

APPENDIX A

Public Scoping Meeting Report



Airport Metro Connector Transit Station Public Scoping Meeting Report

February 23, 2015

Submitted by:

⟨THE ROBERT GROUP⟩

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1.0 INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated a Draft Environmental Impact Report (DEIR) for the Airport Metro Connector (AMC) transit station, near Aviation Boulevard and 96th Street. Metro is serving as the lead agency for purposes of the California Environmental Quality Act (CEQA) environmental clearance.

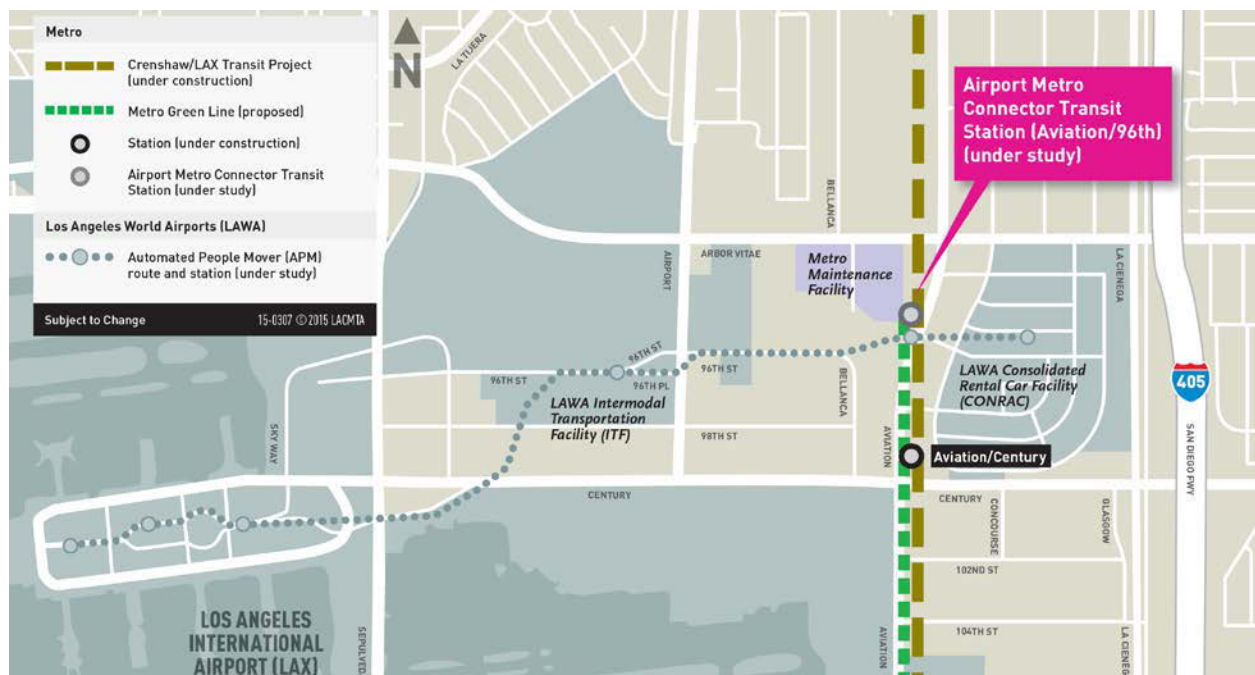
1.1 Background to Study

The AMC transit station, to be served by the Metro Green and Crenshaw/LAX lines, will provide a connection to the Los Angeles International Airport (LAX) via an Automated People Mover (APM). The APM will be built and operated by Los Angeles World Airports (LAWA). Metro's AMC transit station is envisioned to include the following components:

- Bus plaza for Metro and municipal buses;
- Passenger pick-up and drop-off locations;
- Pedestrian and bicycle amenities; and,
- Enclosed transit center/terminal building that connects Metro's transit station with LAWA's APM station.

1.2 Study Area

The AMC transit station will be located along the Green and Crenshaw/LAX lines, at the intersection of Aviation Boulevard and 96th Street, as shown in the map below.



AMC Transit Station Location Map

1.3 Purpose of Report

According to the Council on Environmental Quality's State CEQA Guidelines (14 California Code of Regulations, Sections 15082-15083), state lead agencies should use a public scoping process to help define the appropriate range of issues, and the depth and breadth of analysis to be addressed in a major environmental document. This report documents the lead agencies' compliance with the scoping requirements of CEQA.

2.0 SCOPING PROCESS

This section documents the activities completed during the scoping process for the AMC Project. The activities included the following:

- Developing and implementing the Public Participation Plan (PPP);
- Posting the Notice of Preparation (NOP) with the State Clearinghouse and the County Clerk/Recorder of Los Angeles County to formally initiate the CEQA process of the Office of Planning and Research (OPR);
- Placing NOP notices in newspapers for public circulation;
- Mailing the NOP to potentially affected government agencies to advise of project initiation and invite to the scoping meetings;
- Providing key documents in bi-lingual format (English and Spanish);
- Developing and deploying the project website to further facilitate the transmittal of information; and,
- Recording comments that were received during and after the scoping meeting (Comments and issues raised at the scoping meeting will be used to define the components of the project scope).

2.1 Early Scoping Activities

2.1.1 Public Participation Plan

A detailed Public Participation Plan (PPP) was developed to ensure that thorough, inclusive, and transparent communication will be conducted during key milestones of the project, which will include the Public Scoping and Draft Environmental Impact Report (DEIR). The PPP will be designed to identify and engage stakeholders, establish communication protocols, track public input, and maintain a schedule for public participation.

2.1.2 Stakeholder Database

The project team developed a stakeholder database of over 1,500 contacts to coordinate communication with the community; the list will be maintained and updated throughout the duration of the project. The stakeholder database for the project consisted of opinion leaders and local stakeholders in and around the project area, including neighborhood and community groups, civic clubs, industries, agencies, businesses, and employment centers, elected officials, and the media. The database is managed in an Excel spreadsheet format to store information; MailChimp has also been used to track the effectiveness of outgoing correspondence as it tracks whether an email has been opened, read or forwarded. The database combined Metro's existing

project contacts, as well as contacts in the project area from the public outreach consultant. A summary of the stakeholders categories are included in the table below:

Stakeholders	Quantity
Community Stakeholders	1,255
Elected Officials	73
Media	200
Total	1,528

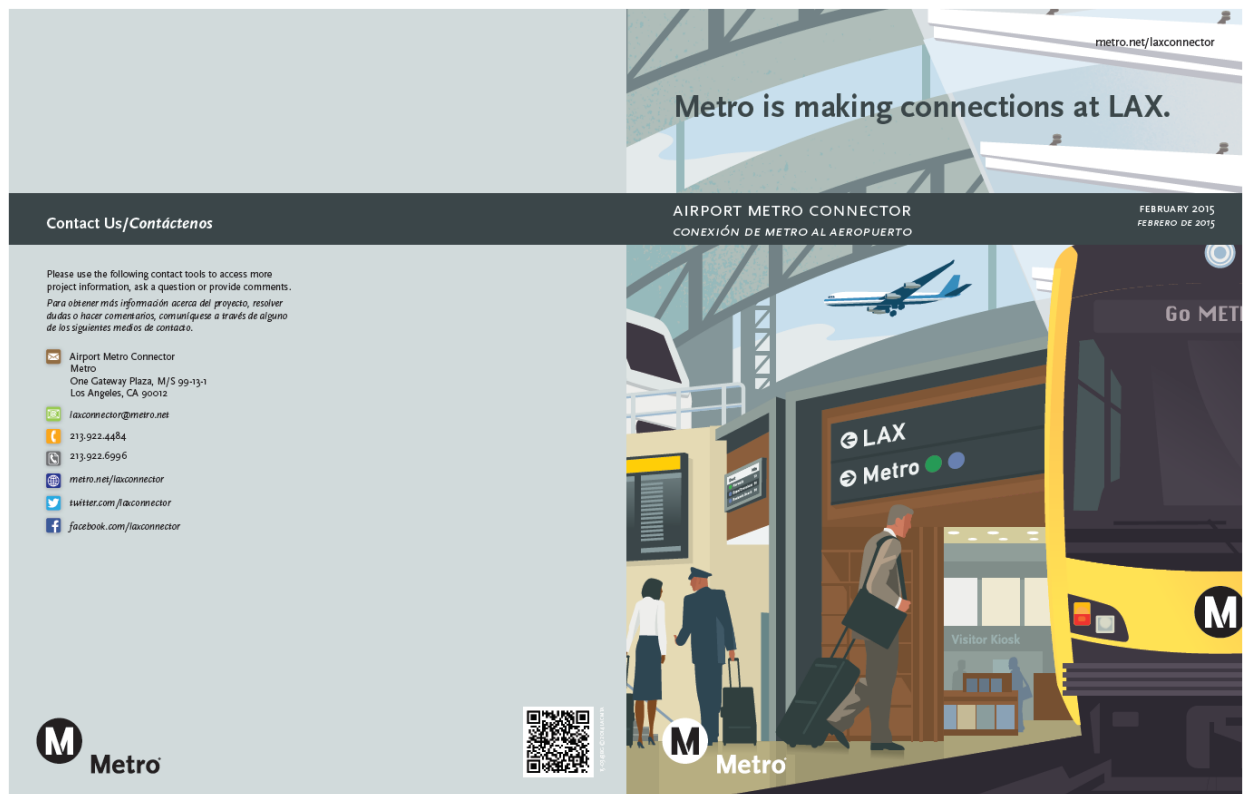
Attendees of the public scoping meeting, or persons submitting comments with their contact information, would be added to the database for future information dissemination.

2.1.3 Fact Sheet

The project team prepared a fact sheet that was provided to stakeholders at the following events:

- Elected officials at a briefing on February 19, 2015;
- Attendees at Metro’s Public Scoping Meeting on February 23, 2015; and,
- Attendees at LAWA’s Open House events on February 19 and 21, 2015.

The fact sheet provided notification of the Public Scoping Meeting and project background, as well as the project web page and contact information. The fact sheet, shown below and overleaf, included information in both English and Spanish.



Make Your LAX Connection!

Metro is planning a new transit station that will connect the Los Angeles International Airport (LAX) to the regional rail system.

Once complete, the Airport Metro Connector (AMC) transit station (near Aviation Blvd/g6th St) will provide the connection to a future Automated People Mover (APM) to be built and operated by Los Angeles World Airports (LAWA). In June 2014, the Metro Board of Directors approved adding a station to the Crenshaw/LAX Line (currently under construction) at Aviation Blvd/g6th St that will serve as a transit "Gateway" to LAX. The AMC transit station is envisioned to include the following basic components:

- > Light Rail Transit (LRT) station to be served by both the Metro Green and Crenshaw/LAX Lines
- > Bus plaza for Metro and municipal buses
- > Passenger pick-up, drop-off, pedestrian, and bicycle amenities
- > Enclosed transit center/terminal building that connects Metro's transit station with LAWA's APM station

LAWA's APM will be an elevated line on a dedicated right-of-way with three stations currently planned within the Central Terminal Area (CTA). Three additional stations are also planned to be located outside the CTA at LAWA's proposed Intermodal Transportation Facility (ITF), Metro's AMC Transit Station and LAWA's Consolidated Rental Car Facility (CONCAR). Passengers, visitors, airport employees and others will be able to transfer quickly and easily from the at-grade Metro transit station to the elevated APM. LAWA will lead the environmental review for the APM, while Metro will conduct the environmental review for the AMC transit station.

This type of "Rail to APM" connection can be found at other airports around the country including: San Francisco, Oakland, New York (John F. Kennedy), Newark, Miami, Dallas/Fort Worth, and Phoenix.

The Metro Green and Crenshaw/LAX Lines will also serve a station at Aviation/Century that will connect transit riders to areas with destinations along the busy Century Blvd corridor.

¡Haga su conexión a LAX!

Metro planea una nueva estación de tránsito que conectará el Aeropuerto Internacional de Los Ángeles (LAX) con el sistema de trenes regionales.

Una vez se termine, la estación de tránsito del conector de Metro al aeropuerto (Airport Metro Connector, AMC) cerca de Aviation Blvd/g6th St, proporcionará la conexión a un transporte de personas automatizado (Automated People Mover, APM) que será construido y operado por Los Angeles World Airports (LAWA). En junio de 2014, la Junta de Directores de Metro aprobó la adición de una estación a la línea Crenshaw/LAX (actualmente en construcción) en Aviation Blvd/g6th St, que servirá como una "puerta" de tránsito hacia LAX. Se prevé que la estación de tránsito del AMC incluya los siguientes componentes básicos:

- La estación del tren ligero (Light Rail Transit, LRT) será atendido por Metro Green Line y la línea Crenshaw/LAX Line
- Plaza de autobuses para Metro y autobuses municipales
- Área para recoger y dejar pasajeros, servicios para peatones y ciclistas
- Edificio central/terminal de tránsito cerrado que conecta la estación de tránsito de Metro con la estación de APM de LAWA

La APM de LAWA será una línea elevada sobre una línea prioritaria conectada con las tres estaciones que actualmente están planeadas dentro del área central de la terminal (Central Terminal Area, CTA). Igualmente, se tiene planeado ubicar tres estaciones adicionales fuera de la CTA en el centro de transporte intermodal (Intermodal Transportation Facility, ITF) propuesto de LAWA, la estación de tránsito de Metro de la línea consolidada de tren de automóviles (Consolidated Rental Car Facility, CONCAR) de LAWA. Los pasajeros, visitantes, empleados del aeropuerto y otras personas podrán transportarse de manera rápida y fácil desde el nivel de la estación de tránsito de Metro hasta el APM elevado. LAWA dirigirá la evaluación medioambiental del APM y Metro hará la evaluación medioambiental de la estación de tránsito del AMC.

Este tipo de conexión "de tren a APM" se puede encontrar en otros aeropuertos alrededor del país, incluidos: San Francisco, Oakland, Nueva York (John F. Kennedy), Newark, Miami, Dallas/Fort Worth y Phoenix.

Metro Green Line y Crenshaw/LAX Line también incluirán una estación en Aviation/Century que conectará los servicios de tránsito con destinos a lo largo del trayecto corredor de Century Boulevard.

Study Area Map

The map illustrates the geographic context of the proposed Airport Metro Connector (AMC) station. It shows the intersection of Aviation Blvd and g6th St, with the station site highlighted in pink. Key landmarks include the Los Angeles World Airport (LAX), the existing Crenshaw/LAX Line (indicated by green and blue dashed lines), and the future Automated People Mover (APM) facility (indicated by a yellow dashed line). The map also shows surrounding streets like Sepulveda Blvd, Van Ness Ave, and the Harbor Freeway (I-10).

Metro and LAWA will continue to coordinate and collaborate throughout the environmental review process to design an improving connection.

Improving the connection between LAX and Metro's regional rail system is a key priority. Metro is beginning formal environmental review for the new AMC transit station (near Aviation Blvd/g6th St) and continuing to coordinate with LAWA as they plan the APM. Throughout the review process for the APM, while opportunities, there will be opportunities for you to provide your comments, and we encourage your feedback.

Help us plan the AMC transit station. We want to hear about your view for creating a station that:

- > Offers a quick, convenient option to connect to the airport using mass transit
- > Connects to the larger regional transportation network
- > Provides a world-class passenger experience

The AMC transit station can be the new "Gateway" to LAX for transit riders. Tell us what you think are the most important design elements and amenities for the station. We welcome your thoughts and ideas and look forward to hearing from you.

Metro and LAWA continuarán coordinando y colaborando juntos a través del proceso de revisión medioambiental para diseñar una conexión efectiva.

Mejorar la conexión entre los sistemas de trenes regionales de LAX y Metro, es una prioridad clave. Metro está empezando la revisión medioambiental formal para la estación de tránsito del AMC (cerca de Aviation Blvd/g6th St) y sigue coordinando con LAWA durante la planificación del APM. Durante todo el proceso de revisión para la estación de tránsito del AMC, usted tendrá oportunidades de proporcionar sus comentarios e invitamos a su retroalimentación.

Ayúdenos a planificar la estación de tránsito del AMC. Queremos escuchar su visión para crear una estación que:

- > Ofrezca una opción rápida y conveniente para conectarse al aeropuerto usando transporte colectivo
- > Se conecte con la red de transporte regional más grande
- > Proporcione una experiencia de primera clase

La estación de tránsito del AMC puede ser la nueva "puerta" a LAX para los usuarios de tránsito. Díganos cuáles cree que son los elementos de diseño y las comodidades más importantes para la estación. Queremos recibir sus opiniones e ideas y esperamos escuchar pronto de usted.

Airport Fact Sheet

2.1.4 Introductory Mailing

Informational tri-folds were mailed to the initial project database on February 6, 2015. The mailers, shown below, informed the community of the Public Scoping Meeting and Metro's request for their input on the project. The tri-folds were also used as "take ones" on Metro's public transportation vehicles. Similar to the fact sheet, the information was provided in both English and Spanish.

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2.1.5 Project Information Telephone Line

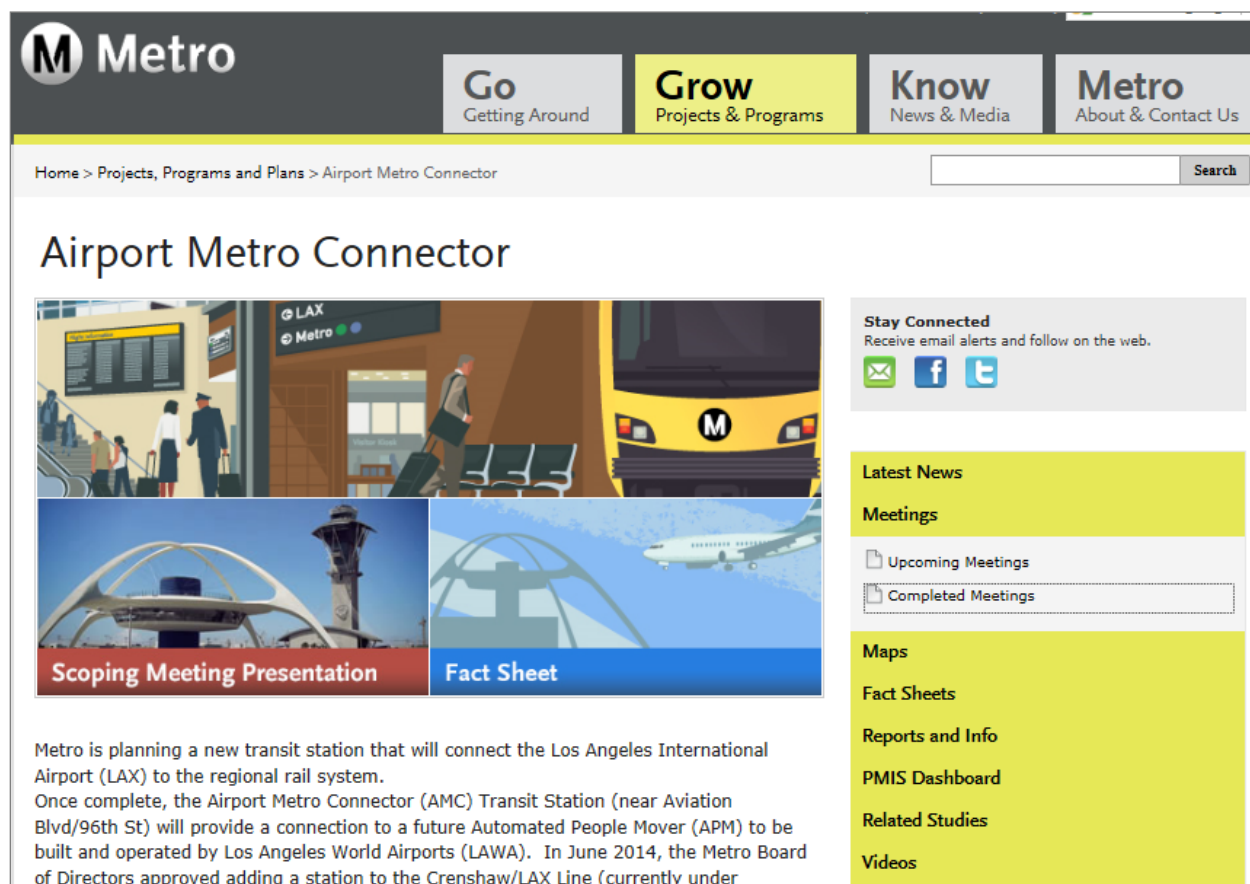
The Airport Metro Connector Project information telephone line was set up and monitored regularly by the project team. The information telephone line, (213) 922-4484, was published in all communication materials prepared for the project. A total of three public comments were received via the information line.

2.1.6 Project E-mail Box

Comments submitted via the project email address, laxconnector@metro.net, were documented and logged into a master spreadsheet for project consideration (see Appendix A). Out of 72 comments received, a total of 37 comments were received via email.

2.1.7 Project Web Page

The project web page, <http://www.metro.net/projects/lax-extension>, was used as an avenue for notifying stakeholders about the Public Scoping Meeting, providing a resource for project information (meeting presentation, fact sheet, and meeting notices), accessing comment forms, and housing the link to the scoping meeting webcast. Metro received 17 comments via the web page.



AMC Project Web Page

2.2 Initiation of Scoping

Distribution of the NOP initiated the public scoping effort. The scoping period opened on February 6, 2015 and closed on March 9, 2015. The NOP announced Metro's intent to prepare an EIR pursuant to CEQA; the NOP advised California agencies of their obligation to comment on the proposed project within 30 days. In addition, it provided formal notice of the opportunity to comment in writing and/or at the Public Scoping Meetings. The NOP was also sent by Metro to the State Clearinghouse and was posted at the Los Angeles County Clerk's Office on February 3, 2015.

