? How will these pollutants be mitigated? What will be done to reduce the greenhouse gases from LAX operations?
3.4 Comments and Next Steps	13	45 days circulation for review is inadequate. This should be as much as 120 days so that the maximum time will elapse to obtain South Airfield incursion experience. The NASA study should also be complete before this comment period begins. Figure 1- Project Location None The grayed area shows all of LAX, but also lands that were transferred from the Westchester-Playa del Rey Community Plan to the LAX Plan during Alt D approval. Not all of this is being considered for cumulative impacts during the EIR reviews of the SPAS airport projects. Please delineate which areas are specifically included in the impact studies.
Figure 2- Existing Airport		What is the date of this photo? On what date is the existing airport based? This photo does not show the completed the SAIP project, but we assume that it is part of the existing airport. Earlier in the document, Paragraph 3.2 identified two different no action alternatives. Please detail what airport elements are part of the two "no action" alternatives and their relationship to the baseline conditions against which new projects are being judged.
Figure 9- Potential Alternative -Runway 6R124L 100' South		Green Line stop is shown along Century instead of in Intermodal Transportation Center. How much traffic of each transport mode is expected? How would the traffic impact the type and quantity of mitigations required?
Figure 11- Runway 100' North		Green Line stop is shown along Century instead of in Intermodal Transportation Center. Although ARSAC supports the extension this is not part of the approved Master Plan or existing condition. Environmental improvements from this project are not part of the baseline and should be included in the assessment accordingly.

Figure 12- Runway 340' North		See comment for Figure 11 above.
Initial Study and Check List –CEQA Lead Determination	IS-2	Please provide a matrix of which environmental impact studies are being reassessed and which are being rerun and correlate each impact study to the baseline 2004 FEIR paragraph numbers.
Evaluation 6)	IS-3	The document acknowledges the requirement to document source reference in detail. Anything less makes it difficult to identify what has been done and its validity.

Environmental factors potentially affected	IS-3	Three additional impact areas should have been checked. Geology/soils. Proposals to move the runways could be in areas where there are sand dunes and other soil with high liquefaction potential. Transportation/Traffic. To accomplish some of the projects in the LAWA 340' north alternative what housing would be impacted as well as the community serving businesses. Please identify all units that are subject to removal by any federal or state law regardless of whether it is believed that these laws would be enforced. Population/Housing. To accomplish some of the projects in the LAWA 340' north alternative housing would be impacted as well as the community serving businesses. Please identify all units that are subject to removal by any federal or state law regardless of whether it is believed that these laws would be enforced.
VI. Geology & Soils (a)	IS-6	There is some seismic potential. A plume of the Inglewood/San Andreas faults is near some of the areas where projects have been suggested along Century, for instance. We call on LAWA to review the most current USGS maps to assess earthquake susceptibility. The 340' N alternative, for instance, calls for moving Lincoln Boulevard and burying its connection to Sepulveda. Additionally we call upon LAWA to address the sandy soil conditions toward the Northside development along Westchester/Playa del Rey and western sections of LAX property for impacts from building any tunnels or from impacts from existing tunnels, underground utilities or sewer lines.
VII Hazards & Hazardous Matls. (a)	IS-7	Could run off with fuel and rubber off the runways create a hazard?
VII Hazards & Hazardous Matls. (f)	IS-7	The ability to get medical care can be impaired since the Medical Center on Sepulveda could be closed off within the boundaries of LAX if an emergency occurs. Insufficient trauma facilities are available within the local area if a medical emergency occurs. The closest is UCLA that would be impossible to get to during most of the day due to heavy traffic on the 405.

VII Hazards & Hazardous Matls. (g)	IS-7	See comments for element (f) above.
VIII Hydrology & Water Quality (j)	IS-8	There was some question about the 100-year flood plain structures in the last EIR due to the drainage canals being fed with much greater runoff due to all of the local developments surrounding LAX. A new urban run-off facility has been suggested for construction at the northwest corner of the LAX airfield. What effect will this facility have on LAX and water quality issues? The sewer lines near and underneath LAX date back to the 1920s. Are these sewers adequate and structurally sound? If not, what hazards do these sewer lines present?
XII Population & Housing (a)	IS-9	LAX traffic causes severe impacts on the local communities. Westchester-Playa del Rey and the other surrounding communities have become thoroughfares for people traveling from the South Bay and further south and the LA Westside. LAX traffic exacerbates this. Has the new LA City General Plan traffic increases due to changes in the housing element been taken into consideration?
XIV Recreation	IS-9	Holes were removed from the Westchester Golf Course to accommodate previous LAX expansion in the 1970s. Restoration of these holes has been a LAX promised mitigation ever since. When will this be accomplished and what other recreation opportunities will be created for the surrounding communities?
Attachment A V Cultural Resources (a)	A-4	Under historic elements, other buildings that are impacted such as the Paradise Building, Centinela Adobe, Randy's donuts should also be addressed due to off airport projects that facilitate these projects. Others items such as the LAX Theme Building and the "Sea to Shining Sea" mosaic tile air travel mural in Terminal 3 should also be addressed.
Attachment A V Cultural Resources (b)	A-5	Have any burial sites been identified? What about pottery or other Indian relics? What about prehistoric bones on the west and north areas in and around LAX due to the high incidence of oil reserves in the area? Prior LAX layouts have included N-S runways such as the one that existed in the area behind Tom Bradley International Terminal. Are any of these old structures historically significant? Are there any historic elements from the Bennett Ranch or previous ranch owners that used the land that is the present day LAX?