All NOP documents, including the notice of intent/notice of preparation NOI/NOP (which were printed in local newspapers) can be found in Appendix B.

2.3 Elected Officials Briefing

Metro held an Elected Officials Briefing to inform elected officials and their staff representatives of the AMC transit station project prior to the Public Scoping Meeting. The briefing took place on February 19, 2015 from 2:00 – 4:00 PM at the Westchester Municipal Building Community Room, located at 7166 Manchester Avenue, Los Angeles, California 90045.

Invitations for the Elected Officials Briefing, were sent out through Metro's Government Relations team on February 5, 12, and 18, 2015.



Elected Officials Briefing Meeting

The briefing provided a preview of the presentation that would be viewed by the public at the Public Scoping Meeting the following week. The briefing addressed questions and concerns elected officials and their staff might have about the project.

Approximately 25 elected officials and/or staff representatives attended the meeting. Elected officials from the cities of Culver City, Hawthorne, and Inglewood attended in person. Staff representatives from the offices of State Senator Holly Mitchell, State Senator Ben Allen, State Senator Isadore Hall, Assemblymember David Hadley, Assemblymember Autumn Burke, Assemblymember Sebastian Ridley-Thomas, Congresswoman Maxine Waters, and Los Angeles Councilmember Mike Bonin were also in attendance. The sign-in sheet from the briefing is included in Appendix C. Take-one notices and the project fact sheet were provided to all of the meeting attendees. Metro encouraged attendees to distribute information about the Public Scoping Meeting to their constituents.

The main questions addressed were regarding the APM and the future land uses on the rest of the site. LAWA representatives were present at the meeting and addressed the questions and concerns specific to the LAX Landside Access Modernization Program (LAMP).

2.4 Participating Agency Invitations

An invitation to participate in the environmental review process was mailed to 151 agencies on February 5, 2014. A full list of participating agencies can be found in Appendix D.

The invitation announced Metro’s intent to prepare an EIR pursuant to CEQA. It provided formal notice of the opportunity to comment in writing and/or at the Public Scoping Meeting. In addition, agencies electing to participate were asked to do the following:

- Identify, as early as practicable, any issues of concern regarding potential environmental or socioeconomic impacts of the project;
- Participate in the issue resolution process;
- Provide meaningful and timely input on unresolved issues; and,
- Participate in the scoping process.

2.5 NOP Mailings

An NOP was sent to 151 agencies on February 2, 2015. The NOP was distributed via a trackable delivery service (confirmed delivery via the United States Postal Service (USPS)). A list of the agencies on the distribution list is included in Appendix D.

2.6 Public Notices

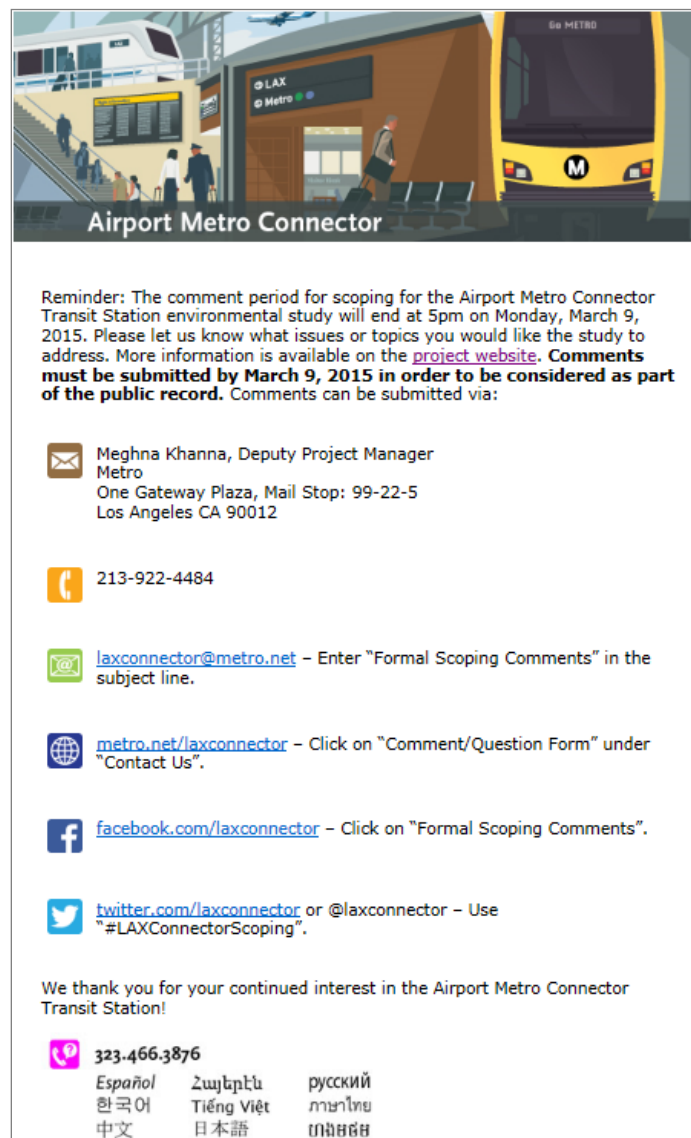
Targeted outreach was conducted to local, multi-cultural news media and blogs. The following list of media was contacted to encourage attendance and coverage of the Public Scoping Meeting:

Media
2Urban Girls
AirRailNews
Argonaut
Aviation Pros
Culver City Patch
CurbedLA
Daily Breeze Online
Daily Breeze Print
Herald Publications Print
ImpactoUSA (Spanish language)
Inglewood Today
LA Times
Los Angeles Sentinel
Los Angeles Wave
Our Weekly
Santa Monica Lookout
Santa Monica Mirror
Streetsblog LA

2.6.1 Email Notifications

A total of three email notices (e-blasts) were sent out prior to the Public Scoping Meeting to over 1,200 stakeholders in the project database with email addresses. Following the Scoping Meeting, two additional email notices were sent out: this included a “thank you” to stakeholders who attended, and a reminder to submit comments prior to the comment deadline. The emails provided a link to the webcast video, the project website, and the methods to provide public

comments. The reminder email was sent on March 6 and served as a final request for comments prior to the deadline.



Example of e-blast sent to stakeholders

2.6.2 Take-Ones

Take-ones were provided to transit operators on February 1, 2015, to distribute on Metro’s bus and rail lines. The outreach material was made available on the following transit systems: Beach Cities Transit, Culver City Bus, Gardena Municipal Bus Lines, and Torrance Transit.

In addition, librarians were briefed about the project at local library branches in and around the project area; take-ones were also left at the local branches. A total of 250 take-ones were distributed to the following libraries:

Locations
Hawthorne Library
Imperial Library
Inglewood Library
Lennox Library
Westchester Loyola Village Library

2.6.3 Legal Advertisements

Formal legal advertisements were placed by Metro in the following newspapers:

Newspaper	Run Date
Daily Breeze	2/6/2015
La Opinion (Spanish language)	2/6/2015
Los Angeles Sentinel	2/5/2015

2.6.4 Newspaper Advertisements

In addition to the legal advertisements placed by Metro, print advertisements announcing the Public Scoping Meeting were placed in the following newspapers:

Media Outlets	Run Date
Argonaut	2/12/2015
Inglewood Today	2/12/2015
Los Angeles Sentinel	2/12/2015
Los Angeles Wave	2/12/2015
El Segundo Herald	2/16/2015
Hawthorne Press Tribune	2/16/2015
Inglewood News	2/16/2015
ImpactoUSA (Spanish language)	2/14/2015
Our Weekly	2/16/2015
Torrance Tribune	2/16/2015

An example of the newspaper ads placed is included on the next page.



**We want your feedback on
the transit connection to LAX.**

Airport Metro Connector Scoping Meeting

Metro is planning a new transit station that will connect the Los Angeles International Airport (LAX) to the regional rail system. Once complete, the Airport Metro Connector transit station (near Aviation Blvd/96th St) will provide the connection to a future Automated People Mover to be built and operated by Los Angeles World Airports.

**Monday, February 23, 2015
6 – 8pm**
Flight Path Learning Center
6661 W Imperial Highway
Los Angeles, CA 90045

*Served by Beach Cities Transit Line 109
with connections at Metro Green Line
Aviation/LAX Station and LAX Transit
Center. Free parking is available on site.*

This meeting will be broadcast live online for those unable to attend in person. Visit metro.net/laxconnector or ustream.tv/channel/airport-metro-connector.

All Metro meetings are held in ADA accessible facilities. Spanish translation will be provided. ADA accommodations and other translations are available by calling 213.922.4484 at least 72 hours in advance of the meeting.

 323.466.3876

Español Tiếng Việt
 한국어 日本語
 中文 русский
 Հայերեն עברית
 ไทย

 **Metro**

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Example print ad published in local newspapers

2.6.5 Display Advertisements

Digital advertisements, in both English and Spanish, were placed in the following social media outlets and online publications:

Publications	Run Date
Facebook	2/6/2015
Twitter	2/6/2015
Streetsblog LA	2/12/2015
Daily Breeze Online	2/16/2015

An example of one of the English and Spanish-language ads placed are included below:

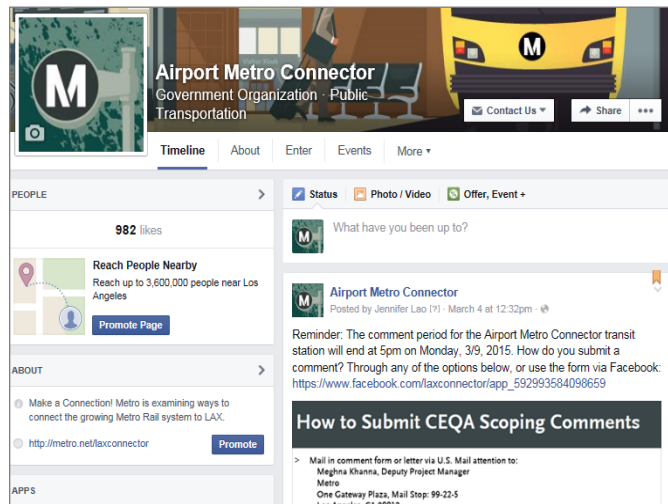


English and Spanish online ad

2.6.6 Social Media

Facebook and Twitter were used to promote the Public Scoping Meeting by posting meeting information and sending reminder notices to followers. The project Facebook page is available at <https://www.facebook.com/laxconnector> and the Twitter page is available at <https://twitter.com/laxconnector>.

These social media channels also publicized the scoping meeting webcast video on the project website and requests for input during the public comment period. Currently, Facebook has 1,095 likes and Twitter has 525 followers.



AMC Facebook Page

2.7 Community Group and Agency Telephone Calls

Following distribution of the Public Scoping Meeting invitation flier, the project team placed calls to elected officials and their staff to ensure they were aware of the project. The calls also provided an opportunity to engage their feedback and/or recommendations to increase outreach to the community, including any newsletters, websites, or other outlets in which they could use to assist in the dissemination of project information.

2.8 Public Scoping Meeting

In conformance with CEQA requirements, Metro held a Public Scoping Meeting for the public to provide comments, concerns, and/or issues they wanted to be considered in the Draft EIR. The Public Scoping Meeting was held on February 23, 2015, from 6:00-8:00 pm at the Flight Path Learning Center, 6661 Imperial Highway, Los Angeles, California 90045.

The community was provided with a presentation by Metro that included an overview of the project, the project area, timeline, next steps, and methods to submit comments. A copy of the presentation is included in Appendix E. There were 45 stakeholders who signed in at the meeting; attendees came from as close as El Segundo to as far away as Downtown Los Angeles. The elected officials in attendance were the Mayor Pro Tem of the City of El Segundo, Carl Jacobson, and the Mayor Pro Tem of the City of Hawthorne, Olivia Valentine. The sign in sheet from the Public Scoping Meeting is included in Appendix F.

2.8.1 Public Scoping Meeting Format

The format of the meeting included an open house, which allowed community members to view project poster boards set up in the meeting space at their own pace. Metro and LAWA staff were present at the project display boards to answer questions related to the technical aspects of the project.

A PowerPoint presentation of the project took place after the open house. Upon concluding the presentation, members of the public were invited to provide formal public comments. Speakers were required to fill out a speaker card, and comments were limited to two minutes. Attendees who completed speaker cards gave their public comment, which was recorded by a court reporter. The community was encouraged to stay and talk to Metro and LAWA staff one-on-one once all public comments were made. Spanish translation services were at the meeting.

The Public Scoping Meeting was also set up to provide a video of the meeting. The recording of the meeting was accessible the next day (February 24) via a link to Ustream on the project website.

Links to the video were posted on Twitter, Facebook, and included in a thank you email that was sent to stakeholders following the meeting, on February 25. Currently, the video has been viewed 237 times and is available at <http://www.ustream.tv/channel/airport-metro-connector>.



Ustream video of the Scoping Meeting

2.8.2 Public Meeting Materials

All attendees received a project fact sheet, take-one, as well as handouts regarding LAWA's LAMP Project. Presentation boards were on display at the meeting, allowing the community to obtain more information and speak directly to project members stationed at each display before and after the presentation.

2.9 Public Comments Received

During the Public Scoping Meeting, four community members provided verbal public comments on topics that included the inconvenience of transferring from the 96th/Aviation Station to the APM, crime, cost concerns, and future development uses for the station. Representatives from the following organizations provided public comments: Citizens for Better Mobility, LAX Focus Group/LAX Master Plan Stakeholder Group/Tuskegee Airmen Inc. for the LA Chapter, CD11 Transportation Advisory Committee, and the South Bay Cities Council of Governments (SBCCOG).

The public was informed that additional comments could be submitted via mail, phone, email, project website, Facebook, and Twitter and that all public comments were due by 5:00 PM on March 9, 2015.

2.10 Interagency Scoping Meeting

Metro coordinated with LAWA regularly throughout the planning phase and execution of the Public Scoping Meeting. LAWA staff attended progress meetings in preparation for the AMC Public Scoping Meeting prior to the event and representatives were present at the Elected Officials Briefing and at the Public Scoping Meeting to address questions from the public.

LAWA Scoping Meeting Support

LAWA held two Public Scoping Meetings for the LAMP Project, which also featured information about the AMC transit station. LAWA's meetings consisted of an open house format, allowing community members the opportunity to view project poster boards set up around a room. LAWA representatives were stationed at each poster board to address questions and concerns.

Metro and/or consultant staff attended both meetings to engage with the public on the AMC project and to encourage those attending LAWA's Public Scoping Meetings to attend the AMC Public Scoping Meeting the following week.



LAWA Brochure that included AMC collaterals

Attendees at the LAWA Scoping Meeting did not have direct concerns about the AMC transit station. Instead, they expressed excitement about the new Metro station and anticipation for the increase in business it would potentially generate in the area. Approximately 80 community members attended both events. Both meetings were held at the Proud Bird at 11022 Aviation Blvd, Los Angeles, California

90045, on February 19, 2015, from 5:00 – 8:00PM, and on February 21, 2015, from 10:00AM - noon.

3.0 SUMMARY OF SCOPING COMMENTS

In compliance with the required environmental review process under CEQA, the public comment period for scoping closed on March 9, 2015; Metro continued to receive and record all comments until March 24. Comments were collected via email, the project website, letters, public comments and comment cards during the scoping meeting, and through the phone line. A total of 72 comments were received. All comments are included in the Appendix A.

A breakdown of the number of comments collected via each method are included below:

- 37 comments via email;
- 17 comments via a comment form on the project website;
- 9 comments via written letters;
- 4 public comments at the Public Scoping Meeting;
- 3 comments on the phone line; and,
- 2 comments via comment forms at the Scoping Meeting.

3.1 Comments by Topics

A summary of the comments, categorized by topic, is included in Appendix A. Most of the comments received were regarding the station design and connections to the AMC along the station. The most common topics included:

- Easier access between the station and the APM;
- Designing a more direct Metro LRT connection between Downtown Los Angeles and LAX;
- Incorporating public art at the station; and,
- Ensuring signage and directions at the station are clear and multi-lingual.

Included in the comments were 11 statements of support for the project. An overview of the organizations that provided comments is included below:

- Alliance for Regional Solution to Airport Congestion
- CA Public Utilities Commission
- State of California Department of Transportation (Caltrans)
- CD 11 Transportation Advisory Committee
- Citizens for Better Mobility
- City of Culver City
- City of Inglewood
- City of Los Angeles, Department of Transportation
- City of Los Angeles, Council District 11
- County of Los Angeles, Department of Parks and Recreation
- Gateway to Los Angeles Business Improvement District
- Los Angeles World Airports



- LA County Bicycle Coalition
- Los Angeles County, Department of Public Works
- Mar Vista Community Council
- South Bay Cities Council of Governments
- Southern California Association of Governments
- US Air Force
- US Environmental Protection Agency
- West Adams Neighborhood Council

APPENDIX A

Public Comment Summary

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
1	Fizer	Roylee	hammondorganman7@yahoo.com	Individual	n/a	Email	APM Design	Yes I like rail transfer to rail and not rail to cheep rubber tire monorail. Take this to you're people mover designer who's going to built the fine two car people mover show them we don't want no cheep junky rubble tire mono buss looking train people mover. Please discuss this with people mover planners. I've seen with the Florida people mover look like after seeing rubber black tire marks on the guide way. I would hate to see the ugly mistake happen to Los Angeles people mover. I hope we will keep the two cars on steel rails for a people rail mover and not a two car rubber tire buss. Food.
2	Bruins	Eric	eric@la-bike.org	Regional Institution	Los Angeles County Bicycle Coalition	Email	Bicycle Access	The Los Angeles County Bicycle Coalition (LACBC) works to improve mobility for bicyclists of all ages and abilities, for transportation and recreation, across Los Angeles County. LACBC appreciates the opportunity to comment on this exciting and regionally significant project to create much-needed integrated, multi-modal access for Los Angeles International Airport. We believe that this project provides substantial opportunity to also increase access to LAX for bicyclists as is now common at world-class airports around the globe. While many LAX trips are regional in nature, a significant number originate from the densely populated Westside and South Bay, both for airport employees and travelers. The roads around LAX are currently extremely difficult to navigate by bicycle, and bicycle facilities at the airport are scarce. In my own experience, the one public bike rack at Terminal 1 is generally over capacity and fails to meet current LA City standards. Access to this bike parking requires riding on high-speed Lincoln Boulevard with no accommodations for bicyclists. This project is governed by the City of Los Angeles Bicycle Plan and Mayoral Directive No. 20 (2011, attached), as well as Metro's recently adopted Complete Streets Policy. We look forward to a productive dialog with you to apply these plans and policies to this project in a way that provides meaningful improvements to travelers and employees accessing LAX by bike. The following specific issues must be addressed by the EIR for the Airport Metro Connector project: • Bicycle parking (long-term & short-term, including repair and assembly facilities) • Implementation of Bicycle Plan facilities on all streets impacted by project • Designation of clear, high-quality (8-80) access routes to and from all bicycle parking facilities • Stair channels at all locations where bike access is permitted
3	Chien	Jui Ing	jchien@parks.lacounty.gov	Local Institution	County of LA, Dept. of Parks and Recreation	Email	General	see PDF

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4	Gonzalez	Alejandra	alejandra.gonzalez.116@my.csun.edu	Individual	n/a	Email	Inquiry	Is anyone against this? Who and why? How are some ways Metro is going about to promote and seek feedback? Is there someone in charge I could speak with about this? I'm writing a story on this and would like to meet with someone one on one. I'd appreciate it.
5	Devlin	Kevin	n/a	Individual	n/a	Email	Inquiry	Last year the WSC considered at a public hearing the staff recommendation to cut back Line 534 from going all the way to the West LA Transit Center. The recommendation was to go only Trancas Canyon to Santa Monica. And this was scheduled to take effect when the Expo Line Phase Two opens up. I understand the vote was 5-0 to endorse the staff recommendation. Question 1) Was the vote 5-0 to endorse the cut back? Question 2) Who were the WSC members present and voting? Question 3) Was any WSC member present. But did not vote? Question 4) Who were the members of WSC that did not show up to vote? Question 5) Were any WSC seats vacant at the time of this vote? Question 6) If vacant. Who was the appointing authority for the vacant seat(s)?
6	Friess	K. Erik	rfriess@allenmatkins.com	Business	Hertz	Email	Land Use, Air Quality	see PDF
7	Friedman	Alexander	alek3000@sbcglobal.net	Individual	n/a	Email	Metro Line Design, APM Design	I would like to state my suggestions in writing, since I won't be able to make it to the public meeting (due to the extremely inconvenient location): 1) First and foremost, you must change the location of LAX area-intended public meetings. The "6661 West Imperial Hwy" address - which is south of LAX - is out of mass transit reach for most riders! The mentioned bus line 109 operates very infrequently, making it hard to get to/from the meeting. I would suggest to use a location north of LAX - namely, near the LAX Transit Center, The LAX Transit Center is much easier reached for transit riders, and the close proximity of Century Blvd offers many hotels and other public places to host the meeting. 2) The APM (Automatic People-Mover) should run frequently (at least every couple of minutes) - to make its service reliable and be worth the transfer. 3) The APM should make stops at each of the terminals (not just "three stations near terminals", mentioned by Metro). Another station near the current LAX Transit Center is also mandatory. 4) The LRT station should be built strategically in such a way - so that future rail extensions will be accommodate. For instance, an LRT Green line extension along Lincoln Blvd should be built in the future - to offer more mobility options and relieve congestion along Lincoln Blvd. Therefore, the station should be built to allow easy future extensions. 5) Ideally, the Green and Crenshaw line should go directly into LAX (under the terminals). However, if that's impossible - please consider all options above.

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8	Meeks	Steven	smeeks.wanc@gmail.com	Neighborhood Council	West Adams Neighborhood Council	Email	Neutral	The boundary area of the West Adams Neighborhood Council is located several miles from the AMC project. We are therefore not impacted by its development in the immediate area of the AMC. The only portion of the overall project that is in our area is the Crenshaw/Expo Line intersection. We hope this helps.
9	McKay	Christopher	Christopher.McKay@tsa.dhs.gov	Individual	TSA	Email	No comment	At this point, we would not offer any formal comments on the environmental effects of the project. However, TSA is interested in monitoring this project as it begins to move out of the environmental impact stage into design and construction and proposed security measures are discussed. TSA appreciates the opportunity to comment and please feel free to contact me at any time.
10	Wilcox	Mindy	mwilcox@cityofinglewood.org	Local Institution	City of Inglewood	Email	No comment	Thank you for the opportunity to provide comments on the Notice of Preparation of an Environmental Impact Report for the above project. The Inglewood Planning Division has no comments at this time but we request that we continue to receive CEQA notifications and other public notifications regarding this project as it progresses. Thank you.
11	Mallozzi	Bill	billymallozzi@gmail.com	Individual	n/a	Email	Project Support	No doubt, it's a winner! Go for the program, guaranteed to help the terrible congestion that permeates LAX
12	Mallozzi	Bill	billymallozzi@gmail.com	Individual	n/a	Email	Project Support	Go for it! Big time!
13	Nikitas	Kali	knikitas@otis.edu	Individual	Otis College	Email	Project Support	I am thrilled to read that Metro will soon be making the direct connection to LAX through the Metro Transit Station. Los Angeles is truly making its mark in the country as a big contender in mass public transit. In addition, not only is Metro impacting so many people's lives, the environment, and the social fabric of the city, but Metro has a history of being committed to public art as a mechanism for enriching the lives of its citizens and visitors. I trust that ,as the rail project expands to now include the last link to LAX, that all of the decision makers and stake holders continue to budget for and focus on the role that art and design play in the bigger picture.
14	Chang	Ping	n/a	Regional Institution	Southern California Association of Governments	Email	Request for Information	see PDF
15	Appleton	Zac	Appleton.Zac@epa.gov	National Institution	US EPA	Email	Request for Information	After doing some digging around with LAWA and FTA, we understand that this particular project does not have a federal nexus. However, the FAA/LAWA's Automated People Mover (APM) may initiate NEPA at the end of this calendar year. Therefore, if you could please include EPA in the distribution of your DEIR and FEIR, we can check that information to inform our future comments to FAA and LAWA on the APM.

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16	Friedman	Alexander	alek3000@sbcglobal.net	Individual	n/a	Email	Scoping Meeting	Is it possible to set-up another location for the meeting, other than "6661 West Imperial Highway" address? This location you offered is completely inconvenient, and is outside of mass transit reach! What's the point of setting up a meeting regarding a Mass Transit station if you cannot even provide a Transit-accessible meeting location? This makes no sense. Seriously, please consider a more convenient location - maybe next to Century Blvd and/or another location north of LAX.
17	Montealegre	Andrew	montealegre.andrew@gmail.com	Individual	n/a	Email	Station Connection	I have been studying LAWA's and Metro's information on the APM and Metro Connector. There is a dearth of specificity on both websites so it is hard to make comments but my first comment is to clarify uses/roles of the Metro Station and LAWA's ITF. It doesn't appear to be a truly intermodal transfer facility if there is no connection to the Crenshaw Line. Is the 96 St Station for transfers only between the Crenshaw Line and the APM? Info please. And add my voice to the chorus dismayed there is no direct connection to downtown.
18	Frey	Frederick	fifrey@earthlink.net	Individual	n/a	Email	Station Connection	I live in Canoga Park. From what I gather, to get to LAX I would have to: 1. Take the Orange Line to NoHo. 2. Take the Red Line to 7th/Metro. 3. Take the Blue Line to the Green Line 4. Take the Green Line to the Airport Metro Connector 5. Take the AMC to the Automated People Mover Sorry, but I would much rather keep doing what I now do: 1. Take the Orange Line to Chatsworth 2. Take Metrolink to Burbank Airport I avoid LAX like the plague.
19	Roe	Salty	n/a	Individual	n/a	Email	Station Connection	Once the new station is in operation, there should be express trains like the NY train to the plane. For instance a train starting at the end of the gold line would only pick up, go downtown, traverse to the blue line, traverse to the green line and discharge at LAX. A train from LAX would only pick up passengers and discharge heading to to the end of the the gold line. There should be an express from the end of each line to LAX.
20	Baty	Jonathan	jonathan@enerpath.com	Individual	EnerPath/ ESI	Email	Station Connection, Bicycle Access	It is about time! Please expedite this and focus on making a very rapid connection with MetroLink for Regional LAX users. If schedules could be synchronized so that Metro's connector to LAX could allow quick transfers to Metrolink that would be fantastic. Also, more secure bicycle storage is required at LAX for riders who use bicycles to complete the first and last legs of their journeys by bicycle.

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21	Kramer	Paul	lkramer12@earthlink.net	Individual	n/a	Email	Station Connection, Station Design, Customer Service	For passengers arriving at LAX and desiring to ride Metro Rail, easy transition from LAX Automated People Mover (APM) to Metro Rail is most important. Please consider: 1) A walkable link between APM and Metro Rail trains regardless of which direction passengers are travelling on Metro Rail. Ramps are far preferable to requiring use of stairs or elevator. 2) Room to provide manned Metro Rail ticket booths in addition to ticket machines. Many foreign travelers have difficulty using machines to first purchase TAP cards and then put fare on them. 3) The presence of sufficient Metro personnel to help arrivals navigate the Metro system to their final destination. Providing quickly written, individualized routes and connections would be excellent. 4) Full weather protection for all platforms and walkways. Both rain and glaring sun are unpleasant for harried travelers. Rail and APM are exciting projects which will truly make LAX a world-class airport.
22	Artstein	Ron	all@artstein.org	Individual	n/a	Email	Station Connection, Station Design, Fares	see PDF

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23	Fung	Hang	hank@bleeble.org	Individual	n/a	Email	Station Connection, Station Design, LAMP Design	Comments on Scoping Report: - Scoping report should describe what is proposed to replace existing bus transit facilities at Aviation Green Line and Lot C LAX City Bus Center stations, as the project envisions them being replaced by the Airport Metro Connector Transit Station. Will bus service continue to serve Aviation Green Line, particularly as some of the routes there serve destinations other than LAX? - If Airport Metro Connector Transit Station is going to be a major bus hub, then the impacts of multiple buses departing at once in a timed transfer fashion should be studied and discussed, in order to not preclude future operations of bus transit at this location. Having buses, especially high headway/infrequent buses, depart at a consistent time (i.e. at the top and bottom of the hour) can improve connections both for airport passengers and transit riders using the Airport Metro Connector Transit Station as a transfer point. - Will the Airport Metro Connector Transit Station be open 24 hours a day? What kind of accommodations will be made during the period when Metro Rail is closed but bus service continues? Will the LAX People Mover continue to operate, and is there a method for people mover passengers to access bus transit even while the Airport Metro Connector Transit Station is shut down (due to lack of Metro Rail service)? - The bus plaza is proposed to have operator restrooms. Will passenger restrooms be provided? - Although related primarily to the LAWA Landside program, facilities of Intermodal Transportation Facility at Lot C, Airport Metro Connector, and CONRAC seem duplicative. Ideally, services at the Metro Station should be comparable to the other locations such that passengers will not need to exit the people mover at Lot C to check luggage or access other services should skycap service be offered at ITF and CONRAC. Use of automated kiosks can eliminate some of the staffing requirements for skycap service, although there will still need to be security screening.

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24	Kenefick	Alex	alexkenefick@gmail.com	Individual	Railroad Passenger Association of California	Email	Station Design	I got the LAX connection outreach brochure in the mail today and I have a comment on the proposed design. The Metro Rail connection to the LAWA people mover should be a cross-platform connection. The connection pictured in the brochure is not at the same grade, and it does not appear to be an efficient connection. People are going up the stairs in the rendering provided. This is a bad starting point. The connection should be as quick and convenient as possible. The idea that one would have to ride an escalator, elevator, or walk the stairs to get from the train to the peoplemover is wrong. The transfer should be made as easily as possible. At this early stage in project design, the best and fastest scenario should be pictured. How far do you want people to drag their luggage to make the transfer to the airport? The pictured scenario looks like about the same distance and elevation that we experience today at Aviation/105 station when we are transferring to the G bus to the airport.
25	Ruiz	Alma	n/a	MOCA	MOCA	Email	Station Design	I’ve been asked to comment on the recently added Aviation/96th Metro station that will connect to a people mover that will take passenger to LAX. Because this station will be the gateway to LA for many, international but also domestic travelers who don’t know Los Angeles very well, it is of utmost importance that this station fulfill their orientation needs, especially as they move fast through the station to reach their destinations. For this, very well designed signage—one that transcends written language—needs to be implemented. Information on how to navigate the city should be readily available to everyone at an Information Center, either through FRIENDLY AND KNOWLEDGEABLE employees or on a computer screen, when the IC Is closed. It should be provided in MANY LANGUAGES (French, German, Italian, Spanish, Chinese, Korean) So that visitors feel welcome and comfortable negotiating a foreign environment. A welcoming attitude and helpful information make a truly great first impression!
26	Hacobian	Aram	aramhacobian@gmail.com	Individual	n/a	Email	Station Design	For the LAX Connector, please make it as transit user and airport flyer-friendly as possible. Instead of merely making it a place where the Crenshaw Line meets the LAX people mover, also include space for a direct LAX-Union Station rail platform. Also, incorporate this station into a new Flight Path Learning Center Museum.
27	Hacobian	Aram	aramhacobian@gmail.com	Individual	n/a	Email	Station Design	For the Metro Airport Connector, can the multimodal transportation center planned by LAWA be merged with the Green/Crenshaw Line station? Additionally, can the Flight Path Learning Center be integrated into this ultimodal transportation center? If not, can the museum at least be located to the planned multimodal transportation center? Additionally, there should be room in the Metro station for another platform allowing for a future rail branch that goes directly to LA Union Station.

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28	Byers	Christine	christine.byers@culvercity.org	Local Institution	City of Culver City	Email	Station Design	Project Aesthetics: The proposed Airport Metro Connector (AMC) is a unique opportunity for creating an iconic public artwork (or artworks) that can be viewed and appreciated from a number of vantage points. With regard to the public art component, the transit center will serve people from Los Angeles County and beyond but also residents of nearby communities such as El Segundo, Westchester, Inglewood, and Culver City. Representatives from those communities should be included to participate on any Community Advisory Panels that may be convened in association with the commission of the public art component.
29	Hanson	John	crayz9000@gmail.com	Individual	n/a	Email	Station Design	It is my hope that the Aviation/96th St station will be built with future expansion in mind. By that, I mean that there may be future demand for Westside rail linking LAX to Santa Monica, or areas further south – like a proposed extension of the Crenshaw Line along the Harbor ROW as far as possibly San Pedro. It would be prudent to leave room in the station design for additional sidings and platforms so that the station can be used as a transfer point between the Crenshaw/LAX line, Green Line, and a potential future Westside line. This isn’t unprecedented, since if I recall the southernmost Green Line station was built with exposed rebar so that the line could be extended further along the Harbor ROW in the future.
30	Constine	Karen	karenconstine@yahoo.com	Individual	Karen Constine	Email	Station Design	I am writing to comment on the importance of the project’s iconic art and architecture potential under the “Aesthetics” section of the Draft Environment Impact Report. The AMC Transit Station is a very important transit “Gateway” to LAX for transit riders. One of the important aspects of this station is to have high quality public art and have this incorporate into the design elements of the station early on. Many transit hubs and airports throughout the U.S. and the world have important public art projects as part of their station. Los Angeles as a leading arts capitol should should have this too at this station. For example, we need only to look at our own LAX's recent transformation of its International Airport arrival and departure area and its public art or inspiration. Public Art and creative placemaking is so important in Los Angeles today. This location should be a leader in this type of activity.

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31	Cifarelli	Sarah	scifarelli@lawa.org	Individual	LAWA	Email	Station Design	I am submitting comments related to the “Aesthetics” portion of the Draft Environmental Impact Report for the new Metro Airport Connector: As part of Metro’s Crenshaw/LAX Transit Project, the Airport Metro Connector will be a major transportation gateway for the Los Angeles region. The stations along the Crenshaw/LAX Transit Project offer multiple opportunities for striking and notable artworks in a variety of media, which will ideally result in a diverse collection of site-specific public art. The artwork designed for the Airport Metro Connector should be distinctive, contemporary work that dramatically and innovatively enhances the station to create a memorable impression of Los Angeles and LAX for the traveling public, while creating a welcoming and vibrant public space that all Angelinos can be proud of.
32	Bonin	Mike	n/a	Local Institution	City of Los Angeles, CD 11	Email	Station Design, Station Connection	See PDF
33	Hughes	Laurie	lhughes@gatewaytola.org	BID	Gateway to LA Business Improvement District	Email	Station Design, Traffic, Signage & Wayfinding	see PDF

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34	Alpern	Ken	sealnbear@aol.com	Neighborhood Council	Mar Vista Community Council	Email	Station Name, Station Design, Internet Access	The Mar Vista Community Council supports: a) Naming the recently-approved and planned MetroRail station for the Crenshaw/LAX Light Rail Line at 96th/Aviation as "LAX Transit Center" b) Exploring any artistic/station design efforts to include pylons, consistent with the iconic pylons already located at LAX, at the future 96th/Aviation MetroRail station to establish this center as the rail/transit "Gateway to LAX" for commuters, visitors and tourists travelling to/from LAX. c) Any efforts to facilitate bus and rail access to the future station at 96th and Aviation, and to facilitate transfer to the future LAX People Mover Line. d) Construction of moving sidewalks with sufficient capacity (or sufficient for two passenger lanes on each walkway for both standing and walking pedestrians, on conveniently-designed, 2 properly-located, and covered pedestrian bridges) from People Mover stations to each and every terminal, with a configuration to best encourage usage of the People Mover to access LAX airline terminals e) Whenever possible, construction of moving sidewalks whenever possible and with sufficient capacity on conveniently-designed, properly-located, and covered pedestrian bridges) between airline terminals on opposite sides of the Central Terminal Area. f) Consistent with Mayor Garcetti's vision of City-wide free wi-fi and commercial development favorable to business and tourism, construction and implementation of more cell-phone and laptop plug-in stations, free wi-fi, and commercial development within LAX, as well as on those regions adjacent to the LAX People Mover and on Century Blvd. g) Consideration and, if possible, implementation of ramps at all vertical circulation and connections between levels, in addition to escalators and elevators at the future Metro station at 96th/Aviation and at the LAX People Mover stations
35	Alpern	Ken	sealnbear@aol.com	Community Organization	CD 11 Transportation Advisory Committee	Email	Station Name, Station Design, Internet Access	see PDF
36	Wehbe	Ferris	ferriswehbe@gmail.com	Individual	n/a	Email	Support	I strongly support the the Airport Metro Connector and the addition of the automated People Mover. It is about time that we do what is best for our City. Go Metro and Public Transportation. Proud Voter and a TAB Card Holder
37	Trifeletti	Lisa	n/a	Regional Institution	LAWA	Email	Traffic, Station Design	see PDF
38	Wong	Jillian	n/a	Regional Institution	SCAQMD	Letter	Air Quality	See PDF

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39	Schneider	Denny	denny@welivefre e.com	Regional Institution	Alliance for a Regional Solution to Airport Congestion	Letter	LAMP Design & Operations, Station Location	See PDF
40	Turner	Donna	todd.inouye@us. af.mil	National Institution	US Air Force	Letter	No comment	We have no comments at the time.
41	Gerlits	Ed	egerlits@dpw.lac ounty.gov	Local Institution	LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS	Letter	No comment	We completed our review of the Notice of Preparation for the Draft Environmental Impact Report (EIR) for the proposed Airport Metro Connector Project. The proposed project is being developed to connect Los Angeles International Airport (LAX) to Metro's regional rail system. The Airport Metro Connector (AMC) transit station will provide a connection to a planned LAX Automated People Mover (APM) to be built and operated by the Los Angeles World Airports. The AMC transit station would also consolidate bus transit services in the LAX area and provide pedestrian and bicycle amenities. The County of Los Angeles, Department of Public Works' has no comments at this time. However, we would like the opportunity to review the project's draft EIR when it becomes available.
42	Cumming	William	n/a	Local Organization	Los Angeles International Airport Area Advisory Committee	Letter	Safety, Traffic, Station Design, Parking, Construction Impacts, Cost	see PDF

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43	Ida	Art	n/a	Local Institution	City of Culver City	Letter	Station Design	Please find Culver City Transportation Department’s formal scoping comments on Metro’s Airport Connector Project (Project) below: 1. The Project includes a bus plaza that is intended to replace the existing LAX City Bus Center. Given the large number of bus lines from different areas of Los Angeles County that will terminate/stop at the bus plaza, it is critical that multiple bus ingress/egress at the bus plaza be available to allow buses to access the bus plaza easily from different directions; 2. The design of the Project needs to take into account the potential conflicts in movements between buses, kiss-and-ride vehicles, and cars related to the adjacent LAWA Consolidated Rental Car Facility. There should be a separation of bus traffic from other vehicles to ensure that the buses can operate efficiently in the Project area and reduce the risks of conflicts between buses and other vehicles; 3. The design of the bus center should minimize potential conflicts between buses, pedestrians, and cyclists; and, 4. The bus plaza should have direct and convenient access to the light rail station and LAWA’s Automated People Mover Station. If you have any questions, please contact Diana Chang, Sr. Management Analyst at diana.chang@culvercity.org or (310) 253-6566.
44	Gilbert	Daren	n/a	State Institution	CA Public Utilities Commission	Letter	Station Design	See PDF
45	Watson	Dianna	n/a	State Institution	Caltrans	Letter	Traffic	See PDF
46	Guerrero	Edward	n/a	Local Institution	City of LA Department of Transportation	Letter	Traffic	In response to the Airport Metro Connector (AMC) Project, Draft Environmental Impact Report (DEIR) Notice of Preparation (NOP), the City of Los Angeles Department of Transportation (LADOT) respectfully submits the following comments / requests: 1) That the AMC Project Traffic Impact Analysis Scope require approval from the LADOT Planning and Development Review Division and that all aspects of the project traffic analysis adhere to LADOT Traffic Study Policies and Procedures 2) That the project appropriately considers potential transit connections discussed in the City of Los Angeles Westside Mobility Plan, particularly the proposed BRT/LRT project being considered

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47	Lantz	Steve	n/a	Local Institution	South Bay Cities Council of Governments	Public Comment - Scoping Meeting	Cost, Station Design, Station Connection	Briefly, the South Bay is very excited about the fact that this is coming and very concerned about the costs that are going to be created by this new station. We understand that there is some sort of an agreement between Metro and LAWA to try and keep the costs down and we would very strongly encourage the environmental work to identify clearly the minimum requirements for this station, not just the desired amenities that people will add on inevitably before the project finally gets approved. So we're concerned that there is a definite need for transportation improvements for efficient transition from one line to the other in both directions, for the bus plazas to be appropriately located, and for all the other services that are needed to be accommodated. What we're really worried about is that the design of this facility will ultimately break the bank and prevent this line from being extended to the South Bay. So we would encourage the environmental work to identify the least costly alternative for this station rather than just assuming that every desired amenity be accommodated within the baseline study. Thank you.
48	Sandhoff	Steven	n/a	Individual	n/a	Public Comment - Scoping Meeting	Inquiry	What confirms that connector will connect with APM?
49	Thompson	Craig	n/a	Regional Institution	Citizens for Better Mobility	Public Comment - Scoping Meeting	Metro Line Design	My name is Craig Thompson and I'm from the Citizens for Better Mobility and our organization works to improve public transit throughout the southland. And what I gather of this project is that I would have a problem personally transferring from light rail to a people mover just to get into the airport when a better possibility exists of just running a branch line off of either the Crenshaw or the Green Line straight down Century Boulevard into the airport itself in the form of a loop to cover all of the terminals to come right back out again. At least that way, no one has to transfer. The thing is people don't like having to transfer, especially at a place like this where they're going to be taking long trips, long flights, and carrying lots and lots of luggage. Now, can you imagine having to transfer from one vehicle to another with all of that luggage? Are there going to be skycaps helping us? Hopefully there will be, but who knows? Just imagine one person without a skycap and about 10 or 15 pieces of luggage. That's going to take quite a while. I know what that's like because even at Union Station, transferring from the Gold Line to one of the long-distance trains can be a real pain in every joint in your body. So I'm figuring -- I'm just thinking why can't we just have a one-seat ride? Thank you.

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50	Hamilton	Jacqueline	n/a	Individual	Tuskegee Airmen, Inc. Los Angeles Chapter, LAX Master Plan Stakeholder Group, Lax Focus Group	Public Comment - Scoping Meeting	Safety, Station Name	I am Jacqueline Hamilton. I'm actually the daughter of one of the deceased Tuskegee Airmen. I actually lived in the Manchester Square area from the years of 2001 through 2006. One of the things we experienced over there was a lot of problems with severe crime victimization. Now, I know in the Manchester Square area, we're less than a mile away from LAX. I do see the CONRAC, which is an acronym for that area of the redevelopment, being done in that area. So some of my concerns are public services in regards to public safety, those of us in the area, those of us who are traveling, those of us who have actually lived in the area and who are being severely victimized by identity theft in living in the area. Also, those of us whose parents' military information is being displayed in this area. It's all around the airport. My father's military group actually had a mural at LAX during the time that I lived over there. So one of our concerns is the public safety, especially for that light-rail train that's going to be running from the Expo Line all the way to LAX. One of the things we're also proposing is to name one of the platforms after my father's military group, the Tuskegee Airmen. They have done several excellent achievements in mentoring, community services. We have earned the Congressional Gold Medal. We've done several movies, books and documentaries, and we would like to give our thanks to the Tuskegee Airmen for all of the civil rights and civil issues that they have resolved in being excellent military servicemen and women. Again, my name is Jacqueline Hamilton. I'm actually with the LAX Focus Group, LAX Master Plan Stakeholder Group, Tomorrow's Aeronautical Museum, and Tuskegee Airmen, Incorporated. Thank you.