Attachment A V Cultural Resources (c) Mitigation CR2	A-6	The NOP says that mitigation reduces the impact to less than significant and therefore nothing else will be done. Please identify which areas are subject to higher potential impact mitigation per the

		existing paleontology mitigation program.
VI Geology and Soils:	A-7	What about the water filtration system that is being proposed for the Northside development area? How could this filtration project interface with the potential building set for the entire Northside development area? The prior EIR claimed that earthquake susceptibility was not significant, but at an SPAC meeting it was acknowledged that there earthquake fault areas that would impact the tunnel that was approved in Alternative D. Where else would earthquake faults impact building or construction? Soil conditions under the north runway may or may not be significant but more detail is required to ensure against construction or maintenance issues.
VI Geology & Soils (a) ii.	A-8	Seismic ground shaking. During the Northridge quake several back up power systems failed at LAX. Are alternative energy supplies available? What are the evacuation procedures to be followed for the airport in case of an earthquake, and how will this impact the local communities?
VI Geology & Soils (a) iii.	A-8	Seismic related ground failure. Several major water runoff and sanitation processing lines go under LAX. If any of these are seriously damaged what is the potential for sinkholes or other damage to structures at the surface? Since the LAX area was built on a Coastal plain, what impacts would liquefaction have? Is there potential for natural gas leakage pathways along fault lines from natural sources since the entire Playa del Rey area was once an oil field? Can gas leakage occur at LAX along a fault line from the Gas Company reservoir that is under the bluff in Playa del Rey and under the wetlands near Playa Vista? What effect, if any, would the proposed Woodside Energy Natural Gas project have on LAX? Please describe how each of the components may affect LAX – gas line connection in or through the coastal bluff, high pressure lines running underneath Westchester Parkway, distribution facility at 98th Street and Bellanca near the Neutrogena offices, and WallyPark parking garage.

VI Geology & Soils (a) iii.	A-9	Even if there are not major seismic hazard areas identified within LAX, what about nearby areas that can impact access to LAX? If normal access to LAX is blocked are there alternative routes that can handle the traffic loads? As there was seismic concern about the Manchester Square-CTA tunnel, what about people movers or elevated roadways? What UBC (Universal Building Code) and LABC (LA Building Code) requirements are applicable? The LAX Specific Plan Sec. 3 "Relationship to the Los Angeles Municipal Code and other Ordinances" negates Site Plan and "Major" Development Project Ordinances (item D).
VI Geology & Soils (c) soil stability	A-10	Is there any plan to add earthen berms on the north and south borders of LAX to reduce the transmittal of low frequency noise? Since we don't know precisely where major sewage and drainage pipes are precisely located, and the soil is very sandy, what is the likelihood of sewer or pipes being disrupted? Have there been any ground issues such as sinkholes at LAX in the past?
VI Geology & Soils general	A-11	Since the size and location of facilities is not delineated in the NOP, what special assessments will be made to determine how stable the ground is in areas of new construction? Given that there have been issues with sewer drains in the area and that the area has hundreds of formerly used oil wells that had water pumped into them, is there any likelihood that additional problems will arise slowing construction or requiring special measures?

VII Hazards & Hazardous Matl.	A-12	Since there are numerous carcinogenic items in use at an airport including aviation fuel, could the repeated spillage and evaporation cause a health hazard? What about fuel that is dumped during emergencies or fuel that is released in flight from major accelerations and landing? What about the potential for terrorism with hazardous materials since LAX is one of the most potent targets on the west coast?
VII Hazards & Hazardous Matl. (e)	A-13	There are many impacts to the community if the runways are moved north. There are many hazardous materials transported through the community. We expect transportation routes for hazardous materials to be carefully delineated and monitored. We expect LAWA to review and consider all of the suggestions from the 2004 Rand study as well.
VII Hazards & Hazardous Matl. (g)	A-13	A-13 Are there any hazard control plans for LAWA that need to be updated? We are certainly concerned that if any disaster occurs the medical care facility that is most convenient would likely be blocked from community use by closure of Sepulveda Blvd.

VII Hazards & Hazardous Matl. (h)	A-14	Although LAWA noted the lack of concern for wild fires etc. there is still concern that an air accident could cause a major fire due to the amount of fuel held by aircraft. We expect that a valid plan will be identified and any access issues will be resolved. At least one of the plans calls for relocation of Lincoln Blvd that includes a portion of the road inside of a tunnel. A fire in this area could be very disastrous, as would poisonous gas clouds. We are aware of several radioactive containers that have been damaged before or after arrival at LAX. There needs to be very specific plans on how to handle such incidents.
VII Hydrology and Water Quality (a)	A-14	A-14 A master plan for grey water usage should be created to work with Hyperion even though LAWA has a good record in this area. As aircraft and support equipment are produced with new exotic materials there can be a potential runoff issue when repairs are initiated or during maintenance.
VII Hydrology and Water Quality (c)	A-15	There are independent plans being established currently for projects to supplement drainage filtration by the LA Sanitation Dept. in the north quadrant of LAX and in the Northside Development area. Another potential issue is damaging of critical sewage and dry/wet water runoff control channels during construction and adversely impacting the gravity feed requirements of that system.
IX Land Use and Planning (a)	A-17	If eminent domain is exercised on a significant portion of the business district there could be separation of businesses into less than a critical mass to draw local community support. Also, if the runway protection zones are enforced and homes are taken on the northeast end of LAX, small pockets of remaining homes could be created. This potential must be fully disclosed.
IX Land Use and Planning (b)	A-17	There is some question as to how homes will be impacted if the runways move north. Several large apartment complexes and some schools will be much closer to runway activity with attendant noise and pollution as well as safety issues. A 1980 study on LAX area school children showed that airport noise affected learning abilities. Newer, more effective methods for mitigating noise have been developed since soundproofing was provided to impacted schools. Does LAWA plan to offer sound proofing upgrades and air conditioning to LAUSD, private, and public schools to those located within the 1992 Noise Impacted Contour or for any who will sustain a 1.5 dB increase in noise? When new noise contours are estimated using updated aircraft mix estimates LAWA should assess the impacts.