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
51	Alpern	Ken	n/a	Individual	CD 11 Transportation Advisory Committee	Public Comment - Scoping Meeting	Station Connection, Station Name	These are all motions that we passed, but I really feel since I'm not reading them out loud, I'm a little nervous about saying I speak for other people. We've been dealing with this for quite a long time and first off, there's always this funny question, Where's LAX? What does that mean? Well, I think right now from a regional perspective, LAX is going to be the 96th/Aviation station. That's where future and current connections are going to be to. You get to that station and then you move on. And I've heard some of the previous comments about direct connections. It's painful to listen to that because I've been there before and those questions have been confronted so many times, but the name for the 96th/Aviation Station that was voted on by the committee was LAX Transit Center. I like it, but whatever you do, please include the word "LAX" there because visitors are going to have to deal with that. They need to know. Station development, 96th/Aviation serves a different function than Century/Aviation. The cities of Hawthorne, Inglewood, and L.A. serve to benefit commercially by the Century/Aviation Station. That is as much a vital purpose as any because the Century Boulevard corridor is very much ripe for development. And pursuant to the idea of LAX, we voted in the idea of arced pylons. The idea of having pylons, everybody knows that that's emblematic of LAX. We wanted pylons at the 96th/Aviation -- Century Station, too -- to let people know you're at LAX. Finally, what's next? This is a very good project overall, but the fact is the lack of a direct Union Station connection is going to be glaring. The lack of a Norwalk connection is going to be glaring. South Bay is going to be glaring. To the Westside is going to be glaring. This is just a very good first step, but in dealing with the long-range transportation plan, we need to figure out what's next; and to get to what's next, we have to do what's right now and this is what your project is. Good job. Keep up the great work. Thank you.
52	Diamond	Dayle	dayle.diamond@gmail.com	Individual	n/a	Public Comment - Scoping Meeting	Station Design	I am regular bus and rail rider, and am looking forward to the AMC station. A lot of SoCal's past facilities have either been way to spartan (like sticking a bus stop sign in the mud) or inconvenient palaces to transportation (like ARTIC in Anaheim) or sprawling heavy rail mezzanines. So here's my wishlist for an excellent bus terminal: 1. Plenty of seating. Passengers with luggage take up a lot of space. 2. Ample shelter from the sun and the rain. Nobody's belongings should get soaked while waiting for the bus. 3. Outlets so we can charge our phones. 4. Restrooms! All well and good to ask folks to hold it until they get to LAX, but plenty of people will be making bus to bus and bus to rail transfers. This really should be the basic expectation for a world class city.

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
53	Roan	Terrence	louisecrazyscot@verizon.net	Individual	n/a	Public Comment Form - Scoping Meeting	Inquiry	I live a few blocks from the Redondo/Green Line Station. When I first saw the construction of the Green Line Redondo Station, I dreamed of a line that would go to the VA Hospital in W. LA, Is there any plan to connect the Green Line to W. LA? Or to extend the Red Line to Santa Monica? Green Line (train) from South Bay to W. LA (VA Hospital).
54	Whembly	Franchesca	n/a	Individual	n/a	Voicemail	Project Suppot	Good idea about the LA Crenshaw Rail, I give it an A+ and I may be riding that train. On some of the buses, they put undercover officers since people ride for free, they did it on on Feb 1st and March 1st. What bus do you plan on putting undercover officers on?
55	Unknown	Unknown	n/a	Individual	n/a	Voicemail	Safety	I want to complain about the metro going through our area. We've had so many wrecks lately, What stops a terrorist from putting something on the tracks and destroying neighborhoods when you're right down the neighborhoods?
56	Rubin	Howard	n/a	Individual	n/a	Voicemail	Station Connection	Please include me on your distribution list and send me information in the mail on the AMC. With all the money being spent on the Airport Connector, the line still will not go downtown, you would have to transfer to the Crenshaw line to the Expo line. The MTA did a wonderful thing, they terminated the expo line subway and put it above ground so there were no stops. We're going to have too many transfers from the blue line and the gold line and the expo line. LA will be one of the few cities that does not have direct transportation from the Airport to Downtown, with all the money being spent, I'm not sure if it's worth it.

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
57	Klube	Stephanie	rubixklube@gmail.com	Individual	n/a	Website - AMC	APM Design, Station Connection, Safety	Part of this that is troubling is the people mover having only 3 stops in the airport. People need to get to their terminals. If they have a lot of luggage and bags and things, especially flying internationally which LAX is known for, it's going to be hard to get those things on to a couple of different rail lines and also a people mover. Then you're not getting dropped off at your terminal, so you're going to have to walk however far to check in and dump off your luggage. People with lots of luggage don't want to walk a lot, that's why they take the Flyaway or a Super Shuttle or get dropped off at their terminal. Are these the same people who decided a Flyaway leaving from Hollywood was a good idea? Because that was the worst idea ever. To get to the airport from the eastside of Los Angeles I take the Red Line from Los Feliz to Union Station and then the Flyaway to LAX. With the Crenshaw/LAX line if I wanted to use it I would take: The Red Line to the 7th and Metro Station; The Blue Line to the Expo/Crenshaw Station; The new extension to Aviation/LAX; The People mover to LAX The whole time I will have to pull out my tap card, pay for a ticket 3 times, and get on and off all that transit with my luggage. The more stops when one is travelling, the more chances you have of leaving something behind or forgetting something. Also, you're going to need better security on the Blue Line. I know a lot of you who plan these things don't use public transit at all, so you really don't have any idea what you're planning or who will be using it. But the Blue Line (which connects to the Green Line and the Aviation/LAX Station) is known as the least safe and riskiest of all the rail lines. People get robbed and groups of kids and homeless people roam around those stations and victimize the patrons. The busiest times at LAX, Christmas season and Thanksgiving, could benefit from these rail connections the most. But do you really think people will feel safe transporting gifts and other things to and from LAX on that line? Nope. And forget about anyone in Beverly Hills, Santa Monica, or that area using that extension. It makes no sense to go inland all the way back to Crenshaw just to go south. Plus all those people aren't schlepping their luggage all over the rail line. Bad move Metro. I would still take the Flyaway. It drops me off at my terminal and the less transit used the better.

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
58	Sanderson	Joe	joseph_sanderson@ntlworld.com	Individual	n/a	Website - AMC	Fares, Station Connection	If Metro/LAWA plan to charge an additional fare for use of the APM, the EIR should analyze the impact on low-income workers of possible changes to bus service. In Oakland, the airport bus was replaced by an APM, and the fare increased significantly. By contrast, JFK Airport maintains an APM (AirTrain) and bus service (e.g., Q10) at the same time. While it is entirely proper that Metro seek to recover the cost of an APM through fares, Metro should ensure that the project would not prevent buses from running to the airport at the same time, so transit-dependent workers do not have to pay the APM fare. Additionally, the EIR should analyze the possible impacts of future Metro expansions (1) extending the Crenshaw line north to Hollywood via Fairfax (or another N-S route); (2) extending the Green Line north along Lincoln Blvd to Santa Monica; (3) extending the Green and/or Crenshaw lines south into the South Bay to San Pedro or Long Beach; and (4) a Sepulveda Pass line from the Valley to LAX via Sepulveda/Westwood/Overland Blvds.
59	Goff	Frances	frananth@netzero.net	Individual	n/a	Website - AMC	General	Finally, someone at the MTA realized that not having public transportation to LAX (and AWAY from LAX) was a poor idea and decided to hold a session soliciting feedback from the people who would use it. . . A week before the meeting notices showed up on buses! Now that the meeting is in the past and you didn't receive any harsh criticism, you doubtless think you can go forward with plans and contracts to help the Corporations who don't really want to bid competitively or finish timely. Never mind that it took you 10 years to figure out you needed alternatives to the dangerous pedestrian crossings on Lankershim to and from the Red Line. You should have run the Green Line to LAX when you planned it! Whose idea was it NOT to? I guess the Mayor wants to take credit for this one, too. His much-ballyhooed Westside Express bus has turned out to be a waste.
60	Slocum	Chris	chris.slocum@sbcglobal.net	Individual	n/a	Website - AMC	Project Support	I am glad to see plans continue to move forward with connecting LAX to a light rail system connected with the rest of the city. Driving in a Parking Spot van last night was a real eye opener to the severe car congestion in and out of LAX. I fly almost every week out of LAX and have experienced the APMs you referenced at JFK and SFO. If you are really soliciting the public on ideas for optimizing plans for an APM, I welcome an invitation or notice to forums conducive to this type of dialog.
61	Rosenbloom	David	woodworking@uarts.com	Individual	n/a	Website - AMC	Project Support	This project at LAX is fabulous and long overdue! Especially the Intermodal Center. It will bring LAX into the 21st Century and catch up with many other modern airports around the world who move people and luggage much more quickly and efficiently than our 1960s era airport. Hurray!! When will it be completed?

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
62	Apodaca	Natalie	pearljamies@gmail.com	Individual	n/a	Website - AMC	Project Suppot	I hope this connector is finished soon. LAX has needed this train station for years now and will make many airline employees very happy. Can't wait to use the new line.
63	Kapoor	Ravi	ravikapoor@att.net	Individual	n/a	Website - AMC	Project Suppot	WISH U ALL SUCCESS TO YOUR DEDICATED TEAM AND GREAT PROJECT. IT IS THE NEED OF THE TIME ARE MY PERSONAL VIEWS IN PERSONAL CAPACITY.
64	Feliciano	Thomas	thomasfeliciano@hotmail.com	Individual	n/a	Website - AMC	Project Suppot	I do agree that a metro should connect with the lax airport for airline passengers and for airline pilots to get into and out of the Los angeles airport by this year 2015 or by 2016. I sens the white flag for the metro connection rail to airport by 2015 or by 2016. It will benefit many people and business too. And it will benefit finantially this state of California. Plus jobs for the unemployed like me.
65	Edwards	Antonio	labanex@live.com	Individual		Website - AMC	Station Connection	See PDF
66	Brown	Jim	jim.brown2186@att.net	Individual	ACE Westchester Specialty Insurance	Website - AMC	Station Connection	I am excited about the prospect of having Metro service to the airport. I have traveled to Chicago, Atlanta, Washington D.C. and San Francisco that have convenient airport public transportation, as well as Sydney, Australia and Munich, Germany which also make it easy to get to the City from the airport. What I think will be imperative for Metro to LAX to be successful is a single train from downtown, no transfers. Transfers with luggage are a hassle. Also the trip should take no more than 40 minutes. I currently take the LAX Flyaway and can get to the airport in 40 minutes or less from Union Station. A transfer trip or long ride time on Metro would keep me on the Flyaway.
67	Johnston	Mark	canammj@yahoo.com	Individual	TRAC-NARP-PRS	Website - AMC	Station Connection	see PDF
68	Filer	Felicia	felicia.filer@lacity.org	Individual	n/a	Website - AMC	Station Design	I would like to strongly advocate for this project to have a robust contemporary public art component as one of the Metro Art program objectives. This part of the City and region has very little contemporary public art and would benefit greatly from enhancing the community identity through a vibrant public art initiative.

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
69	Groening	John	louiegroan@gmail.com	Individual	Tender Hearts	Website - AMC	Station Design	The green line train which will service Aviation Blvd. & 96th St. should interface with the people mover train, that is, it should be on the same elevated level and the station for the people mover should be enclosed in the same space as the green line train. The people mover at McCarran International Airport in Las Vegas makes a smooth connection from the waiting areas of the airport to downtown Las Vegas. So often in Southern California grand construction projects are hobbled by the failure to attend to details, as the connection between the 710 Long Beach Fwy. and the 210 Fwy. make so clear. The most sensible idea for this fwy. connection would be a tunnel, but now the cost of realizing this idea is exorbitant.
70	Lauff	Karl	kmlauff@yahoo.com	Individual	n/a	Website - AMC	Station Design	Firstly, I strongly support this project and hope that it's construction can be accelerated. The station should be designed to minimize the amount of walking necessary to transfer from the people mover to metro. I also hope the station can be designed to accomodate future express service to and from the airport. Most major cities in the world have express airport service to the center city, I hope Metro will work towards LA having the same.
71	Gunter	Matt	fighterjock1000@yahoo.com	Individual	n/a	Website - AMC	Station Design, Station Connection	With the most recent news about the potential for the Rams to relocate to LA (Inglewood), at the site of the racetrack, and that being so close to the airport, it seems like a great opportunity to make room for a private shuttle service (or dedicated metro service) to and from the new stadium and the Airport Metro Connector on game days. This would greatly reduce traffic impact in the area on those days and promote the use of mass transit to attend games, as well as for those flying in from other cities to watch the game, they can go directly from the airport to the stadium. In addition, it would be nice to make sure the Metro Connector has EXTRA room for temporary parking or drop off, as I see it being used as a kind of Cell-Phone-Lot as well. Overall: I love this project!!
72	Hamilton	Jacqueline	jrhjobs@yahoo.com	Individual	Tuskegee Airmen, Inc. Los Angeles Chapter, LAX Master Plan Stakeholder Group, Lax Focus Group	Website - AMC	Station Name	Naming of the new Metro Rail LAX Platform - I am proposing that the platform at LAX be named after my father's military group - The Tuskegee Airmen. This is due to their ongoing excellent accomplishments and documented achievements in military aviation, military and civilian mentoring, and community enhancement and development.



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

M. Welbore

Receive

February 3, 2015

FEB 10 2015

To: Reviewing Agencies

Office of the CEO

Re: Airport Metro Connector Project
SCH# 2015021009

Attached for your review and comment is the Notice of Preparation (NOP) for the Airport Metro Connector Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Arthur T. Leahy
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015021009
Project Title Airport Metro Connector Project
Lead Agency Los Angeles County

Type NOP Notice of Preparation
Description LAX is located in southwest Los Angeles County. It is the sixth busiest airport in the world, accommodating 66.7 million annual passengers in 2013. On the national level, LAX is the third busiest airport in the U.S. By 2020, LAX is expected to handle 78.9 million annual passengers. According to the 2011 LAX Air Passenger Survey, only one percent of air passengers ride transit to LAX (bus and/or rail) due in part to an absence of a convenient transit connection. About nine percent of airport employees travel to LAX via public transit (bus, rail, and the LAWA-operated FlyAway shuttles).

Lead Agency Contact

Name Arthur T. Leahy
Agency Los Angeles County Metropolitan Transportation Authority
Phone 213 922 6888 **Fax**
email
Address One Gateway Plaza
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets
Lat / Long
Parcel No.
Township

Range

Section

Base

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4

Date Received 02/03/2015 **Start of Review** 02/03/2015 **End of Review** 03/04/2015

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET
LOS ANGELES, CA 90013



February 25, 2015

Meghna Khanna
Deputy Project Manager
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-5,
Los Angeles, CA 90012

SUBJECT: SCH#2015021009; Los Angeles County Metropolitan Transportation Authority, Airport Metro Connector Project, Notice of Preparation

Dear Ms. Khanna,

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) and rail transit projects in California. All rail fixed guideway systems are subject to the Commission's Safety Oversight Program requirements. Safety Certification Plan approval is required for rail transit projects to be placed in revenue service. The California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings in California. The Commission's Rail Transit Safety Branch (RTSB) will review rail transit project matters and the Rail Crossings Engineering Branch (RCEB) will review crossing matters. The Commission has received a copy of the *Notice of Preparation (NOP)* from Los Angeles Metropolitan Transportation Authority (Metro), who is the lead agency for the proposed Airport Metro Connector (AMC) Project.

According to the NOP, Metro proposes to construct the AMC Project for connecting Metro's regional rail system to the Los Angeles International Airport (LAX). The proposed light rail transit (LRT) station could include up to three at-grade platforms to be served by the proposed service extension of the Metro Green Line and the Crenshaw/LAX Line, which is currently under construction. The AMC transit station will provide a connection from Metro's Crenshaw/LAX transit line to the planned LAX Automated People Mover (APM), which will be built and operated by Los Angeles World Airport (LAWA). The AMC transit station would also consolidate bus transit services in the LAX area and provide pedestrian and bicycle amenities.

The AMC transit station described in the NOP will be subject to a number of rules and regulations involving the Commission. These may include, but not limited to:

- California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings
- California Public Utilities Code, Sections 2111, 2112, 99152; rail transit safety
- Commission's Rules of Practice and Procedure, which details the Formal Application process for construction or modification of a public crossing

The design criteria of the proposed project must comply with Commission General Orders (GOs), such as:

- GO 26-D, Clearances on railroads and street railroads as to side and overhead structures, parallel tracks and crossings
- GO 72-B, Construction and maintenance of crossings – standard types of pavement construction at railroad grade crossings
- GO 75-D, Warning devices for at-grade railroad crossings,
- GO 88, Rules for altering public highway-rail crossings
- GO 95, Overhead electric line construction
- GO 118-A, Construction, reconstruction and maintenance of walkways and control, of vegetation adjacent to railroad tracks
- GO 128, Construction or Underground and Electrical Supply and Communication
- GO 143-B, Design, Construction and Operation Safety Rules and Regulations Governing Light-Rail Transit
- GO 164-D, Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems

The project must ensure compliance with federal regulations including:

- 49 CFR Part 659, Rail Fixed Guideway Systems: State Safety Oversight

The following link provides resources on the Commission's rules and regulations in regard to rail safety:

<http://www.cpuc.ca.gov/PUC/safety/Rail/>

The proposed project would disrupt the heavily used roadway network surrounding the LAX vicinity. The potential impacts should be identified, discussed and evaluated for necessary safety improvements and mitigations at each proposed construction stage. This includes considering traffic circulation and queuing, level of service, emergency service response, and compliance with the Americans with Disabilities Act.

The Commission appreciates the opportunity to provide comments on the project described in the NOP. Please feel free to contact me at (916) 928-6858 or daren.gilbert@cpuc.ca.gov or contact our lead staff on this project: Ainsley Kung at (213) 576-7056 or ainsley.kung@cpuc.ca.gov for transit safety matters and Jose Pereyra at (213) 576-7083 or jose.pereyra@cpuc.ca.gov for crossing matters.

Sincerely,



Daren Gilbert, Manager
Rail Transit Safety Branch
Safety and Enforcement Division

cc: State Clearinghouse



Airport Metro Connector
Comment Form Formulario de comentarios

Name	Nombre
MARK R. JOHNSTON	
Organization	Organización
TRAC - NARP - PRS	
Address	Dirección
4185 Van Buren Street Culmo, CA. 91710	
Telephone	Teléfono
909-591-6691	
Email	Correo electrónico
Canammi@yahoo.com	

Comment	Comentario
I Like the Project as designed. Good to know The Extra station at 96th Street will not delay the opening of the rest of the Crenshaw Line	
My 2 main concerns are transfers at Aviation with the green line and ability to add future connections to points north of LAX.	
(Refer to Attached Map)	
(over) →	

Your comment must be received by March 9, 2015 in order to be considered as part of the public record. You can send your comment in by email to laxconnector@metro.net. You can send your comment in by postal mail to: Meghna Khanna, Deputy Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA.

Su comentario se debe recibir antes del 9 de marzo 2015, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección laxconnector@metro.net. Puede enviar su comentario por correo postal a: Meghna Khanna, Deputy Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA.



Metro

Wednesday, February 11th 2015

Kevin Devlin
3922 Melbourne Avenue
Los Angeles, CA 90027-4638
323 660 4574

Secretary
Westside/Central Service Sector Council (WSC)
LACMTA
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Secretary,

Line 524 cutback

Last year the WSC considered at a public hearing the staff recommendation to cut back Line 534 from going all the way to the West LA Transit Center. The recommendation was to go only Trancas Canyon to Santa Monica. And this was scheduled to take effect when the Expo Line Phase Two opens up.

I understand the vote was 5-0 to endorse the staff recommendation.

- Question 1) Was the vote 5-0 to endorse the cut back?
- Question 2) Who were the WSC members present and voting?
- Question 3) Was any WSC member present. But did not vote?
- Question 4) Who were the members of WSC that did not show up to vote?
- Question 5) Were any WSC seats vacant at the time of this vote?
- Question 6) If vacant. Who was the appointing authority for the vacant seat(s)?

If you have any questions, please call me.

Otherwise. Thank you in advance for time and attention in this matter.



Kevin Devlin



Randal Henry
Chair

LA City Mayor
Appointed 6/27/2013
Current Term
7/1/2011-6/30/2014



David Feinberg
Vice Chair

Westside COG, Santa Monica
Big Blue Bus
Current Term
7/1/2014-6/30/2017



Perri Sloane Goodman

Westside COG, City of West
Hollywood
Appointed 2/24/2011
Current Term
7/1/2010-6/30/2013



Art Ida

Westside COG, Culver City Bus
Appointed 6/28/2007
Current Term
7/1/2012-6/30/2015



Jeffrey Jacobberger

LA City Mayor
Appointed 5/27/2010
Current Term
7/1/2013-6/30/2016



Elliott Petty

LA County 2nd Dist
Appointed 10/28/2010
Current Term
7/1/2012-6/30/2015



Glenn Rosten

LA County 3rd Dist
Appointed 12/15/2005
Current Term
7/1/2011-6/30/2014



Maria Sipin

LA City Mayor
Appointed 10/2/2014
Current Term
7/1/2013-6/30/2016



George Taule

LA City Mayor
Appointed 7/26/2012
Current Term
7/1/2012-6/30/2015



Jody Litvak

Director of Community
Relations, Westside/Central

Last Revised

Friday November 14, 2014

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[Current Service Council Vacancies](#)

[Documents](#)

Courtney Thomas

From: Litvak, Jody Feerst <Litvakj@metro.net>
Sent: Tuesday, March 10, 2015 8:32 AM
Subject: FW: CD11 Transportation Advisory Committee Motions (LAX, MetroRail to Airport)
Passed 9/18/2014 and 10/20/2014

From: sealnbear@aol.com [mailto:sealnbear@aol.com]
Sent: Tuesday, March 10, 2015 7:36 AM
To: SEALNBEAR@aol.com; hetzm5@gmail.com
Cc: Litvak, Jody Feerst; Mieger, David; Berlin, Renee; diego.alvarez@lacity.org; ltrifiletti@lawa.org; opulido@lawa.org; jessica.duboff@lacity.org; chad.molnar@gmail.com; Paul.Backstrom@lacity.org; len.nguyen@lacity.org; tricia.keane@lacity.org; Mike.bonin@lacity.org; Jay.Greenstein@lacity.org; daniel.tamm@lacity.org
Subject: CD11 Transportation Advisory Committee Motions (LAX, MetroRail to Airport) Passed 9/18/2014 and 10/20/2014

To the Metro and LA World Airports staff:

First, thank you for all your help over the past few years. As the EIR's and various studies move forward from both Metro and LA World Airports for a long-overdue MetroRail/LAX connection, the CD11 Transportation Advisory Committee has passed these motions, and it's hoped that this input will help you in your studies and your future outreach to the general public.

It is hoped that neighborhood councils and grassroots organizations will weigh in on similar issues regarding the Metro/Airport connection at LAX. Tonight, the Mar Vista Community Council will discuss their own counterparts to these motions.

*Most Sincerely,
Ken Alpern and Matthew Hetz,
Co-Chairs, CD11 Transportation Advisory Committee*

Motions Passed 9/18/2014

MOTION«LAX People Mover Configuration

The CD11 Transportation Advisory Committee supports the (spine or scissors) configuration for the LAX People Mover Line.

MOTION«Moving Sidewalks from People Mover stations to every airline terminal

The CD11 Transportation Advisory Committee supports construction of moving sidewalks with sufficient capacity (or sufficient for two passenger lanes on each walkway for both standing and walking pedestrians, on conveniently-designed, properly-located, and covered pedestrian bridges) from People Mover stations to each and every terminal, with a configuration to best encourage usage of the People Mover to access LAX airline terminals

MOTION«Moving Sidewalks between airline terminals

The CD11 Transportation Advisory Committee acknowledges that pedestrian access between and within airline terminals is onerous and insufficient, and therefore supports construction of moving sidewalks whenever

possible and with sufficient capacity on conveniently-designed, properly-located, and covered pedestrian bridges) between airline terminals on opposite sides of the Central Terminal Area.

MOTION~~C~~Commercial Development and Wi-Fi within/adjacent to LAX

The CD11 Transportation Advisory Committee, consistent with Mayor Garcetti's vision of City-wide free wi-fi and commercial development favorable to business and tourism, supports construction and implementation of more cell-phone and laptop plug-in stations, free wi-fi, and commercial development within LAX, as well as on those regions adjacent to the LAX People Mover and on Century Blvd.

MOTION~~C~~Ramps at LAX

The CD11 Transportation Advisory Committee supports the consideration and, if possible, implementation of ramps at all vertical circulation and connections between levels, in addition to escalators and elevators

Motions Passed 10/20/2014

MOTION~~C~~Planning and Zoning Efforts for Transit-Oriented Region Along Crenshaw/LAX Light Rail Line between Manchester Blvd. and Los Angeles/Inglewood City Border

The CD11 Transportation Advisory Committee favors a joint task force between the Westchester-Playa Del Rey NC, local Westchester homeowner and neighborhood associations, LA City Planning, and the CD11 office to arrive at a specific transit-oriented tract plan that encourages sufficient commercial revitalization, parking and transportation improvements, adjacent residential-zoned neighborhood preservation, open space, park development and infrastructure improvements to the area surrounding the future Hindry Ave. Crenshaw/LAX Light Rail Station, between Manchester/Aviation and the Inglewood/Los Angeles city border.

MOTION~~C~~Pedestrian/Alternative Access on the South Side of Century Blvd. for the Metro Century/Aviation Station

Whereas, hundreds of daily employees work in the cargo facilities located on the south side of Century Boulevard, and

Whereas, pedestrian access into and out of the future Metro Century/Aviation station will occur from both the north and south sides of Century Boulevard, and

Whereas, the current plans for the station only provide pedestrian access from the north side of Century Boulevard, forcing many pedestrians coming from the south to cross this very busy intersection at Century/Aviation,

Therefore, the CD11 Transportation Advisory Committee favors both northern and southern entrances for the future Metro Century/Aviation station, and any associated pedestrian ramps, elevators, escalators, bridges or other amenities to/from this station, in order to:

- 1) Enhance pedestrian access to this vital station, and
- 2) Dramatically improve the pedestrian activity along Century Boulevard and prevent unnecessary traffic from large numbers of pedestrians crossing Century Boulevard during peak travel times.
- 3) Accommodate future land use intensification/TOD in the station area
- 4) Enhance/facilitate vehicle movement

MOTION~~C~~ ³Welcome to Los Angeles² architectural element for the Metro Century/Aviation Station

Whereas, there will be two LAX access stations in the future Crenshaw/LAX Light Rail Line at 96th/Aviation and Century/Aviation, and

Whereas, Century Blvd. will remain a major gateway to/from LAX for local, national and foreign tourists, and

Whereas, the future Metro Century/Aviation station will be located at a very busy intersection for local, state and international travelers,

Therefore, the CD11 Transportation Advisory Committee strongly supports an artistic and architectural element or signage included in the Century/Aviation Metro Station designed to welcome tourists to Los Angeles that is both visible outside of the station and iconic for both LAX and the City of Los Angeles, and
Therefore, the CD11 Transportation Advisory Committee strongly supports incorporating the extension and addition of the existing light pillars which currently line Century Blvd. and are part of LAX, and
Therefore, the CD11 Transportation Advisory Committee strongly supports an artistic, iconic, and architectural element of the Metro 96th/Aviation station that will enhance the profile of Metro, Los Angeles World Airports and the City of Los Angeles.

MOTIONS
Naming the three Crenshaw/LAX Light Rail Line Westchester/LAX stations at Hindry, 96th/Aviation and Century/Aviation

Name for the Station Designated as "Hindry":
Hindry/Westchester

Name for the Station Designated as "96th/Aviation":
Metro/LAX Transit Center

Name for the Station Designated as "Century/Aviation":
Century/Aviation

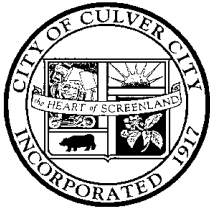


Name	Nombre
CRAIG F. THOMPSON	
Organization	Organization
CITIZENS FOR BETTER MOBILITY	

Please limit your comments to two minutes. You can submit written comments.

TRANSCRIBED:

My name is Craig Thompson and I'm from the Citizens for Better Mobility and our organization works to improve public transit throughout the southland. And what I gather of this project is that I would have a problem personally transferring from light rail to a people mover just to get into the airport when a better possibility exists of just running a branch line off of either the Crenshaw or the Green Line straight down Century Boulevard into the airport itself in the form of a loop to cover all of the terminals to come right back out again. At least that way, no one has to transfer. The thing is people don't like having to transfer, especially at a place like this where they're going to be taking long trips, long flights, and carrying lots and lots of luggage. Now, can you imagine having to transfer from one vehicle to another with all of that luggage? Are there going to be skycaps helping us? Hopefully there will be, but who knows? Just imagine one person without a skycap and about 10 or 15 pieces of luggage. That's going to take quite a while. I know what that's like because even at Union Station, transferring from the Gold Line to one of the long-distance trains can be a real pain in every joint in your body. So I'm figuring -- I'm just thinking why can't we just have a one-seat ride? Thank you.



CITY OF CULVER CITY

TRANSPORTATION DEPARTMENT

4343 DUQUESNE AVENUE, CULVER CITY, CA 90232

(310) 253-6500 • FAX (310) 253-6513

Culver CITY

Art A. Ida

Transportation Director

March 9, 2015

Meghna Khanna, Deputy Project Manager
Metro
One Gateway Plaza, Mail Stop: 99-22-5
Los Angeles, CA 90012

SUBJECT: Formal Scoping Comments on Airport Metro Connector Project

Dear Ms. Khanna,

Please find Culver City Transportation Department's formal scoping comments on Metro's Airport Connector Project (Project) below:

1. The Project includes a bus plaza that is intended to replace the existing LAX City Bus Center. Given the large number of bus lines from different areas of Los Angeles County that will terminate/stop at the bus plaza, it is critical that multiple bus ingress/egress at the bus plaza be available to allow buses to access the bus plaza easily from different directions;
2. The design of the Project needs to take into account the potential conflicts in movements between buses, kiss-and-ride vehicles, and cars related to the adjacent LAWA Consolidated Rental Car Facility. There should be a separation of bus traffic from other vehicles to ensure that the buses can operate efficiently in the Project area and reduce the risks of conflicts between buses and other vehicles;
3. The design of the bus center should minimize potential conflicts between buses, pedestrians, and cyclists; and,
4. The bus plaza should have direct and convenient access to the light rail station and LAWA's Automated People Mover Station.

If you have any questions, please contact Diana Chang, Sr. Management Analyst at diana.chang@culvercity.org or (310) 253-6566.

Best Regards,

Art Ida
Transportation Director

Courtney Thomas

From: Byers, Christine <christine.byers@culvercity.org>
Sent: Monday, March 09, 2015 2:47 PM
To: LAXCONNECTOR
Subject: Metro Airport Connector_ Formal Scoping Comments

Project Aesthetics: The proposed Airport Metro Connector (AMC) is a unique opportunity for creating an iconic public artwork (or artworks) that can be viewed and appreciated from a number of vantage points. With regard to the public art component, the transit center will serve people from Los Angeles County and beyond but also residents of nearby communities such as El Segundo, Westchester, Inglewood, and Culver City. Representatives from those communities should be included to participate on any Community Advisory Panels that may be convened in association with the commission of the public art component.

B. CHRISTINE BYERS

Public Art & Historic Preservation Coordinator
City Manager's Office
9770 Culver Boulevard | Culver City, CA 90232
 (310) 253-6003 (direct) | (310) 253-6010 (fax)

Courtney Thomas

From: LAXCONNECTOR <laxconnector@metro.net>
Sent: Wednesday, March 04, 2015 8:44 AM
Subject: FW: Airport Metro Connector Project

From: Mindala Wilcox [mailto:mwilcox@cityofinglewood.org]
Sent: Tuesday, March 03, 2015 11:57 AM
To: LAXCONNECTOR
Cc: Christopher E. Jackson
Subject: NOP: Airport Metro Connector Project

Good Morning,

Thank you for the opportunity to provide comments on the Notice of Preparation of an Environmental Impact Report for the above project. The Inglewood Planning Division has no comments at this time but we request that we continue to receive CEQA notifications and other public notifications regarding this project as it progresses. Thank you.

Sincerely,

Mindy Wilcox, AICP : Senior Planner : City of Inglewood
Planning Division : One Manchester Boulevard : Inglewood, CA 90301
V(310) 412-5230 : F(310) 412-5681 : mwilcox@cityofinglewood.org

CITY OF LOS ANGELES

CALIFORNIA

Seleta J. Reynolds
GENERAL MANAGER



ERIC GARCETTI
MAYOR

DEPARTMENT OF TRANSPORTATION

100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

March 6, 2015

Meghna Khanna
Deputy Project Manager, Metro
One Gateway Plaza
Los Angeles, California 90012

Subject: **FORMAL SCOPING COMMENTS TO THE AIRPORT METRO CONNECTOR PROJECT,
DRAFT ENVIRONMENTAL IMPACT REPORT - NOTICE OF PREPARATION**

Dear Ms. Khanna

In response to the Airport Metro Connector (AMC) Project, Draft Environmental Impact Report (DEIR) Notice of Preparation (NOP), the City of Los Angeles Department of Transportation (LADOT) respectfully submits the following comments / requests:

- 1) That the AMC Project Traffic Impact Analysis Scope require approval from the LADOT Planning and Development Review Division and that all aspects of the project traffic analysis adhere to LADOT Traffic Study Policies and Procedures
- 2) That the project appropriately considers potential transit connections discussed in the City of Los Angeles Westside Mobility Plan, particularly the proposed BRT/LRT project being considered on Lincoln Boulevard between the City of Santa Monica and the 96th Street station.

Sincerely,

Edward Guerrero Jr
Transportation Engineer

c: Jay Kim, Sean Haeri, LADOT Development Services / Review



MIKE BONIN

City of Los Angeles
Councilmember, Eleventh District

March 9, 2015

Ms. Meghna Khanna
Deputy Project Manager
Metro
One Gateway Plaza, Mail Stop: 99-22-5
Los Angeles, CA 90012

Dear Ms. Khanna,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Airport Metro Connector Project (AMC). The AMC is a crucial link in the Metro transit system and will provide significant transportation, environmental and economic benefits to the 11th Council District and our entire region.

As envisioned, the AMC will provide a seamless and robust connection between LAX and the Metro transit system. The project, coupled with the LAX Landside Access Modernization Program, provides an opportunity for Metro and LAWA to work together to create an imaginative, world-class connection to LAX. Above all, the project must prioritize passenger convenience to realize the full benefits of this public investment. To that end the stated Objectives in the NOP should be reconsidered:

Objective #1: Provide a reliable, fast and convenient connection for passengers traveling between the LAX area and the regional rail system.

Not only should the objective be to provide a reliable, fast, and convenient connection for passengers but there must also be an emphasis on the quality of the experience.

This station will be one of the first opportunities to leave a great impression on visitors to Los Angeles. This project must also seek to maximize the *quality* of the travel experience for passengers. Characteristics such as comfort, safety and aesthetics all factor into creating a high-quality experience.

Westchester Office

7166 W. Manchester Boulevard
Los Angeles, CA 90045
(310) 568-8772
(310) 410-3946 Fax

City Hall

200 N. Spring Street, Room 475
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(213) 473-6926 Fax

West Los Angeles Office

1645 Corinth Avenue, Room 201
Los Angeles, CA 90025
(310) 575-8461
(310) 575-8305 Fax



Objective #2: Integration with existing and future transit connections and airport facilities.

While transit is a key piece of this project, the objective should be broadened to include all modes of transportation. As the NOP highlights, the station will also provide bus transit service, and pedestrian and bicycle amenities. Curb space for a “kiss and ride,” as well as shuttle bus service should also be included.

The Project Description lists four basic components:

1. LRT station to be served by the Metro Green and Crenshaw/LAX Lines;
2. Bus plaza for Metro and municipal buses;
3. Passenger pick-up, drop-off, pedestrian and bicycle amenities; and
4. Enclosed transit center/terminal building that connects Metro’s AMC transit station with LAWA’s APM station

The Project Description uses language that is ambiguous in how the project elements connect the APM, Crenshaw Line and Green Line. Item #1 identifies an LRT station to be served the Crenshaw and Green Lines. Item 4 identifies a transit station/terminal building that connects the transit station and the AMC. The transit station/terminal building should connect the LRT station to the AMC as a single project at the 96th Street station. These are not elements that should be bifurcated as separate project descriptions but both should be pursued as one project element.

Finally, the tenant/landlord relationship between Metro and LAWA in the future transit/station terminal building has yet to be made clear to the public. To the degree that any CEQA/NEPA analysis is required by both Metro and LAWA to provide baggage check, ticketing and concourse areas, I would appreciate your ongoing collaboration with LAWA so as not to preclude these options in the future.

Metro and LAWA have formed a strong collaborative relationship that is a key piece of delivering a successful project. This collaboration must be harnessed to deliver a fully integrated project that goes beyond simply creating a connection between the two systems, but rather provides a seamless experience for the passenger between light rail and the People Mover.

I deeply appreciate your efforts to work with Los Angeles World Airports (LAWA) to develop a rail connection to Los Angeles International Airport (LAX) that will best serve the needs of the traveling public. An LAX Metro project is vital to our goal of building a world-class airport, with unmatched passenger conveniences, that is also a first-class neighbor to the surrounding communities.

Regards,

A handwritten signature in black ink, appearing to read "Mike Bonin". The signature is fluid and cursive, with the first name "Mike" and last name "Bonin" clearly distinguishable.

MIKE BONIN

Councilmember, 11th District



ARSAC *Alliance for a Regional Solution to Airport Congestion*
7929 Breen Ave. Los Angeles, CA 90045 (physical)
322 Culver Blvd., #231 Playa del Rey, CA 90293 (box)
310 641-4199 WWW.RegionalSolution.org info@regionalsolution.org

March 9, 2015

Mr. Christopher Koontz
Chief of Airport Planning
Los Angeles World Airports
1 World Way, Room 218
Westchester, CA 90045
Telephone: (800) 919-3766

Submitted via <http://www.connectinglax.org>

Re: Comments on Notice of Preparation for LAX Landside Access Modernization Project

Dear Mr. Koontz:

ARSAC, the Alliance for a Regional Solution to Airport Congestion, appreciates the opportunity to provide input into the project scoping for the LAX Landside Access Modernization Project (LAMP). We appreciate your desire to work more closely with us on these projects and the offer to extend for us the comment period to March 23, 2015 to submit additional comments.

A new LAWA willingness to present your aims, objectives, and philosophy used to design and implement these projects is acknowledged and appreciated. We understand that a key factor in every design decision was an urgency to save money and to complete all work before the now defunct application for the 2024 Olympics. We encourage LAWA to reassess the project elements to provide maximum traveler convenience and reduced impacts on surrounding communities.

Preliminary discussion leads us to believe that there is a set of predetermined decisions as to the design approach LAWA intends to take for each of these projects prior to completion of the EIR. What are the justifying assumptions used to reject all but a single set of preferred alternatives not here-to-fore described for public consumption. We expect a comprehensive set of alternatives to be addressed in the EIR along with explanations of why they are being rejected.

Background:

As you are aware, ARSAC supports a safe, secure, modern and convenient LAX provided that LAX does not expand further into surrounding airport communities. ARSAC strongly believes that a robust network of regional airports is the optimal solution for meeting Southern California's future airport capacity needs instead of expanding LAX. At over 3,500 acres, LAX has one of the smallest airfields in the world and there is no room to safely expand without severe impacts on surrounding communities. LAX is now the 5th busiest passenger airport in the world and the second busiest airport in the United States just surpassed Chicago O'Hare (ORD). LAX has the highest ratio of operations/acre of any major US airport. While LAX is a major international gateway and a prime economic engine of the regional economy, it is also the number one terrorist target on the West Coast.

It is critical for the economic vitality of the region that pro-active efforts are made to convince the airlines of the economic as well as environmental, security and social benefits of spreading airline service throughout Southern California. This activity will result in arresting the leakage of passengers from the catchment

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(marketing) areas of airports such as Ontario International Airport (ONT) and help reduce some of the traffic congestion for which Los Angeles is infamously famous.

Los Angeles World Airports (LAWA) management, staff and consultants must always consider impacts of airport operations on surrounding airport residents and find ways to prevent or reduce those impacts. For example, ARSAC remains adamantly opposed to moving the north runway, 24 Right further north and therefore closer to homes, schools, businesses and churches. As shown in the North Airfield Safety Study (NASS), the existing north airfield configuration is extremely safe and that increasing runway separation will bring negligible safety benefit. ARSAC continues to support LAX Specific Plan Amendment Alternatives 2 (the environmentally preferred alternative) and 9.

Specific Concerns:

ARSAC applauds LAWA for moving forward with LAMP and has many concerns that we would like LAWA to address in the upcoming EIR process:

1. Security

- a. LAWA Airport Police must have primacy in LAX security issues. LAWA PD must be the lead agency for all policing issues at LAX.
- b. LAWA Airport Police need increased staffing to avoid using Los Angeles Police Department (LAPD) officers on overtime pay. LAWA could avoid time wasting federal audits over allegations of airport revenue diversion by having enough LAWA PD officers on the job.
- c. LAX should have its own 911 system so that calls for service are responded to more quickly than the LAPD responding from the Pacific Station in Venice.
- d. LAWA Police should be stationed at each Transportation Safety Administration (TSA) checkpoint fulltime to prevent another incident such as the tragic murder of Gerardo Hernandez, the first TSA officer to die in the line of duty.
- e. If not already a policy, then all airport, airline, contractor and other visitors must be 100% screened by TSA before entering the passenger terminal areas of the airport.
- f. There should be a comprehensive video system in not just the passenger terminal screening checkpoints, but also in the newly proposed facilities in the LAMP NOP including the Consolidated Rental Car Garage (CONRAC), Intermodal Transportation Facility (ITF) and on the Automated People Mover (APM).

2. Safety

- a. LAX needs a new air traffic control (ATC) tower that will provide controllers 100% visibility of the airfield. The areas west of Bradley West, among several others already existing, are an "ATC Non-Visibility Area". The number of ATC non-visibility areas will only increase once the Midfield Satellite Terminal is constructed.
- b. LAWA must continue to endeavor to make airfield safety a high priority by following best practices such as the formation of an airfield safety team that meets on a monthly basis comprised of representatives of LAWA, the airlines, and the ground service personnel. This is to deal with the human factors in airfield safety. Other physical improvements LAWA must make to LAX include completing the build-out of the Runway Status Lights at all runway entrances. RSL provides high safety benefits for low costs. In addition, LAWA must continue to enhance airfield safety through better runway and taxiway striping, signage and lighting.