IX Land Use and Planning (c)	A-17	Habitat issues remain not only in the formal "Blue Butterfly dunes" area, but also the plains areas that were the site of homes on the Northside development property. There were also some habitats on the east end of LAX that may need to be examined including Continental City. Street traffic is another major issue. Although LAWA is rerunning the traffic studies with a maximum of 15 additional intersections, it must still address all of the central terminal traffic as well. Further, greater use of mass transit must be evaluated. Open space must be maintained and so must community serving commercial. Wherever the airport has displaced affordable housing it should generate at least that much replacement affordable housing.
XI Noise	A-18	Topography and single noise events should be taken into consideration when determining the areas impacted by noise. Placement of the terminal gates and taxiways, as well as any other relocated or new facilities should take into consideration so that the impacts from aircraft engines are minimized. When calculating noise, the proper aircraft mix should be used and an estimate of the runway uses should be confirmed as well. Although the preferred runway alternative for taking off is inboard, LAWA estimates that 10% are done on the outboard. The health impacts of noise exposure must also be addressed. The use of noise canceling equipment is required to the extent feasible, and the most sophisticated equipment available should be identified and analyzed. Which noise canceling speaker systems been considered? Please provide a contour map of areas subjected to at least 30 airport/aircraft noise events at 65 dB or above in a day, and/or were subjected to at least two 65 dB or greater events from midnight to 7 a.m.
XII Population and Housing (c)	A-20	This could be significant depending on the home and business displacements for alternatives that propose moving runways north. When LAWA does it's analysis it must assume that Manchester and Belford Square areas are empty and that everything that is constructed there adds to the area traffic.

XIII Public Services (a-c)	A-21	The EIR for the Westchester-Playa del Rey Plan states that a substantial increase in fire and police protection manpower is required to meet current zoning estimates. Much of the community to the north relies on Fire Station 5 for rapid community response. This station deploys both the Manchester Boulevard and Westchester Parkway. This dual access must be maintained. For emergency services at LAX there must be a good emergency health care plan in place with capacity to meeting both LAX and community needs. If an event occurs at LAX that causes airport closure this facility will be unavailable to the surrounding community. The nearest urgent care for local residents is located on Sepulveda north of Century. In view of the closure of several emergency rooms and Daniel Freeman Hospital does the needed capacity still exist? If not, what solution is proposed? Several schools will be subjected to increased noise and pollution. Air pollution especially must be assessed for not only 10 and 2.5 micron size but also smaller (i.e. 0.1 as done in the 2007 CARB study of LAX particle pollution). Although several schools have been previously sound proofed during earlier programs, determination should be made if another round of soundproofing is appropriate. Several churches and schools may be subjected to enough noise to cause learning impairment under EPA or other standards (i.e. NIH).
XIII Public Services (d)	A-22	Some airport land, such as Nielson Field and the Westchester Golf Course, is currently used for open space. If this use is diminished or if promised elements (i.e. Golf Course) is not restored the negative impacts of this should be analyzed and mitigated.
XIII Public Services (e)	A-22	Some other governmental uses should be investigated, as well as new housing opportunities for Manchester Square. Certainly the need for additional road access is evident due to the increases of traffic from current levels to the "nominal" 78.9 MAP. Also cargo and other related causes of traffic need to be assessed fully. Traffic should be diverted away from residential communities. Even if there are only moderate increases in traffic from LAX the overall impact may still be substantial due to major increases in present and authorized development zoning changes.

XV Transportation/Circulation	A-23	Potential traffic changes in the CTA must be assessed. Are there better ways to direct the traffic from the surrounding areas into LAX? LOS around LAX is marginal on many streets already. LAX modifications such as the location of the cargo support businesses, consolidated rental car facility, integrated transportation near Continental City and more must be included in the assessments. The total costs and fair share allocations of improvements must be addressed.
XV Transportation/Circulation	A-24	Locations and stops, methods for supporting baggage handling, etc., must be identified.

XV Transportation/Circulation	A-24	Movement of the runways will modify the flight tracks of approaching and departing aircraft. This change must be studied to assess impacts on the number and urgency of go-arounds and other noisy, polluting flight maneuvers. A July 2007 Airline Pilots Association White Paper on incursions notes modest air traffic increases have resulted in major increases in the number of incursions. Air capacity assessments must be identified and quantified for all key factors, not just the first order limiting factor of capacity growth. Although gate capacity is the current capacity limiting factor, if it is resolved several others can become significant. Several factors of concern are, but not limited to, the number of cars entering the CTA, taxiway routes for aircraft to get to gates, and the number of aircraft operations per unit time as the required separation distance in the sky that limits the number of takeoffs and landings. Otherwise, if the limiting factor for capacity is the only factor addressed, as soon as the Settlement limitation on embarkation gates expires, capacity may be dramatically increased without a former EIR review. Traffic from parking areas must be assessed after the parking locations are determined. This traffic is a source of noise and pollution, as well as frustrating easy access to the central terminal area. Better signage and other types of improvements must also be identified as mitigations for areas around LAX and inside the CTA.
XV Transportation/Circulation	A-25	Alternative transportation uses must be closely examined. LAWA should look into how and where the new flyaway programs can be used and how all of the bus movements inside the CTA can be reduced to eliminate or at least reduce traffic jams. There are many new potential airside issues. Taxiway locations (especially around the terminal gates) have been noted by LAWA and the FAA to restrict aircraft movement that reduces operational efficiency and adds pollution and noise. Studies must address the movement of taxiways, taxiway/runway intersections, and gate locations to

		determine more efficient ways to handle ground aircraft movement to reduce noise and pollution promulgated into the surrounding communities.
XVI Utilities	A-25	Utility systems should be assessed to determine where additional capacity is required and where back-up systems are required.
XVI Utilities	A-26	Although sufficient solid waste capacity is presumed, there are many opportunities for reducing the generation of solid waste. If we continue the same methods of disposal to Sunshine Canyon and other remote landfills, and there is a substantial increase in waste, we will be adding much pollution and noise due to the long haul disposals.
XVII Mandatory findings of Significance	A-27	The cumulative effects of increased traffic will increase pollution and has serious adverse economic impacts in terms of reduced productivity along with adverse health impacts.