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3. Passenger Convenience

- a. Rail to airport. While ARSAC supports bringing public transit into LAX, ARSAC is concerned about the people mover proposal that LAX is making in LAMP. We hear from members of the public questioning why rail transit is not being brought into the Central Terminal Area (CTA). The traveling public understands that “world class airports” have rail transit built into, next to or underneath the passenger terminal for the most seamless travel experience. Airports such as Amsterdam, Frankfurt, Hong Kong and Tokyo Narita are excellent examples of rail transit built into the passenger terminal. The International Air Rail Organization (IARO) conference held in Los Angeles in 2006 noted that passenger use of public transit to and from airports drops as required changes in modes of transportation occur. Ideally, a Metrorail station in the CTA would bring the most possible passengers and then for each change mode of transportation (e.g. Metro to APM), the potential number of passengers diminishes. ARSAC acknowledges that there has been issues between LAWA and Metro for station location. ARSAC supports the proposed Metro station between the CONRAC and ITF although the original LAWA plan would have been better. We like the combination of public modes presented by LAWA for rail and public bus transport. ARSAC would also like to see future growth of the Metrorail to have a station inside the ITF and ideally, one day, inside the CTA itself. Connectivity with the Green Line and a western spur to connect along Sepulveda and or Lincoln should be supportable.
- b. Curb to the gate distance. ARSAC is concerned that the proposed Automatic People Mover (APM) spine alignment flies in the face of current airport design- shortening the distance from the curb to the gate. The APM spine alignment increases the distance from the curb to the gate. ARSAC is concerned for the convenience of passengers with many bags, senior citizen travelers, families with small children and other special needs passengers. While LAWA has proposed moving sidewalks to go between the APM stations and the passenger terminals, the distance may still be too great that passengers will be deterred from using the APM and instead continue to use a taxi or private vehicle to bring them curbside to the terminal.
- c. Serving most terminals. The proposed APM alignments do not stop at most terminals. LAWA appears to be more focused on the APM transit time from the CONRAC to the CTA rather than passenger convenience. Passengers already have an expectation on shuttle buses such as Lot C as to the timing. An APM will not help provide passengers a better alternative to access LAX unless it is convenient.

ARSAC requests that LAWA add another four alternatives into the range of alternatives that will have an APM loop configuration. By building an APM track above the upper level roadway in the CTA, it should be possible for conventional APM equipment to navigate the curve between Terminal 3, the Tom Bradley International Terminal (TBIT) and Terminal 4. ARSAC suggests that LAWA can also close the loop in the scissor alignment by creating a station inside the Tom Bradley International Terminal above the ticketing area. In the ticketing area, there is a huge niche between the pillars above the ticket counters. The APM alignment could go through here. This inside the terminal station will be very convenient for departing passengers and will allow LAWA to address the track curvature issue that LAWA believes prevents it from having an

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APM loop. A second variation on this alternative would be a dual track system for two-way movement around the CTA.

4. Mitigation

LAWA should ask all LAX airline tenants to help during LAMP construction projects. LAWA should ask all LAX airline tenants to evaluate moving some of their flight operations to Ontario International Airport (ONT) for the duration of LAMP. Each airline should be asked to analyze its Frequent Flyer Program database by ZIP code for passengers residing in San Bernardino, Riverside, Orange and eastern Los Angeles County. For Los Angeles County, ZIP code areas to be included in the study are for the San Gabriel Valley, cities of Burbank, Pasadena and Glendale and all cities plus unincorporated areas east of 110 freeway.

While LAWA cannot force airlines to support regionalization efforts, LAWA has had an ongoing obligation under the Stipulated Settlement Agreement to spread out airline service throughout Southern California airports such as ONT and Palmdale Regional Airport (PMD). LAWA has failed in its regionalization obligations; it is not a “one-off” or “one-time” process such as federal grant to subsidize airline service at PMD. It must be an ongoing pro-active effort, despite any short term economic downturns as regionalization is for the long-term benefit of Southern California’s economy and quality of life. By asking airlines to voluntarily co-operate in using ONT as a mitigation measure, LAWA will be demonstrating a pro-active effort in not only supporting regionalization efforts, but also minimizing passenger inconvenience at LAX.

5. Construction

- a. Construction laydown areas. ARSAC opposes the proposed laydown areas 1 and 2 west of the Westchester Central Business District. As opposed to having activities causing dust and pollution near homes and businesses, LAWA should consider using the vacated Belford Square area for construction laydown area.
- b. Construction controls. What are all of the areas for staging and routing of construction traffic? Any impacts on runway operations due to tarmac impacts or even along runways? Is there a community contact to mitigate issues? Air quality and dust control issues?

6. Signage and way finding

- a. Airport access signage needs to be clear. Signage must keep airport traffic out of residential areas. For south bound 405 LAX traffic, drivers need to be directed to exit at Century Boulevard.
- b. Rental car center signage needs to be clear. Rental cars need to be kept out of residential areas.
- c. Keeping airport transportation out of residential areas. LAWA should work with private bus companies, taxis, van, limos and other LAX licensed vehicles to avoid using Sepulveda Boulevard between Manchester and Centinela during off-peak hours (11:00pm to 6:00am) to access the 405 freeway. These vehicles should be directed to use Century Boulevard.

QUESTIONS

1. What specific forecasts of passenger activity and aircraft operations will the LAMP be based on? Passenger counts? Fleet mix? Number of flights? Ground traffic? Rail traffic? Mass transit? These forecasts will play a key role in determining the passenger-related ground access demands that will be

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placed on LAX in the future. If it is assumed that the airport will serve a passenger demand that is significantly greater than its current 78.9 MAP passenger constraint, the study should examine and justify the ability of the airport's terminal, terminal gate and runway facilities to accommodate that demand, and examine the potential airspace impacts of serving that demand on nearby airports including Santa Monica, Hawthorne and Van Nuys airports. What is the date window of the review? 2025? 2030? What runway/taxiway/taxilane assumptions will be made impacting times to gate and environmental impacts?

2. The LAMP should use these specific passenger and operational forecasts to determine the potential to divert future passenger ground access loads to transit modes, given the future ground access and transit and improvements assumed and recommended by the LAX LAMP. The higher the forecasts and greater the overall regional market share assumed for LAX in these forecasts, the less potential there will be to divert future ground access trips to transit on a percentage basis. This is because the higher the forecast, the more trips that will originate from outlying areas of the Southern California region including the Inland Empire, Orange and San Diego Counties and North Los Angeles County, which will overwhelmingly be made by private automobiles.
3. The LAMP should also base its examination of the potential for diversion of future airport ground access trips to transit modes on its latest LAX origin-and-destination (O&D) survey data. Findings should be made about the potential ability of the future regional transit system serving LAX to serve passengers using LAX based on where they actually live and work, and the accessibility of the future transit system to those places. Current O&D data bases should be updated and forecast based on the specific passenger and operational forecasts, as well as recent demographic forecasts, including assumptions made about more passengers on a percentage basis originating from outlying areas of the Southern California region, and outside the region.
4. Lastly, findings about the potential of the LAMP to divert future airport ground access trips to transit modes should be compared with similar air carrier airports with comparable ground access systems, including those with transit systems that do not directly access airport terminals and/or require one or more transfers to access the airport.

COMMENTS ON INITIAL STUDY AREAS CHECKLIST:

- I. Aesthetics
Buildings should be LEED certified, visually pleasing and include drought resistant landscaping where possible.
- II. Agriculture
Not applicable.
- III. Air Quality
ARSAC requests that air quality monitoring and mitigation is an ongoing pro-active activity at LAX and not one that is performed only during EIR exercises. There should be reports on at least an annual basis.

Air pollution needs to be carefully scrutinized:

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- The extent and content of LAX air pollution as noted in a recent USC study (which found that the air pollution plume from LAX extends much farther than previously determined) needs to be addressed.
- The plume actually covers over 20 square miles, mostly to the east and is driven by the prevailing on-shore winds.
- The USC study noted that particulate matter, especially pm 2.5 or smaller, is present in this plume and that this particulate matter, which can be inhaled deeply into one's lungs, is very harmful - particularly for children.

IV. Biological Resources

ARSAC wants to know the status of the Riverside Fairy Shrimp removed from the LAX airfield. Are these still in cold storage near LAX? What are the plans for the Riverside Fairy Shrimp now that the Madrona Marsh in Torrance has rejected LAWA's offer to accept the shrimp?

V. Cultural Resources

ARSAC reminds LAWA of its commitment in the LAX Specific Plan Amendment Study (SPAS) to provide for view preservations around the Theme Building, a City of Los Angeles cultural monument (1992). In addition, ARSAC calls on LAWA to provide the preservation of the "Sea-to-shining-sea" mural in the Terminal 3 tunnel connecting the ticketing building to the satellite building.

VI. Geology/Soils

A more stringent and encompassing examination of the soil throughout the proposed sites for projects must be undertaken, especially in light of the following points:

- Over the years, excavations have been made throughout the LAX property and the resulting material has been deposited in many areas within the LAX borders. Records of what materials were moved, what components and contaminants were present, and where they were relocated are sketchy or nonexistent. Will extensive soil contamination tests be done?
- Although the current construction sites are required to water piles of dirt, the crews leave for the day by late afternoon. The prevailing on-shore winds, however, blow all evening and night. The dirt dries out and fugitive, possibly toxic, dust gets blown into the neighborhoods surrounding LAX.
- The cloth coverings applied to the fences often come loose and allow the dirt to blow in the wind instead of providing more protection. These coverings need to be checked and repaired on at least a weekly basis.

VII. Greenhouse Gas Emissions

ARSAC requests that Greenhouse Gas Emissions monitoring and mitigation be an ongoing pro-active activity at LAX and not one that is performed only during EIR exercises. There should be reports on at least an annual basis.

VIII. Hazards and Hazardous Materials

The Charnock Fault runs under the eastern ends of Runways 25L and 25R and then angles northwest, crossing Manchester Avenue at Truxton Avenue.

1. It has been mapped by the City of Los Angeles Department of Public Works (navigatela.lacity.org/NavigateLA), but does not yet show up at the Alquist-Priola Earthquake

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Fault Zoning Map issued by the State Geologist. Therefore, the City's earthquake map should also be referenced in the EIR.

2. The whole area of the current DEIR is in an area noted as dune sand, similar to quicksand. Construction requirements must include appropriate measures to properly and safely handle this topography.

3. The earthquake fault runs close to the proposed tunneling of LAX traffic from Lincoln; therefore, extreme caution and measures must be employed when creating the tunnel under Sepulveda.

- IX. Hydrology/Water Quality
ARSAC calls upon LAWA to consider 100-year flood plain analysis for all new proposed facilities and updates and/or modifications to existing facilities in LAMP. Any new flood plane issues?
- X. Land Use/Planning
ARSAC is concerned about the automatic rezoning to an LAX Zone when LAWA acquires a property outside of the LAX Zone. There is the same concern when a property in the LAX Zone is sold and then property is supposed to take on a Westchester/Playa del Rey zoning designation. What is the public notification process for the automatic rezoning? Any changes to the City General Plan or Community Plans?
- XI. Mineral Resources
No comment here.
- XII. Noise
ARSAC requests that noise monitoring and mitigation be an ongoing pro-active activity at LAX and not one that is performed only during EIR exercises. There should be reports on at least a monthly basis.
- XIII. Population/Housing
No comment here.
- XIV. Public Services
The Los Angeles World Airports Police Department should have primacy at all LAWA owned and/or operated airports.
- XV. Recreation
As a part of LAMP, LAWA should provide areas for passengers travelling with dogs to have "relief" areas. Open space areas and pocket parks should be available to provide for outdoor areas for airport workers, passengers and visitors. In addition, there should be convenient outdoor areas for smokers.
- XVI. Transportation/Traffic
What contingency plans are there for scheduling conflicts with other agencies? Cal Trans, for instance, will be involved in developing the Lincoln Blvd. tunnel under Sepulveda. What will happen to traffic if Cal Trans cannot deliver that project in the allotted time frame?

Regarding the tunnel to reroute Lincoln traffic to LAX:

ARSAC Alliance for a Regional Solution to Airport Congestion
8055 W. Manchester Ave., Ste. 710 Playa del Rey, CA 90293

1. What is the timetable for removing the 96th St. Bridge? Before, during, or after the tunnel is complete?
2. How far down does excavation have to be to allow for safe construction and to accommodate truck traffic?
3. How much distance is needed to accomplish a safe and reasonable descent and ascent for Lincoln traffic to leave and reenter surface street levels?
4. Will the tunnel be two-way?
5. How will northbound Sepulveda traffic access Lincoln?
6. How will southbound Sepulveda traffic going to LAX gain access? By joining the tunnel traffic? If so, at what point?
7. Will Sepulveda be closed during the tunnel construction?
8. How will Sepulveda and Lincoln traffic be routed during tunnel construction?
9. How long will tunnel construction (and traffic rerouting) take?

For traffic inside and around the CTA has LAWA considered a check-in/drop off in the Park One area which allows vehicles to exit back to 96th and/or Sepulveda without the need to go around the CTA?

Does the building of a new hotel facility in the old bank building just north of Century on Sepulveda create any new traffic issues?

What assumptions are being made about train connectivity? Will visitor traffic encourage short trips out into Westchester or other points such as the Crenshaw Plaza for people with long delays?

Will current traffic service level measurement techniques (ie LOS) be maintained to augment the new mandated ones?

How does this set of projects fit in with the totality of the rest of the region's development for cumulative effect purposes?

XVII. Utilities/Service Systems

Redundancy and backup systems are needed for LAX to remain operational in the event of a power outage. In addition, LAX should endeavor to design buildings that minimize the use of energy for lighting, heating, cooling and air conditioning. Installation of photovoltaic panels to collect solar energy should be done as widely as possible where it will not cause glare for operating aircraft.

XVIII. Mandatory Findings of Significance

LAWA should include impacts to quality of life for airport neighbors in this LAMP EIR and other LAX Master Plan project level EIR's.

ALTERNATIVE CONCEPTS OVERVIEW

Automated People Mover (APM). ARSAC believes that an APM serving most terminals will bring the most passenger convenience. ARSAC proposes that the upper level roadway be rebuilt with an APM line on the top level. There can be a single track and double track scissor option as well as a single track or double track loop option. In a scissor alignment, the North Line stations would be Terminals 1, 2 and 3/TBIT and the South Line stations would be Terminals 7/8, 6, 5, and 4/TBIT. In a loop arrangement, an APM line next to the terminals will have stations at Terminals 1, 2, 3, TBIT, 4, 5, 6 and 7/8. The loop can be a single track or double track

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loop. A double track loop would offer more convenience for passengers, especially those going to and from Terminal 7 which has historically been at the end of the line for most forms of ground transportation.

Rebuilding the upper level roadway is important. CalTrans reports concerning concrete and creeping rust issues within the upper level roadway are of concern not to mention the passenger bridges. Rebuilding the upper roadway could resolve this and other issues. A new upper level roadway may open the possibility of having a “commercial curb” level between the departures and arrivals levels. The commercial curb for buses, taxis and shuttle vans works well at Denver International Airport (DEN).

LAWA should also consider a Personal Rapid Transit (PRT) in the range of alternatives. ARSAC does not have any financial interests with any PRT manufacturers. One PRT manufacturer, UltraPRT has built a PRT system at London’s Heathrow Airport (LHR). UltraPRT claims that a PRT system can be built for one-tenth of the cost than a traditional APM system. A PRT could provide LAX passengers with optimal convenience with the possibility of non-stop travel between the CONRAC and their desired passenger terminal. An LAX PRT with financial participation by local hotels, could also be extended to individual hotels along Century Boulevard and Airport Boulevard.

LAWA’s current landside modernization proposals seem to focus on short-term ease of construction rather than on long-term ease of use. LAWA could be criticized for doing an “APM on the cheap.” If mass transit and rail transit is truly important to LAWA for passengers to use it, then LAWA needs to make the right investment to maximize public use of the APM and mass transit. A PRT may provide more for the money, despite timing issues created by the necessity getting a California Public Utilities Commission (CPUC) approval. Whatever the solution is, a conventional APM or PRT, the APM route must access most terminals as closely as possible within the CTA for the APM to be successful.

At least one of the project reviews released in the past called for moving Terminal 3 west about 75 feet. Is this part of the considered plans? If so, how will it impact the APM? If LAWA is considering expanding Terminals 2 and/or 3 into a configuration more akin to a linear terminal how will it impact traffic?

Integrated Transportation Facility (ITF). The ITF west and east need additional parking capacity for short-term and long-term airport travelers. LAWA needs to find ways to increase utilization of the ITF. ARSAC suggests the creation of a holding lot for off-duty taxis, shared vans and busses that currently park in the Westchester Central Business District and adjoining residential areas. Drivers of these vehicles have been found sleeping in their vehicles parked in Westchester/Playa del Rey residential areas. This would be a good mitigation measure for LAWA to pursue. Furthermore, a free shuttle service can take drivers between the holding lot and the Westchester Central Business District.

LAWA should also consider pricing policies for the public and ground transport to utilize the ITF. For example, short term parking (4 hours) in the CTA can be reasonable, but daily rates can be higher. The ITF can provide economy cost parking. For passengers taking a taxi from the ITF, they will not be charged the \$4.95 flag drop as is charged from the CTA.

What about offsite check in actions? Will there be offsite check in at ITF, MTA stations or ConRAC? What traffic is assumed at Century and Sepulveda around the new Century MTA station?

What other traffic generating activities are planned in Belford Square and in Manchester Square?

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Questions on the FlyAway buses:

1. Is it the intent to locate all FlyAway buses at the ITF? Is this the best location?
2. Will the FlyAway buses continue to drop-off passengers at each terminal?
3. Will LAWA meet its commitment to have 9 FlyAway (includes Van Nuys) by the end of 2015?

CONRAC. The location at Manchester Square makes sense. ARSAC is opposed to any freeway on-ramp or off-ramp at Arbor Vitae. There have been 3 EIR's performed on an Arbor Vitae interchange and each time they have been rejected by CalTrans and the Federal Highway Administration (FHA). In addition, ARSAC opposes widening Arbor Vitae east of La Cienega to keep airport cut-through traffic out of Inglewood residential areas.

ARSAC suggests the following freeway connections to the CONRAC:

1. From 405 south- current Century Boulevard exit
2. From 405 north- current Imperial Highway exit
3. From 105 west- current Aviation/La Cienega/Imperial Highway exit. To make this concept better, LAWA can build an access road north from the intersection of Imperial Highway and the 105 on- and off-ramps to the CONRAC. The road would start at Imperial Highway west of the ProLogis cargo warehouses. The road would continue north to the east of Proud Bird Restaurant across Lots B or E. The road will then come out to west of Concourse Drive at Century Boulevard. This concept will require some land acquisition in the Airport Industrial District. Some of these properties are rent-a-car companies.
4. To 405 north- use Century Boulevard or Imperial Highway
5. To 105 east- see proposed roadway above
6. ARSAC opposes any Lennox Boulevard freeway ramps that remove access to the Lennox community to and from La Cienega.

CONCEPTS TO BE INCLUDED IN THE RANGE OF ALTERNATIVES

Number	Name	APM / CTA	ITF West	CONRAC
1	APM existing roadway	APM built over existing CTA upper roadway	On 98 th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
2	APM new roadway	APM built on top of rebuilt CTA upper-level roadway	On 98 th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
3	APM and commercial curb level	APM built on top of rebuilt CTA upper-level roadway with commercial curb	On 98 th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae

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		on Level 2		
4	Dual track APM	Dual track APM built on top of rebuilt CTA upper-level roadway	On 98 th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
5	APM parking garage	APM built on top of rebuilt CTA parking garages	On 98 th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
6	PRT roadway	PRT built on top of rebuilt CTA upper-level roadway	On 98 th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae
7	PRT parking garage	APM built on top of rebuilt CTA parking garages	On 98 th Street between Sepulveda Blvd and Airport Blvd	In Manchester Square, no freeway ramps at Arbor Vitae

PROPOSED CONSTRUCTION PHASING (can be concurrent phases)

1. Build CONRAC. Use buses between CONRAC and CTA until APM is operational
2. Build ITF East. Use buses between CONRAC and ITF until APM is operational.
3. Build ITF West. Use buses between CONRAC and ITF until APM is operational
4. Build APM from CONRAC towards CTA.
5. Build APM in CTA. In cases where upper level roadway is rebuilt with a new APM level on top, CTA construction will be by zones. Zone A is Terminal 3/TBIT North. Zone B is Terminal 2. Zone C is Terminal 1. Zone D is Terminal 4/TBIT South. Zone E is Terminals 5 and 6. Zone F is Terminals 7 and 8.
6. Complete APM and end bus service between CTA, ITF and CONRAC.

PUBLIC PARTICIPATION

ARSAC is concerned that LAWA is trying to front-load the LAMP EIR process with an “APM on the cheap” option. Given that the urgency for the 2024 Olympics has gone away, LAWA should re-engage the public on coming up with win-win solutions similar to the engagement process that LAWA had successfully used on the 2015 LAX Northside project. Note how there is no litigation on the Northside project.

CONCLUSION

The APM spine alignment option that appears to be preferred by LAWA will not maximize usage. LAX should revisit the APM ideas that were screened out because they would cause disruption at an operating airport. The public expects that airports will almost always be under some form of construction, much like universities and Disneyland. By screening out better alternatives that may increase potential ridership LAWA may succeed in quickly building an APM very few passengers or airport employees will use for the long term.

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LAWA can and should avoid building a \$1 billion white elephant of an APM system. If LAX is ever to be truly considered a “world class airport,” then passenger convenience needs to be paramount for success and therefore the APM can and should stop at most LAX passenger terminals.

We encourage LAWA to revisit all of its construction decisions to take advantage of reconstruction opportunities from deficient infrastructure that needs replacement or repair.

Please feel free to contact us with any questions. We look forward to hearing from you.

Sincerely,



Denny Schneider
President
denny@welivefree.com (213) 675-1817



Robert Acherman
Vice President
racherman@netvip.com (310) 927-2127

Allen Matkins

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E-mail: rfriess@allenmatkins.com
Direct Dial: 949.851.5478 File Number: 142684-00023/OC1060318.01

VIA EMAIL/U.S. MAIL

March 9, 2015

Meghna Khanna, Deputy Project Manager
Metro
One Gateway Plaza, Mail Stop: 99-22-5
Los Angeles, California 90012
E-mail: laxconnector@metro.net

**Re: Hertz's Formal Scoping Comments for Airport Metro Connector
Draft EIR and Objection to Use of Hertz's Property for Metro's
Project**

Dear Ms. Khanna:

This office represents The Hertz Corporation in connection with Metro's proposed Airport Metro Connector, which is planned to be incorporated into Metro's larger Crenshaw/LAX project, in the City of Los Angeles, California ("Project"). This letter constitutes Hertz's preliminary formal scoping comments on the Draft EIR being prepared for the Project pursuant to the California Environmental Quality Act. It also constitutes Hertz's objection to Metro's use of any of Hertz's property for the Airport Metro Connector. Hertz requests that Metro send all notices regarding the Project to Allen Matkins Leck Gamble Mallory & Natsis LLP, 1900 Main Street, 5th Floor, Irvine, California, Attention: K. Erik Friess; email: rfriess@allenmatkins.com.

1. Background.

We understand the Project includes a new transit station near Aviation Boulevard and 96th Street that will connect the Los Angeles International Airport ("LAX") to Metro's rail system. The Project also includes a connection to a future Automated People Mover to be built and operated by Los Angeles World Airports ("LAWA"). Additionally, the Project includes the following components:

Meghna Khanna, Deputy Project Manager
March 9, 2015

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- Light Rail Transit station to be served by the Metro Green and Crenshaw/LAX Lines;
- Bus plaza for Metro and municipal buses;
- Passenger pick up, drop off, pedestrian, and bicycle amenities; and
- Enclosed transit center/terminal building that connects Metro's transit station with LAWA's people mover station.

We understand LAWA's people mover will be an elevated line on a dedicated right-of-way with three stations currently planned within the Central Terminal Area. Three additional stations are also proposed to be located outside the Central Terminal Area at LAWA's proposed Intermodal Transportation Facility, Metro's proposed Airport Metro Connection Station, and LAWA's conceptual Consolidated Rental Car Facility ("CONRAC"). Passengers, visitors, airport employees, and others would be able to transfer from the at-grade Metro Transit Station to the elevated people mover. As currently proposed, LAWA will lead the environmental review for the people mover, while Metro will serve as the lead agency on the environmental review for the Project's transit station.

As currently proposed, the Airport Metro Connector station apparently will be located on a significant portion of the 9-acre property owned and operated by Hertz known as the "Garrett Lot." Up until Metro's Crenshaw/LAX Transit Project, Hertz used the Garrett Lot primarily to store its bus and rental car fleet and to conduct other operations in connection with its car rental business. In 2013, however, for Metro's Crenshaw/LAX project, Metro obtained prejudgment possession of the approximately 8-acre facility used by Hertz's subsidiary, DTG Operations, from which the Dollar Rent-a-Car brand was operated. (The diagram below shows the location of that property.) As a result, Hertz/DTG was forced to move several permanent components of its business to the Garrett Lot.

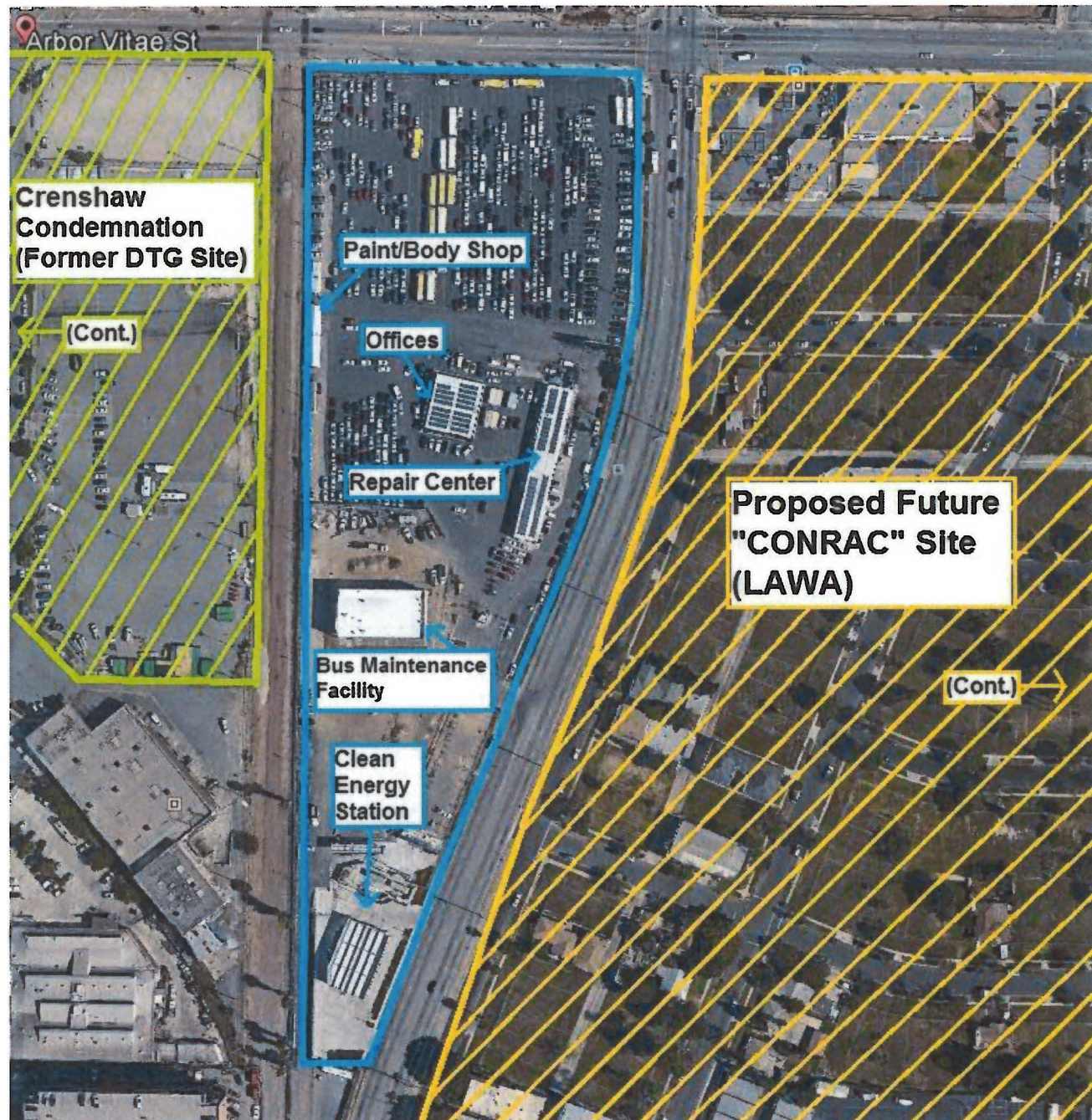
Specifically, Hertz constructed a bus maintenance facility for its four brands (Hertz, Dollar, Thrifty, and Firefly) at a cost of approximately \$3.6 million. The Garrett Lot also now houses the maintenance for the vast majority of Hertz's fleet repairs and maintenance

Meghna Khanna, Deputy Project Manager

March 9, 2015

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for all its brands. Hertz is also in the process of redeveloping those maintenance operations, for which it will be investing additional millions of dollars.



Meghna Khanna, Deputy Project Manager
March 9, 2015

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As can be seen in the above diagram, in addition to serving as Hertz's bus and car maintenance facility, the Garrett Lot also houses a natural gas/clean energy station on the southern perimeter of the property, which portion Hertz leases to a third-party to provide natural gas as a clean energy alternative to traditional gasoline. Also as shown above, no available land exists in the immediate vicinity for Hertz to move its existing and future operations. And Metro's condemnation of Dollar's facilities immediately to the west of the Garrett Lot has further constrained the available land.

2. Draft EIR Scoping.

As a preliminary matter, we understand Metro has already agreed to include a comprehensive analysis of the following areas of study in the Draft EIR, and Hertz formally requests Metro address each of these areas and that Metro include the impacts that would occur in each area if Metro further displaces portions of Hertz's operations:

- Displacements
- Aesthetics
- Air Quality
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Public Services
- Transportation and Traffic
- Utilities and Services

3. Additional Topics to be Addressed in the Draft EIR.

A. Specific Topics to Include.

In addition to the foregoing, Hertz requests that the Draft EIR include analyses of the following additional specific areas of study:

- Impacts of Removing Hertz's Bus/Car Maintenance Facility. Metro's acquisition of the Garrett lot will force Hertz to find an alternative location

Meghna Khanna, Deputy Project Manager
March 9, 2015

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for its current bus and car maintenance and storage. Because there is no available property in the immediate vicinity, that location will have to be further out from the airport, requiring Hertz's cars and buses and other vehicles, including tow trucks, etc. to travel from further away to Hertz's existing rental facilities. The Draft EIR needs to analyze the potential alternative locations, if any, in the general vicinity and perform a detailed review of the environmental impacts associated with forcing Hertz to move its operations from the Garrett lot, including, without limitation, impacts to air quality, greenhouse gas emissions, noise, traffic, and hydrology.

- Impacts of Eliminating the Clean Energy Station. Additionally, the Garrett Lot is the site of an alternative energy station, which supplies natural gas to buses and other vehicles. The Garrett Lot is ideally situated for this service, due to its close proximity to the airport and the South Bay communities. If the project were to eliminate this facility, it will cause serious impacts, including impacts resulting from forcing buses and other vehicles that would otherwise use the station to travel to and from any potential alternative sites for the station. Alternatively, if there is no feasible location for the station, the Draft EIR must examine the impacts from eliminating the clean energy alternative from the communities, including impacts to air quality and greenhouse gas emissions.

B. Alternative Project Routes.

In addition to the foregoing topics, Hertz requests that the Draft EIR address all potentially feasible alternative routes for the Project, including, without limitation, all sites previously identified by Metro as potential alternative locations for the Project in Metro's April 18, 2012, Green Line to LAX Alternatives Analysis Report, and all alternative sites identified in the April 18, 2012, Revised Planning and Programming Committee Board Report. The Draft EIR should future explore the possibility of locating all or some of the project components underground or reducing the footprint of the components, including by utilizing multi-story engineering wherever possible.

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

Meghna Khanna, Deputy Project Manager

March 9, 2015

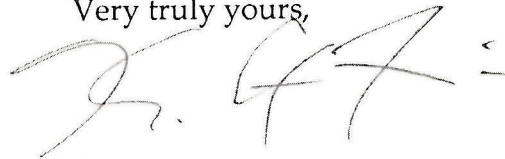
Page 6

4. Conclusion.

Hertz reserves the right to submit additional comments in connection with the Project to the fullest extent allowed by law. Additionally, Hertz formally requests notifications of all project hearings and meetings in connection with the Draft EIR to Allen Matkins Leck Gamble Mallory & Natsis LLP, 1900 Main Street, 5th Floor, Irvine, California, Attention: K. Erik Friess; email: rfriess@allenmatkins.com. Finally, Hertz wishes to lodge its vehement objection to the use of any of its land for the Project.

Should you have any questions regarding the foregoing comments, please feel free to contact us at your convenience.

Very truly yours,

A handwritten signature in black ink, appearing to read 'K. Erik Friess', with a stylized flourish at the end.

K. Erik Friess

KEF:nss



VIA EMAIL

March 9, 2015

Ms. Meghna Khanna
Deputy Project Manager
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-22-5
Los Angeles, CA 90012
laxconnector@metro.net

RE: Airport Metro Connector – Scoping Comment

Dear Ms. Khanna:

On behalf of the Gateway to L.A. Business Improvement District (BID) and our more than 50 members, we want to share our comments on the Notice of Preparation for the Airport Metro Connector Project (project). The BID supports the concept of a public transportation connection to the Los Angeles International Airport (LAX) and looks forward to engaging with Metro and its consultants on this project throughout the environmental process. In the meantime, we would like the following comments to be considered and studied in the draft environmental documents.

Project Aesthetics

The BID would like to ensure that visual impacts and aesthetics of the station are considered and evaluated. The BID has been working with the Los Angeles World Airports and the City of Los Angeles for several years to improve the appearance of the Century Boulevard Corridor and surrounding areas. We would like to see a visually appealing and iconic design selected for the station that is coordinated with the design of the LAX Landside Access Modernization Program components.

Traffic and Access

Access to this station will be crucial considering plans to co-locate bus and passenger drop-off and pick-up. The BID would like to see the 96th Street/Aviation Boulevard and Century/Aviation Boulevard intersections thoroughly studied considering pedestrian, bicycle and vehicle traffic, particularly at peak airport travel times, not just conventional peak work travel times. Pedestrian, bicycle and vehicle traffic should be analyzed at all intersections being studied as part of this environmental process.

Additionally, the BID would like pedestrian crossing times to be evaluated at these intersections to determine if the time allotted to cross is still sufficient considering potential changes in pedestrian traffic.

Finally, the BID would like to see rail trip counts updated to account for passengers missing the 96th Street/Aviation Boulevard station and instead getting off at the Century/Aviation Boulevard Crenshaw Line station to get to the airport. Pedestrian accessibility from the Century/Aviation Boulevard station to the 96th Street/Aviation Boulevard station should be studied and improved to account for additional pedestrian activity between these two stations.

Signage and Wayfinding

LAX serves a large population that includes many international travelers. Extra attention should be paid to wayfinding at this new station and in surrounding areas to ensure passengers can easily access the Crenshaw Line and the LAX Automated People Mover. Signage will also be important to ensure passengers get off at the correct stop and do not cause additional traffic or delays other stations.

Thank you for your time and consideration of our comments. We look forward to working with you and your consultants on this important project.

Sincerely,



Laurie Hughes
Executive Director
Gateway to LA Business Improvement District
6151 W. Century Blvd. #121
Los Angeles, CA 90045
(310) 216-7328
lhughes@gatewaytola.org

cc: Honorable Mike Bonin, Los Angeles City Councilmember, District 11

Jennifer Lao

From: Eric Bruins <eric@la-bike.org>
Sent: Sunday, March 08, 2015 7:15 PM
To: LAXCONNECTOR
Subject: Formal Scoping Comments - Airport Metro Connector
Attachments: Mayors Directive 2011-07.pdf

To Whom It May Concern:

The Los Angeles County Bicycle Coalition (LACBC) works to improve mobility for bicyclists of all ages and abilities, for transportation and recreation, across Los Angeles County. LACBC appreciates the opportunity to comment on this exciting and regionally significant project to create much-needed integrated, multi-modal access for Los Angeles International Airport. We believe that this project provides substantial opportunity to also increase access to LAX for bicyclists as is now common at world-class airports around the globe.

While many LAX trips are regional in nature, a significant number originate from the densely populated Westside and South Bay, both for airport employees and travelers. The roads around LAX are currently extremely difficult to navigate by bicycle, and bicycle facilities at the airport are scarce. In my own experience, the one public bike rack at Terminal 1 is generally over capacity and fails to meet current LA City standards. Access to this bike parking requires riding on high-speed Lincoln Boulevard with no accommodations for bicyclists.

This project is governed by the City of Los Angeles Bicycle Plan and Mayoral Directive No. 20 (2011, attached), as well as Metro's recently adopted Complete Streets Policy. We look forward to a productive dialog with you to apply these plans and policies to this project in a way that provides meaningful improvements to travelers and employees accessing LAX by bike. The following specific issues must be addressed by the EIR for the Airport Metro Connector project:

- Bicycle parking (long-term & short-term, including repair and assembly facilities)
- Implementation of Bicycle Plan facilities on all streets impacted by project
- Designation of clear, high-quality (8-80) access routes to and from all bicycle parking facilities
- Stair channels at all locations where bike access is permitted

Thank you for consideration of these comments. Should you have any questions, my contact information is below.

Sincerely,

--

Eric Bruins
Planning & Policy Director
Los Angeles County Bicycle Coalition
t: 213.629.2142, x127 / f: 213.629.2259

www.la-bike.org

Help build a better, bike-able L.A. County:
Become an [LACBC member](#) today!



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

Russ Guiney, Director

John Wicker, Chief Deputy Director

March 9, 2015

Sent via email: laxconnector@metro.net

Mr. Meghna Khanna
Deputy Project Manager
Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-2-5
Los Angeles, CA 90012- 2952

Dear Mr. Khanna:

**NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE AIRPORT METRO CONNECTOR PROJECT**

The Notice of Preparation of a draft Environmental Impact Report for the Airport Metro Connector (AMC) Project has been reviewed for potential impact on the facilities of the Los Angeles County Department of Parks and Recreation (DPR). We have determined that the project, which proposes a new intermodal AMC transit station, will not affect any DPR facilities.

Thank you for including this Department in this environmental review process. If we may be of further assistance, please contact me at (213) 351-5129 or jchien@parks.lacounty.gov.

Sincerely,

Jui Ing Chien
Park Planner

JIC/ Response to Metro, Airport Metro Connector Project

c: DPR (N. E. Garcia, K. King, C. Lau)

March 10, 2015

Ms. Meghna Khanna
Deputy Project Manager
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-5
Los Angeles, CA, 90012-2952

**DRAFT ENVIRONMENTAL IMPACT REPORT NOP
AIRPORT METRO CONNECTOR PROJECT**

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS COMMENTS

We completed our review of the Notice of Preparation for the Draft Environmental Impact Report (EIR) for the proposed Airport Metro Connector Project. The proposed project is being developed to connect Los Angeles International Airport (LAX) to Metro's regional rail system. The Airport Metro Connector (AMC) transit station will provide a connection to a planned LAX Automated People Mover (APM) to be built and operated by the Los Angeles World Airports. The AMC transit station would also consolidate bus transit services in the LAX area and provide pedestrian and bicycle amenities.

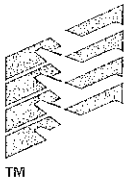
The County of Los Angeles, Department of Public Works' has no comments at this time. However, we would like the opportunity to review the project's draft EIR when it becomes available.

If you have any other questions or require additional information, please contact Ed Gerlits of Land Development Division at (626) 458-4953 or egerlits@dpw.lacounty.gov.



ECG:

P:\dpub\SUBPCHECK\Plan Checking Files\Projects not associated with a TR-PM-CUP-Single Lot-Permit\Airport Metro Connector Project\NOP\2015-02-23 NOP
SUBMITTAL\Airport Metro Connector Project NOP Memo.docx



Los Angeles World Airports

March 9, 2015

Meghna Khanna
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza, Mail Stop: 99-22-5
Los Angeles, CA 90012

RE: Airport Metro Connector Notice of Preparation

LAX

LA/Ontario

Van Nuys

City of Los Angeles

Eric Garcetti
Mayor

Board of Airport
Commissioners

Sean O. Burton
President

Valeria C. Velasco
Vice President

Gabriel L. Eshaghian
Jackie Goldberg
Beatrice C. Hsu
Matthew M. Johnson
Dr. Cynthia A. Telles

Gina Marie Lindsey
Executive Director

Dear Ms. Khanna,

Los Angeles World Airports (LAWA) is pleased to provide these comments on the Airport Metro Connector (AMC) Notice of Preparation (NOP). Both LAWA and the Los Angeles County Metropolitan Transportation Authority (Metro) have worked collaboratively over the last several years to bring both Metro's AMC project and LAWA's Landside Access Modernization Program to fruition. These two projects will greatly improve access to Los Angeles International Airport (LAX) and result in traffic and air quality improvements to the region. This letter identifies items where LAWA and Metro will need to closely coordinate to ensure the success of each agency's independent projects, and identifies elements that LAWA is obligated to comment on in regards to development in the vicinity of LAX.

Vehicle Circulation at the AMC Site – The Metro AMC site is adjacent to LAWA's proposed Consolidated Rental Car Facility (CONRAC) and East Intermodal Transportation Facility (ITF). Metro's Environmental Impact Report (EIR) will need to account for these planned facilities including the cumulative localized traffic and driveway placements, modifications to Aviation Boulevard, and vehicular movement controls to ensure that both Metro's and LAWA's facilities can function without impacting each other. Continued coordination and information sharing should allow for a mutually beneficial solution to the routing of traffic and site access.

Pedestrian Circulation at the AMC Site – LAWA wants to ensure that Metro passengers can easily flow from the LAWA APM station into the Metro station facility. While exact station specifications are yet to be designed, the two agencies should cooperatively establish criteria and provisions to assure this transfer is intuitive and unobstructed, and meets the needs of both Metro and LAWA passengers.

Interim Operation of AMC Transit Station – LAWA's APM system, including service to the proposed Metro AMC location, is tentatively scheduled to begin service in 2024. Should the Metro AMC station begin operations prior to LAWA's APM system, provisions should be made to allow LAWA's shuttle bus service from the AMC station to the LAX Central Terminal Area (CTA).

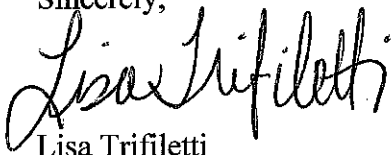


Construction of the Proposed AMC Transit Station – As you may be aware, any party proposing to construct an object or structure near existing public use airports is required to notify the Federal Aviation Administration (FAA) before construction begins. In turn, the FAA examines each proposed structure in accordance with Title 14 Code of Federal Regulations Part 77, Objects Affecting Navigable Airspace (Part 77 regulations). As part of that review, FAA first determines whether the proposed structure would constitute an “obstruction” because it would penetrate a series of defined geometric surfaces emanating from airports (referred to collectively as airspace surfaces or Part 77 surfaces), which establish critical airspace needed for aircraft arrivals, departures and safety procedures. In addition, FAA examines whether the proposed structure is too tall or is located too close to an existing or proposed airport that it would constitute a hazard to air navigation. A structure that constitutes a “hazard” presents a very serious safety concern and generally cannot be constructed without compromising the safety of air navigation. These regulations also pertain to construction equipment, such as cranes, that could temporarily cause an obstruction to air navigation.