Petitioners' Overview of Guiding Principles for Environmental Analysis: LAX Specific Plan Amendment Study EIR

Submitted by Petitioners: City of El Segundo, City of Inglewood, City of Culver City, County of Los Angeles, and Alliance for a Regional Solution to Airport Congestion (ARSAC).

Background: In January of 2005, Petitioners filed lawsuits challenging the approval of the LAX Master Plan Program and the associated Environmental Impact Report (EIR) prepared by Los Angeles World Airports (LAWA) under the California Environmental Quality Act (CEQA). These suits were resolved by a 2006 Stipulated Settlement between LAWA and Petitioners. In response to the Notice of Preparation (NOP) recently released by LAWA for the Specific Plan Amendment Study (SPAS) Draft EIR, Petitioners now jointly submit this overview of principles that should guide LAWA in that environmental review process. Petitioners will also submit detailed individual comments.

LAWA's Obligation to Avoid and Reduce Impacts to Surrounding Communities. As LAWA proceeds with refinement and analysis of options as part of the SPAS process, it must continually recognize its obligation to avoid and mitigate impacts to the communities that surround LAX. Options under consideration must be evaluated and ranked based on how they would impact the environment, public health and safety in surrounding communities (e.g., noise, air quality, traffic). All alternatives should be subject to a full and fair evaluation in the SPAS DEIR and LAWA should remain open to options that would avoid or mitigate impacts to its neighbors, taking care not to prematurely select a preferred alternative.

Continued Consultation with Surrounding Communities. The alternatives described in the SPAS NOP were developed and selected by LAWA during a lengthy consultation process with Petitioners. That consultation process grew out of the 2006 Stipulated Settlement, which states, in relevant part, that "An LAX Specific Plan Amendment Process Advisory Committee shall be created consisting of representatives of the City of Los Angeles, County of Los Angeles, El Segundo, Inglewood, Culver City, and ARSAC. LAWA shall consult with the Committee during each significant step of the LAX Specific Plan Amendment Process." Petitioners wish to recognize LAWA's compliance to date with this provision of the Stipulated Settlement. LAWA must now ensure that it continues to consult with Petitioners as the EIR process proceeds and the SPAS alternatives are developed in more detail. In particular, LAWA should take care to consult with Petitioners regarding the details and analysis of the alternatives supported by any Petitioner.

Extension of Gate Constraint. LAWA, FAA and the Petitioners all agree that limiting the number of gates at LAX will promote efficient passenger operations and encourage other airports in the Los Angeles basin to increase capacity to serve aviation demand. Accordingly, the long term success of the regional approach to serving aviation demand depends on maintaining appropriate gate constraints at LAX. The 2006 Stipulated Settlement between LAWA and the Petitioners limits the number of permissible gates at LAX to 163 and, commencing in 2010, requires LAWA to begin reducing the number of operating gates at LAX to 153. This settlement provision is operative through December 31, 2020. As part of the SPAS process, LAWA must analyze the continuation of the LAX gate constraints beyond 2020, as well as the possible

enhancement of those constraints at a level that will efficiently serve up to 78.9 million annual passengers at LAX, while encouraging growth elsewhere in the region, including at the other airports owned and operated by LAWA.

Airfield Balance. In the NOP, LAWA indicates that under the LAX Master Plan, one of its goals is to "provide a better balance in operations between the North Airfield and the South Airfield." Petitioners support this goal and urge LAWA to conduct a full analysis of whether and to what extent each of the proposed SPAS alternatives would help achieve better airfield balance. Petitioners agree that total flight operation balance can lead to less operational crowding, which is good for all.

Regional Approach. Petitioners strongly support a regional approach to accommodating passenger and cargo aviation demand throughout Southern California. Because the area around LAX is fully developed, and because we must reduce vehicle miles traveled to improve air quality, decrease greenhouse gases, and increase productivity, a regional solution to serving aviation demand is essential. The regional approach, which is fully supported by the Southern California Association of Governments, must be a key component of everything LAWA does, including in the SPAS process. LAWA should vigorously pursue accommodating aviation demand at Palmdale and Ontario, and work aggressively with other airport operators and local governments to advance the regional approach.

DEIR Public Review Period. The NOP indicates that LAWA intends to provide just 45 days for public review and comment on the Draft SPAS EIR. In light of the complexity of this project and LAWA's tendency to produce lengthy CEQA documents, Petitioners anticipate that 45 days will not be sufficient.

One Safe Single North Runway Proposal

Background: The Stipulated Settlement Agreement provided for a re-examination of Yellow Light projects such as the north runway complex by the Specific Plan Advisory Committee and to come up with other efficient and community friendly alternatives. The One Safe Single North Runway proposal aims to address safety, efficiency and being community friendly.

Runway incursions continue to be cited as a reason for making improvement to the north airfield complex at LAX. Despite numerous requests, one idea that has not and should be included and fully studied in the NASA north airfield safety study and in the LAX Master Plan NOP and EIR/EIS is this "One Safe Single North Runway." This proposal can provide safety and keep LAX within the desired 78.9 Million Annual Passenger (MAP) limit.

The only runway designs in the world that have been most effective in preventing runway incursions are designs where aircraft do not have to cross one runway to get to another. Munich Franz Josef Strauss Airport (MUC) in Germany was designed with one runway on each side of the terminal complex as a way to prevent runway incursions. Since MUC opened in 1992, there has been only one runway incursion (2006). MUC handled 34 MAP in 2007.

London Heathrow Airport (LHR) in the United Kingdom, the world's busiest international airport, has a similar runway layout with one runway on each side of the terminal complex. LHR has traffic signals operated by two tower controllers, at each runway to permit aircraft to enter the runways. LHR has not had incursion problems. At LHR, one runway is used for take-offs and one runway is used for landings. This is known as Single Mode Operation. In 2007, LHR handled 68 MAP.

London Gatwick Airport (LGW) is a single runway airport that operates in Multi-Mode Operation. In 2007, LGW handled 35 MAP. According to its operator, BAA, "Gatwick is the busiest single-runway airport in the world, the second largest airport in the UK and the sixth busiest international airport in the world." Clearly, a single runway airfield can be successful!

Requirements for all concepts:

- Runway 24 Right closed and either covered with fill dirt or removed
- Enhanced runway/taxiway lighting, striping and signage on Runway 24 Left
- ASDE-X and Runway Status Lights on Runway 24 Left
- Noise contours cannot increase in Westchester/Playa del Rey
- No taking of land in Westchester/Playa del Rey
- No northward runway movement and no placement of taxiways north of runway

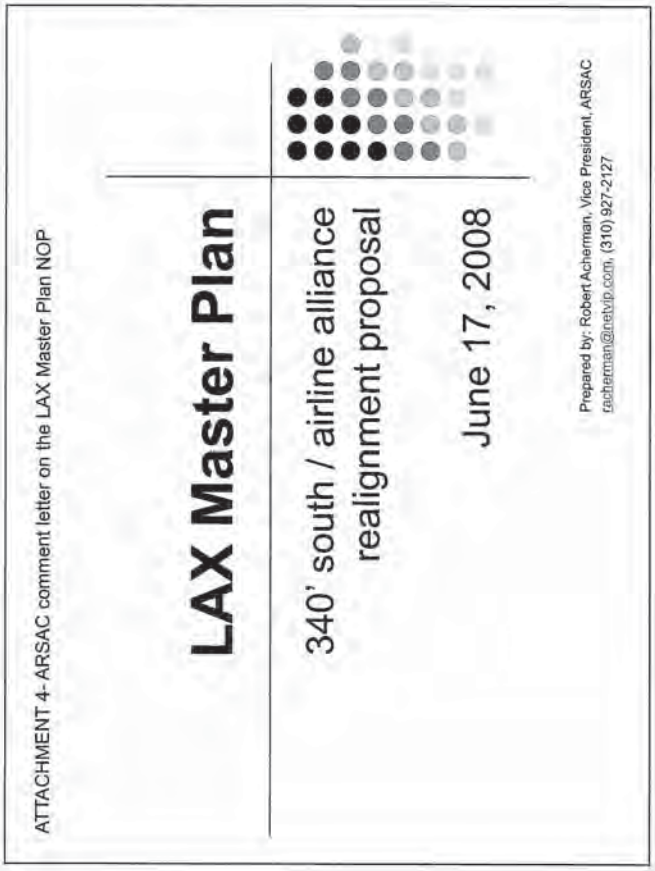
Concept 1:

- Use Runway 24 Left in its existing configuration.

Concept 2: "Super Runway"

- Rebuild Runway 24 Left in its current location to a new 200-foot wide runway and 10,000 feet in length. The runway would be extended up to 1,000 to the east. The associated taxiways near Terminals 1, 2 and 3 and the Tom Bradley International Terminal would be rebuilt as required. Movement toward the center of the two existing runways facilitates the least expensive upgrades to the present inadequate, congestion producing taxiways and taxilanes adjacent to the terminals.

Questions or comments? Contact Robert Acherman at (310) 927-2127, racherman@netvip.com



Airlines grouped by alliances

- Newest trend in terminal management
  - Allows for easier connections and shared use of ticket counters, lounges and gate areas
  - First implemented at Tokyo Narita Airport on June 2, 2006
    - Terminal 1 South- Star Alliance (ANA, United, Lufthansa)
    - Terminal 1 North- SkyTeam (Northwest, KLM, Korean Air)
    - Terminal 2- oneworld (Japan Airlines, American, British)
  - Possible to implement at LAX with limited movements of airlines
    - Delta/Northwest merger helps to resolve Terminal 2 lease situation

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Plan Benefits

- Moves airport and related operations away from residential communities
- Incorporates current airport terminal management practices
- Logically arranges airlines by alliances
- Provides opportunities for both Low Cost and alliance carriers
- Places CONRAC in safer location and better connected to the 405 freeway
- Addresses increased safety and security needs
- Improves customer satisfaction by keeping access to LAX as convenient as possible

CFTP-PC00002

New LCC Terminals

- Incorporates current trends in airport operations
  - Decreasing the distance from the curb to the gate
  - Common Use Terminal Equipment (CUTE) to allow the airport operator flexibility in use of gates and meet federal airport competition plan requirements
  - Low cost is the hottest trend in terminal operations
    - Simplified facilities
      - LAX will continue to have elevators and escalators
    - Design allows for rapid turnaround of aircraft

CFTP-PC00002

24 Left moved 340 feet south

- Moves aircraft noise and safety issues AWAY from the Westchester/Playa del Rey community
  - Runway 24 Right has eastern displaced threshold to move RPZ out of Westchester Central Business District
  - Runway 24 Right extended no more than 1,000 feet west to offset the displaced threshold on the east end of the runway
- Creates a modified Group VI airfield to handle New Large Aircraft (NLA) such as the Airbus A380 and the Boeing 747-8 Intercontinental
- Allows for a centerline taxiway to be constructed between the two north runways
- ASDE-X to be installed at LAX
- FAROS and EMAS installed at end of runways
- Runway Status Lights (RWSL) to be added at all runway entrances
- Improved striping, signage and lighting for all runways and taxiways

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LCC Terminal Design

- Landside
  - Rooftop- APM station
  - 4th floor- TSA passenger screening
  - 3rd floor- ticket counters
  - 2nd floor- TSA inline baggage screening
  - 1st floor (ground level)- baggage claim
- Airside
  - Rooftop
  - 4th floor- airline lounges and offices
  - 3rd floor- gate areas and concessions
  - 2nd floor- baggage sorting area
  - 1st floor (ground level)- airline operations

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LCC Terminal Design

- Terminal designs similar to John Wayne and San Jose
- Terminals and apron are 200 feet wide each

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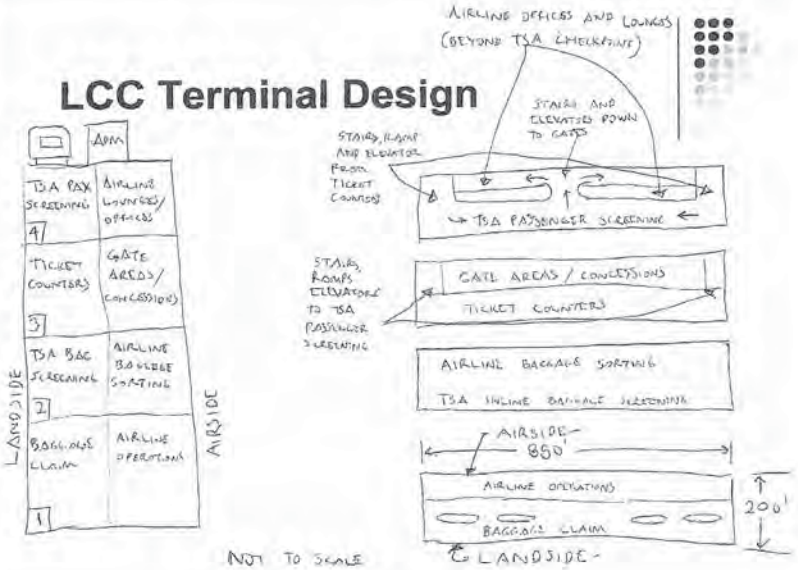
TIFF (Uncompressed) decompressor
are needed to see this picture.

CFTP-PC00002

LCC Terminal Design



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LCC Terminal Design

- All three terminals have same design to save on costs
  - 200 feet wide from front door on landside to windows on airside
  - 880 feet long
  - 4 story buildings
  - 6 to 8 gates per terminal for A320/B737 type aircraft
    - Gate reductions at LCC Terminals 1, 2 and 3 offset by Tom Bradley International Terminal
      - Access to Gates 119 to 121 remains open
      - Additional gates on backside of TBIT and at Midfield Terminal
- Incorporates LEED building standards

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Elevated Roadways

- Connected to 405 north and south
- Into LAX: From 405 to CONRAC and then along 96th Street; at Airport to 98th Street and Sepulveda; south turn to World Way entrance bridge
  - Exits to CONRAC and Lot C
  - Built in vehicle security screening area along 98th Street portion of elevated roadway
- Out of LAX: From CTA along Century to current 405 south on-ramp at La Cienega
  - Elevated roadway will be built on piers installed on south side of Century Boulevard (grass median between south side of street and cargo building areas)
  - East of Aviation, elevated roadway will follow along 102nd Street to the 405 freeway

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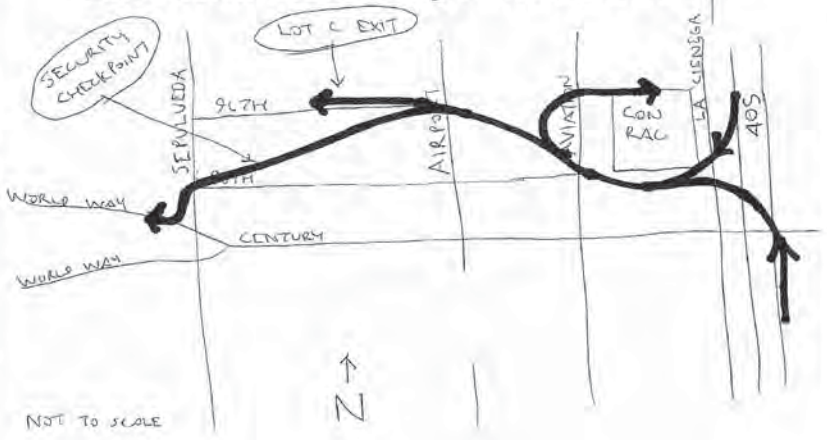
No changes to the CTA

- Parking garages in the CTA will be unchanged
- Access to the CTA will remain open to private vehicles, busses and taxis
- Passenger convenience is maintained with curb front drop-off and pick-up

CFTP-PC00002

Elevated Roadways- inbound



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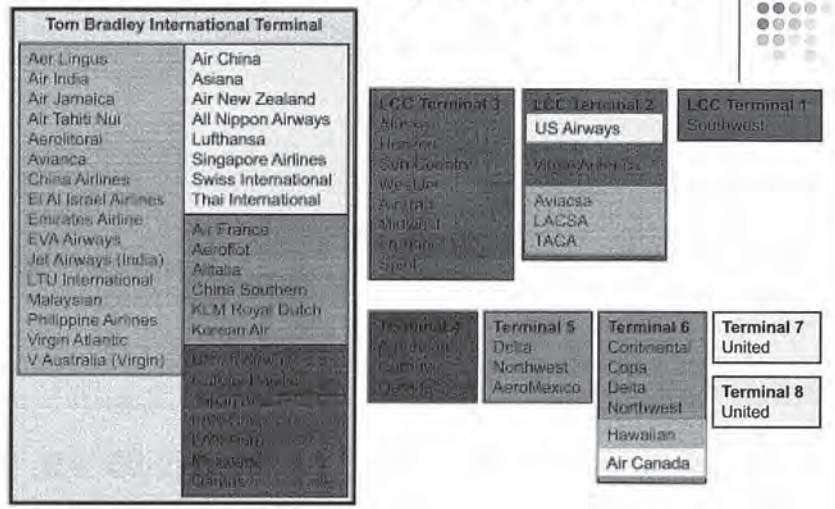
CONRAC

- Manchester Square location
  - Multi-story parking garage for all car rental operations
    - Successful model at Phoenix Sky Harbor Airport
  - Easy direct 405 freeway and LAX access via elevated roadway
  - Connection to Automated People Mover (APM)
  - CONRAC is outside of Runway Protection Zone
    - Alternative D has CONRAC located in RPZ
  - Large set-backs and landscaping will be used to prevent massing of the CONRAC along surrounding streets

CFTP-PC00002

LAX co-location plan preview



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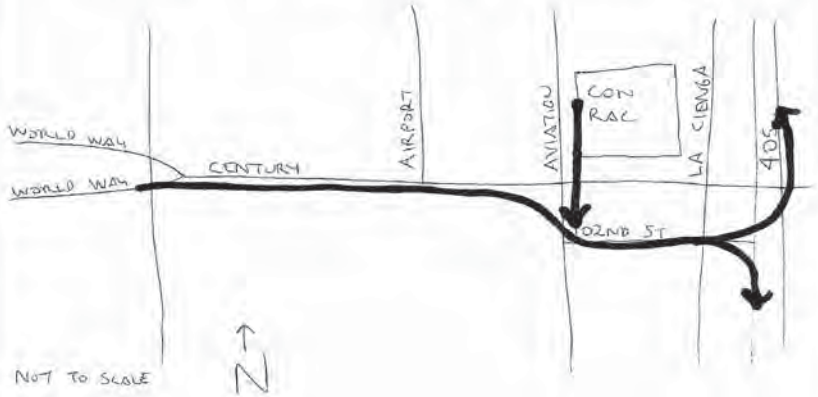
Elevated Roadways- outbound



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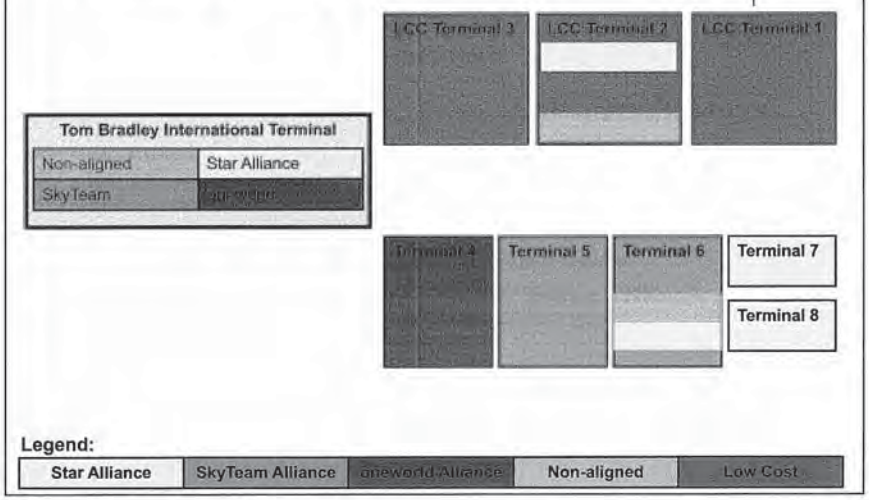
Terminal layout by groupings



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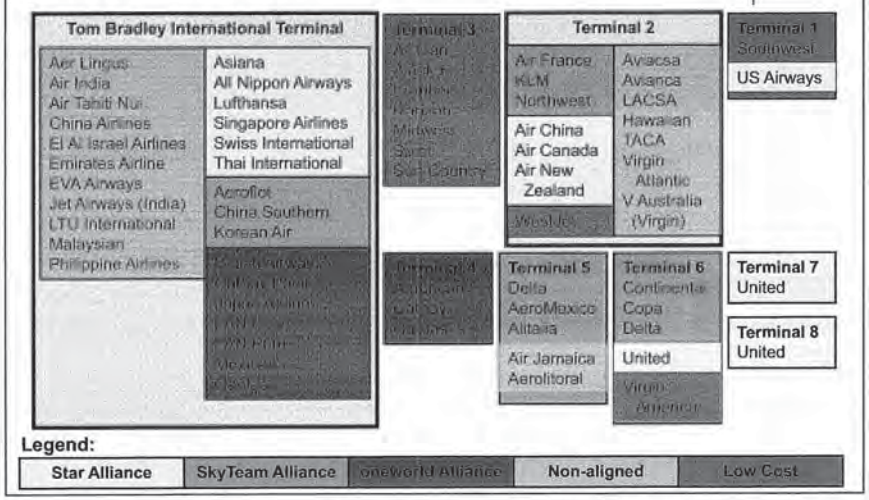
Current LAX configuration as of June 17, 2008



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Notes on re-location

- U.S. airlines are cutting back capacity as much as 20%
- Delta and Northwest announced a merger on April 15, 2008
- Continental may leave SkyTeam to join oneworld alliance
- United and US Airways merger talks failed
- Virgin America is 25% owned by Virgin Group due to U.S. Government restrictions on foreigners for owning U.S. airlines. This restriction may go away with the second phase of "Open Skies" between the U.S. and European Union
- Virgin Atlantic is 49% owned by Singapore Airlines. VS is not part of an airline alliance.
- V Australia is another Virgin branded airline
- LACSA is a part of Groupo TACA
- AirTran and Frontier are marketing partners
- Frontier is operating in Chapter 11 bankruptcy
- Spirit operates flights to Mexico from LAX
- Copa is partly owned by Continental

CFTP-PC00002

Construction sequence

- Complete the Tom Bradley International Terminal midfield terminal. Relocate international carriers from Terminal 2 to TBIT.
- Move Continental to Terminal 2 while Terminal 6 is being refurbished. Air Jamaica would move to TBIT. Virgin America would move to Terminal 3.
- When Terminal 6 is refurbished, Continental, Northwest, Hawaiian and Air Canada move to Terminal 6
- Reconstruct Terminal 2 into LCC Terminal 2
- When LCC Terminal 2 is completed, move US Airways to Terminal 8 (requires United's cooperation) and Southwest to LCC Terminal 2
- Reconstruct Terminal 1 into LCC Terminal 1
- When LCC Terminal 1 is complete, move Southwest back to LCC Terminal 1
- Move Terminal 3 airlines to LCC Terminal 2
- Reconstruct Terminal 3 into LCC Terminal 3
- Move Terminal 3 airlines back to LCC Terminal 3
- Move US Airways to LCC Terminal 2
- Move Runway 24 Left 340 feet south
- Build the centerline taxiway
- Build the Rent-a-car facility (this could occur sooner)
- Complete roadway connections from Rent-a-car facility to Central Terminal Area (could occur sooner)
- Complete roadway connections from CTA back out to freeways (could occur sooner)

CFTP-PC00002

Questions?

Please contact
Robert Acherman
Vice President
ARSAC
(310) 927-2127 racherman@netvip.com

CFTP-PC00002

Los Angeles International Airport Advisory Committee

Committee: Residents of El Segundo, Inglewood, Lennox, Hawthorne, Culver City and Westchester/Playa del Rey

November 10, 2008

Mr. Dennis Quilliam, City Planner
Los Angeles World Airports
Airports and Facilities Planning
7301 World Way West, 3rd Floor
Los Angeles, CA 90045-5803

Re: LAX Crossfield Taxiway Project
City File No.AD-034-08

Dear Mr. Quilliam:

The members of the LAX Area Advisory Committee (LAXAAC) are concerned about several aspects of the proposed LAX Crossfield Taxiway Project (CFTP), as described in the Draft Environmental Impact Report (EIR), issued in late September.

Although we, as airport neighbors, are encouraged by the expected improvements to air quality projected once the CFTP is operational due to improved traffic flow and less aircraft idling, we are concerned about the insufficient plans to mitigate the environmental impacts from the construction of the CFTP. Although the Draft EIR proposes to require construction measures to mitigate air pollution, noise, dust, hours of operation, construction workers' parking and transportation, and disturbance for neighboring communities, the methods and procedures designed to ensure compliance with these directives should be made more clear.

This is particularly significant given that the Draft EIR anticipates that without such mitigation measures, an additional four of every million residents near the airport will develop cancer as a result of the construction of the CFTP, and that even with such mitigation measures, two additional people in every million nearby residents are likely to develop cancer.

Other health impacts also will be significant, and the Draft EIR does not adequately account for all of them. For example, the high incidence of asthma in communities adjacent to the airport is not discussed in the Draft EIR. We are also concerned that the project's effects on air pollution are not examined thoroughly enough, particularly because the Draft EIR did not address particulate matter smaller than the $PM_{2.5}$ level. Inasmuch as technology is now available to look at this smaller particulate matter, we believe LAX should do so.

To insulate the communities from noise and air pollution impacts, LAWA should include an operation plan (in conjunction with the FAA Tower) that would ensure the preferential runway usage (takeoffs on inboard runways and landings on outboard runways on both the North and South Airfields) during all construction phases. This could be a concern if runways need to be closed during the construction. We see no discussion of this in the Draft EIR.

It appears that the Air Traffic Controllers in the FAA Tower will not have line-of-sight access to the entire Crossfield Taxiway at all times, but we see no discussion of that in the Draft EIR.

What measures will be in place to make sure they know everything that will be happening there?

We also believe that there must be a better delineation of the relationship and traffic patterns between the CFTP and the proposed Midfield Satellite Concourse, and the reconfiguration of the Tom Bradley International Terminal (TBIT) and its associated gates. As this subject is not addressed in this draft EIR, we fully expect it to be addressed when the Midfield Satellite Concourse draft EIR is prepared. It is not at all clear how the flow of both aircraft and passenger traffic into and around that proposed terminal will occur and whether that would impact the CFTP. Exactly how access would be accomplished to and from the Midfield Satellite Concourse and Central Terminal Area and the proposed passenger processing facility just east of the TBIT must be delineated.

Our Committee members believe that the Draft EIR must address these issues. Thank you for your consideration of our comments.

Sincerely,

Danna Cope

Danna Cope, LAXAAC Committee Chair
Los Angeles International Airport Area Advisory Committee
c/o LAX Community Relations Division

cc: Mayor Antonio Villaraigosa
Los Angeles Board of Airport Commissioners
LAWA Executive Director Gina Marie Lindsey
LAWA Deputy Executive Director Roger Johnson

Los Angeles International Airport Area Advisory Committee
Committee: Residents of El Segundo, Inglewood, Lennox, Hawthorne, Culver City, and Westchester/Playa del Rey

Los Angeles International Airport Area Advisory Committee (LAXAAC)
Background Statement

The Los Angeles International Airport Area Advisory Committee (LAXAAC) has been in existence for more than 30 years as an advisory board to the Board of Airport Commissioners (BOAC).

Members of the committee are appointed by the appropriate legal authority in communities immediately surrounding LAX:

El Segundo,
Lennox,
Hawthorne,
Inglewood,
Culver City,
Marina del Rey,
and the Westchester and Playa del Rey areas of Los Angeles.

The members of LAXAAC have one overriding concern about LAX: **safety.** This concern includes safety for those who work or live near LAX in addition to air passengers, crews, and aircraft.

Other concerns for committee members are air and noise pollution and surface traffic in and around their communities.

The members of LAXAAC will continue to participate in LAX issue discussions and proposals and look forward to on-going interaction with the members of the BOAC and LAWA staff.

04/07

From wabs7791@mypacks net [mailto wabs7791@mypacks net]
Sent Monday, November 10, 2008 8 00 PM
To Cross Field Project
Subject Public Comments Entry on CFTP

Hello,

Here are my comments for this project(S),

1) First and most important that no runways are to be extended North impinging onto Westchester parkway WE DO NOT WANT ANY EXPANSION OF THE NORTH RUNWAY

2) The Airport infrastructure is a mess I fly all over the world and this airport is in extreme disrepair Gates and terminals are run down, Baggage terminals are a nuisance to get to, TSA security setup and passanger handling is the worst I have seen in any airport

3) Understanding the secondary runways are undersized to handle aircraft as the A380 This aircraft should be able to be serviced in existing terminals Again we do not want any expansion of runways to impinge upon existing businesses or roads

4) General transportation is terrible at this airport Very little public transportation exists (rail or buses) The 105 freeway should have been extended into the airport and NOT dumped ontpo Sepulveda The train parallel to the 105 needs to have a spur added to the airport as well Why terminate it at the current position of Imperial Highway? This make little sense

5) The fire station and fire fighting facility should be done since the existing facility is outdated

Gary Schivley

Westchester, Ca

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