The proposed AMC transit station will be located approximately 8,500 feet east of Runway 6R-24L. The Part 77 regulations require that developers must file a Notice of Construction or Alteration if a structure or construction of a structure would exceed an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet. Therefore, Metro should determine the need for a completed FAA Form 7460-1, Notice of Proposed Construction or Alteration prior to the start date of the proposed construction.

Thank you again for the opportunity to comment on this project. We look forward to addressing these issues together as both projects move through the environmental process and toward implementation.

Sincerely,

A handwritten signature in black ink, reading "Lisa Trifiletti". The signature is fluid and cursive, with the first name "Lisa" and last name "Trifiletti" clearly distinguishable.

Lisa Trifiletti

Director, Environmental and Land Use Planning

Courtney Thomas

From: Litvak, Jody Feerst <Litvakj@metro.net>
Sent: Wednesday, March 11, 2015 11:10 AM
Subject: FW: Mar Vista Community Council Motion--Metro Regional Airport Connector Project

Planning team This is your call to make but I think we should go ahead and include this as the very last of the scoping comments even though it came in late. It costs us nothing and we'll be good guys and gals for doing it. Let us know.

From: sealnbear@aol.com [mailto:sealnbear@aol.com]
Sent: Wednesday, March 11, 2015 8:06 AM
To: Litvak, Jody Feerst; Berlin, Renee; Mieger, David; diego.alvarez@lacity.org; opulido@lawa.org; ltrifiletti@lawa.org; kkoontz@lawa.org; Mike.bonin@lacity.org; Chad.Molnar@lacity.org; jessica.duboff@lacity.org; Paul.Backstrom@lacity.org; len.nguyen@lacity.org; tricia.keane@lacity.org; Jay.Greenstein@lacity.org; paul.koretz@lacity.org; billk@marvista.org; melissa@stollerdesign.com; mkrupkin@mindspring.com
Cc: sherriakers@ca.rr.com; Michael.millman@marvista.org; brad.wilHITE@marvista.org; robin.doyno@marvista.org; Valerie.davidson@marvista.org; michelle.krupkin@marvista.org; bill.scheding@marvista.org; Melissa.stoller@marvista.org; Yvette.molinaro@marvista.org; bill.koontz@marvista.org; john.kuchta@marvista.org; mitchell.rishe@marvista.org; hetzm5@gmail.com; lipmen@me.com; rl@acinetcom.com; kentstrum@aol.com; darrclarke@gmail.com
Subject: Mar Vista Community Council Motion--Metro Regional Airport Connector Project

To Ms. Jody Litvak et al:

The following motion (see below) was passed by the Board of the Mar Vista Community Council (MVCC) last night at its monthly meeting.

Please add this to the official record of community input for the Metro Regional Airport Connector Project. Is there an official address or other communication method for the MVCC Chair (Bill Koontz) and/or Secretary (Melissa Stoller) to send this motion to you as a formal resolution of the MVCC?

Thank you,
Ken Alpern
Boardmember and Co-Chair, T/I Committee, MVCC

The Mar Vista Community Council supports:

- a) Naming the recently-approved and planned MetroRail station for the Crenshaw/LAX Light Rail Line at 96th/Aviation as "LAX Transit Center"**
- b) Exploring any artistic/station design efforts to include pylons, consistent with the iconic pylons already located at LAX, at the future 96th/Aviation MetroRail station to establish this center as the rail/transit "Gateway to LAX" for commuters, visitors and tourists travelling to/from LAX.**
- c) Any efforts to facilitate bus and rail access to the future station at 96th and Aviation, and to facilitate transfer to the future LAX People Mover Line.**
- d) Construction of moving sidewalks with sufficient capacity (or sufficient for two passenger lanes on each walkway for both standing and walking pedestrians, on conveniently-designed,**

properly-located, and covered pedestrian bridges) from People Mover stations to each and every terminal, with a configuration to best encourage usage of the People Mover to access LAX airline terminals

e) Whenever possible, construction of moving sidewalks whenever possible and with sufficient capacity on conveniently-designed, properly-located, and covered pedestrian bridges) between airline terminals on opposite sides of the Central Terminal Area.

f) Consistent with Mayor Garcetti's vision of City-wide free wi-fi and commercial development favorable to business and tourism, construction and implementation of more cell-phone and laptop plug-in stations, free wi-fi, and commercial development within LAX, as well as on those regions adjacent to the LAX People Mover and on Century Blvd.

g) Consideration and, if possible, implementation of ramps at all vertical circulation and connections between levels, in addition to escalators and elevators at the future Metro station at 96th/Aviation and at the LAX People Mover stations



Name

Nombre

Steve Lantz

Organization

Organization

South Bay Cities Council of Governments

Please limit your comments to two minutes. You can submit written comments.



March 9, 2015

Ms. Meghna Khanna, Deputy Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012
Email: laxconnector@metro.net

RE: SCAG Comment on the Notice of Preparation of a Draft Environmental Impact Report for the Airport Metro Connector Project [SCAG NO. IGR8364]

Dear Ms. Khanna,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Airport Metro Connector Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Airport Metro Connector Project. The proposed project would include the construction and operation of a new intermodal Airport Metro Connector transit station located along the Crenshaw/LAX Light Rail Transit Project to provide a connection to the planned LAX Automated People Mover.

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to sunl@scag.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,

A handwritten signature in cursive script that reads 'Ping Chang'.

Ping Chang,
Program Manager II, Land Use and Environmental Planning

¹ SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

**COMMENTS ON THE NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT FOR
THE AIRPORT METRO CONNECTOR PROJECT [SCAG NO. IGR8364]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS Goals

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see <http://rtpscs.scag.ca.gov>). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

SCAG 2012 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference
etc.	etc.

RTP/SCS Strategies

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf> (Tables 4.3 – 4.7, beginning on page 152).

Aviation Demand Forecasts

It is noted that SCAG is currently in the middle of updating the regional aviation demand forecasts for the 2016 RTP/SCS which may impact the demand for this project.

The SCAG Aviation Technical Advisory Committee (ATAC) is a standing subcommittee comprised of a group of aviation professionals who meet in an effort to provide SCAG with technical and professional expertise on regional aviation issues. The ATAC also serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties. This group may be leveraged for input during the CEQA process, as deemed appropriate by LACMTA. Information on the ATAC can be accessed at <http://www.scag.ca.gov/aviation/index.htm>

If you have any questions regarding the SCAG Aviation Program please contact Mr. Ryan N. Hall at hall@scag.ca.gov or 213-236-1935.

Regional Growth Forecasts

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit <http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf>. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		Adopted City of Los Angeles Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	3,991,700	4,320,600
Households	6,458,000	7,325,000	1,455,700	1,626,600
Employment	8,414,000	9,441,000	1,817,700	1,906,800

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at:
<http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf>

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects*. Appendix G can be accessed at:
http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov



*Serious drought.
Help save water!*

March 9, 2015

Mr. Arthur T. Leahy
Los Angeles County MTA
One Gateway Plaza
Los Angeles, CA 90012

RE: Airport Metro Connector Project
Vic. LA-405/PM 22.74
SCH # 2015021009
IGR/CEQA No. 150211AL-NOP

Dear Mr. Leahy:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project includes a new intermodal Airport Metro Connector (AMC) transit station located along the Crenshaw/LAX Light Rail Transit (LRT) Project. The Crenshaw/LAX LRT Project is currently under construction. The project site is southwest of the Arbor Vitae Street/Aviation Boulevard intersection and will be located immediately adjacent to Metro's Southwest Maintenance Facility.

To assist in evaluating the impacts of this project on State transportation facilities, a traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the project's traffic consultant to Caltrans' traffic study guide Website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Listed below are some elements of what is generally expected in the traffic study:

1. Presentations of assumptions and methods used to develop station trip generation, trip distribution, choice of travel mode, and assignments of trips to I-405 and all off ramps at the project vicinity including but not limit to Northbound (NB) I-405 at W Arbor Vitae St, Southbound (SB) I-405 at W Arbor Vitae St. The traffic consultant should work with Caltrans to identify and confirm off ramp study locations prior to the preparation of the traffic study. The traffic study should also analyze the storage for left-turn pocket at on/off-ramps.

Caltrans has serious safety concerns when an excessive amount of vehicles are expected to use an off-ramp, thus causing congestion to back up onto the mainline, which in turn may lead to rear-end accidents. For this project, the City should conduct an off-ramp queuing analysis utilizing the Highway Capacity Manual (HCM) queuing analysis methodology with the actual signal timings. Capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point. The existing queue length should be calculated from the traffic counts, including the percentage of truck assignments to the ramp with a passenger car equivalent factor of 3.0 (worst case scenario) with 30 feet per car. The analyzed result may need to be calibrated with actual signal timing when necessary. Please include mitigation measures if forecasted vehicle queues are expected to exceed 85% of the total available storage capacity such that the storage will allow a 15% safety factor.

2. Project travel modeling should be consistent with other regional and local modeling forecasts and travel data. Caltrans uses the indices to verify the results and any differences or inconsistencies must be thoroughly explained. Please submit modeling assumptions for Caltrans review and comment.
3. Trip generation rates for the project should be based on the nationally recognized recommendations contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE).
4. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area with and without project. Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions should include build-out of all projects and any plan-horizon years.
5. Include all appropriate traffic volumes. The analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.
6. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts should also be included. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.
7. A fair share contribution toward pre-established or future improvements on the State Highway System is considered acceptable mitigation. (Please see Appendix "B" of the Guide for more information).

Mr. Arthur T. Leahy
March 9, 2015
Page 3

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. Should you wish to expedite the review process or receive early feedback from the Department please feel free to send a copy of the DEIR directly to our office.

Caltrans would like to formally invite the Lead Agency and the traffic consultants to a formal scoping meeting to discuss preparation of traffic impact study, potential traffic direct/cumulative impacts, and possible traffic mitigation for the State facilities.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 150211AL.

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 61st AIR BASE GROUP (AFSPC)
LOS ANGELES AIR FORCE BASE, CALIFORNIA

18 March 2015

Colonel Donna L. Turner
Commander, 61st Air Base Group
483 N. Aviation Boulevard
El Segundo, CA 90254-2808

Ms. Meghna Khanna
Metropolitan Transportation Authority
Los Angeles County
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Ms. Khanna,

I received the Notice of Preparation of a Draft Environmental Impact Report for the Airport Metro Connector Project. Thank you for the opportunity to comment on potential environmental information that may be germane to this project from the perspective of Los Angeles Air Force Base.

We do not have any comments at this time. However, I kindly request to be provided a copy or access to any future preliminary drafts or draft environmental impact reports for review.

Please address any questions to my point of contact, Lieutenant Colonel Todd Inouye, 61st Civil Engineer & Logistics Squadron, at (310) 653-6123 or todd.inouye@us.af.mil.

Sincerely,

A handwritten signature in black ink, appearing to read "Donna L. Turner", is written over a horizontal line.

DONNA L. TURNER, Colonel, USAF

cc:
61 CELS/CC

Jennifer Lao

From: Khanna, Meghna <KhannaM@metro.net>
Sent: Thursday, March 12, 2015 4:31 PM
To: Jennifer Lao
Subject: FW: Airport Metro Connector Project - future distribution request

I am not sure if Zac Appleton submitted a formal letter. Per my phone conversation with him last month I advised him to do so. In case he did not submit a letter, maybe we can include his email, attached below. Thanks, Meghna

From: Appleton, Zac [<mailto:Appleton.Zac@epa.gov>]
Sent: Monday, February 23, 2015 1:34 PM
To: Khanna, Meghna
Cc: Mary.Nguyen@dot.gov
Subject: Airport Metro Connector Project - future distribution request

Hi Meghna,

After doing some digging around with LAWA and FTA, we understand that this particular project does not have a federal nexus. However, the FAA/LAWA's Automated People Mover (APM) may initiate NEPA at the end of this calendar year. Therefore, if you could please include EPA in the distribution of your DEIR and FEIR, we can check that information to inform our future comments to FAA and LAWA on the APM.

Thanks very much,

Zac Appleton, NEPA Reviewer
U.S. Environmental Protection Agency, Region 9
75 Hawthorne Street, ENF-4-2
San Francisco, CA 94105
Phone: 415-972-3321
Fax: 415-947-8026

Courtney Thomas

From: steven meeks <smeeks.wanc@gmail.com>
Sent: Monday, March 09, 2015 11:49 AM
To: LAXCONNECTOR
Cc: Taneda Larios; Erin Kleiner
Subject: Formal Scoping Comments

Hello,

The boundary area of the West Adams Neighborhood Council is located several miles from the AMC project. We are therefore not impacted by its development in the immediate area of the AMC. The only portion of the overall project that is in our area is the Crenshaw/Expo Line intersection.

We hope this helps.

Steven Meeks
President

APPENDIX B

Notice of Preparation



South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

February 17, 2015

Meghna Khanna, Deputy Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-5
Los Angeles, CA 90012

**Notice of Preparation of a CEQA Document for the
Airport Metro Connector Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is

recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at JWong@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.

Program Supervisor

Planning, Rule Development & Area Sources

Resources Agency☒ Resources Agency
Nadell Gayou☐ Dept. of Boating & Waterways
Nicole Wong☐ California Coastal Commission
Elizabeth A. Fuchs☐ Colorado River Board
Lisa Johansen☐ Dept. of Conservation
Elizabeth Carpenter☐ California Energy Commission
Eric Knight☐ Cal Fire
Dan Foster☐ Central Valley Flood Protection Board
James Herota☐ Office of Historic Preservation
Ron Parsons☐ Dept of Parks & Recreation
Environmental Stewardship Section☐ California Department of Resources, Recycling & Recovery
Sue O'Leary☐ S.F. Bay Conservation & Dev't. Comm.
Steve McAdam☒ Dept. of Water Resources
Resources Agency
Nadell GayouFish and Game☐ Dept. of Fish & Wildlife
Scott Flint
Environmental Services Division☐ Fish & Wildlife Region 1
Donald Koch☐ Fish & Wildlife Region 1E
Laurie Harnsberger☐ Fish & Wildlife Region 2
Jeff Drongesen☐ Fish & Wildlife Region 3
Charles Armor☐ Fish & Wildlife Region 4
Julie Vance☒ Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program☐ Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program☐ Fish & Wildlife Region 6 I/M
Heidi Sickler
Inyo/Mono. Habitat Conservation Program☐ Dept. of Fish & Wildlife M
George Isaac
Marine RegionOther Departments☐ Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture☐ Dept. of General Services
Public School Construction☐ Dept. of General Services
Anna Garbeff
Environmental Services Section☐ Delta Stewardship Council
Kevan Samsam☐ Housing & Comm. Dev.
CEQA Coordinator
Housing Policy DivisionIndependent Commissions, Boards☐ Delta Protection Commission
Michael Machado☐ OES (Office of Emergency Services)
Dennis Castriello☒ Native American Heritage Comm.
Debbie Treadway☒ Public Utilities Commission
Leo Wong☐ Santa Monica Bay Restoration
Guangyu Wang☐ State Lands Commission
Jennifer Deleong☐ Tahoe Regional Planning Agency (TRPA)
Cherry JacquesCal State Transportation Agency CalSTA☒ Caltrans - Division of Aeronautics
Philip Crimmins☐ Caltrans - Planning
HQ LD-IGR
Terri Pencovic☒ California Highway Patrol
Suzann Ikeuchi
Office of Special ProjectsDept. of Transportation☐ Caltrans, District 1
Rex Jackman☐ Caltrans, District 2
Marcelino Gonzalez☐ Caltrans, District 3
Eric Federicks - South
Susan Zanchi - North☐ Caltrans, District 4
Erik Alm☐ Caltrans, District 5
Larry Newland☐ Caltrans, District 6
Michael Navarro☒ Caltrans, District 7
Dianna Watson☐ Caltrans, District 8
Mark Roberts☐ Caltrans, District 9
Gayle Rosander☐ Caltrans, District 10
Tom Dumas☐ Caltrans, District 11
Jacob Armstrong☐ Caltrans, District 12
Maureen El HarakeCal EPAAir Resources Board☐ All Other Projects
Cathi Slaminski☒ Transportation Projects
Nesamani Kalandyur☐ Industrial/Energy Projects
Mike Tollstrup☐ State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance☐ State Water Resources Control Board
Jeffery Werth
Division of Drinking Water☐ State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality☐ State Water Resources Control Board
Phil Crader
Division of Water Rights☐ Dept. of Toxic Substances Control
CEQA Tracking Center☐ Department of Pesticide Regulation
CEQA CoordinatorRegional Water Quality Control Board (RWQCB)☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)☐ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)☐ RWQCB 3
Central Coast Region (3)☒ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)☐ RWQCB 5S
Central Valley Region (5)☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office☐ RWQCB 6
Lahontan Region (6)☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office☐ RWQCB 7
Colorado River Basin Region (7)☐ RWQCB 8
Santa Ana Region (8)☐ RWQCB 9
San Diego Region (9)☐ Other _____☐ _____
Conservancy

APPENDIX C

Elected Officials Briefing Sign-in Sheet

AMC Transit Station**Elected Officials Briefing Sign In**

Westchester Municipal Building Community Room

7166 Manchester Avenue, Los Angeles, CA 90045

2:00 PM - 4:00 PM

Thursday, February 19, 2015

#	Name	Affiliation	Phone	Email
1	Odysseus Bostick	State Assembly (Burke)	(310) 412-6400	odysseus.bostick@asm.ca.gov
2	Meghan Sahli-Wells	Culver City Mayor	(310) 845-5831	you have it!
3	Councilman George Dotson	City of Inglewood	(310) 412-8602	gdotson@cityofinglewood.org
4	Lisa Trifiletti	LAWA	(424) 646-5186	ltrifiletti@lawa.org
5	Jessie Holzer	Councilmember Mike Bonin's Office	(213) 258-7092	jessie.holzer@lacity.org
6	Hamilton Cloud	Cong. Maxine Waters	(323) 757-8900	hamilton.cloud@mail.house.gov
7	Jim Butts	Mayor of Inglewood	(310) 412-8601	jbutts@cityofingelwood.org
8	Jennifer Lao	TRG	(323) 669-7651	jlao@therobertgroup.com
9	Meghna Kihanna	Metro	(213) 922-3931	khanna@metro.net
10	Fred Sutton	CD-11	(310) 568-8772	fred.sutton@lacity.org
11	Barrett Jackson	Sebastian Ridley Thomas	(310) 342-1070	barrett.jackson@asm.ca.gov
12	Jerry Ramirez	County of LA, Chief Executive Office	(213) 974-4282	jramirez@ceo.lacounty.gov
13	Rick Meade	LACMTA	(213) 922-7917	meader@metro.net
14	Charles Stewart	Sen. Holly Mitchell	(213) 748-6656	charles.stewart@sen.ca.gov
15	Olivia Valentine	Mayor Pro Tem, Hawthorne	(818) 517-0848	ovalentine@cityofhawthorne.com
16	Lark Jacobson	El Segundo	(310) 524-2302	
17	Avelivo Valencia	Sen. Hall	(714) 916-2729	avelivo.valencia@sen.ca.gov
18	James Reiha	Sen. Allen	(213) 258-0117	james.reina@sen.ca.gov
19	Brandon Villalpando	Asm. David Hadley	(310) 316-2164	brandoon.villalpando@asm.ca.gov
20	Jacki Bacharach	SBCCOG	(310) 293-2612	jacki@southbaycities.org
21	Alex Padilla	City of Inglewood, City Council	(310) 412-8601	apadilla@cityofinglewood.org



Airport Metro Connector Transit Station Community Scoping Meeting

February 19, 2015
2P to 4P

Elected Officials Briefing

Name Nombre	Affiliation Afiliacon	Phone Teléfono	Email Correo electronic
BARRETT JACKSON	SEBASTIAN RIDLEY THOMAS	310-342-1070	barrett.jackson@asm.ca.gov
Jerry Ramirez	County of Los Angeles, Chief Executive Office	213.974.4282	jerry ramirez@coo.lacounty.gov
Rick Wade	LACMTA	213-926-7917	rwade.R@metro.net
Charles Stewart	Sen. Holly Mitchell	213/748-6656	charles.stewart@sen.ca.gov
Olivia Valentine	Mayor Pro Tem, Hawthorne	(818)517-0848	ovalentine@cityofhawthorne.com



Airport Metro Connector Transit Station

February 19, 2015

2P to 4P

Elected Officials Briefing

Name Nombre	Affiliation Afiliaction	Phone Teléfono	Email Correo electronic
Paul Jacobson	Sen. Segura	310 524 2302	
Avelino Valencia	Sen. Hall	714 916 2729	avelino.valencia@sen.ca.gov
James Reina	Sen. Allen	213-258-0117	James.Reina@sen.ca.gov
Brandon Villalpando	Asm. David Hadley	(310) 316-2164	Brandon.Villalpando@ASM.CA.GOV
JACKI BAETHARACH	SPCCOG	310-293 2812	jacki@southbaycities.org
ALEX PADILLA	CITY OF INGLEWOOD CITY COUNCIL	310 412-8601	APADILLA@CITYOFINGLEWOOD.ORG
JANEST. BUTTS JR.	MAYOR INGLEWOOD	"	JBUTTS@CITYOFINGLEWOOD.ORG



Airport Metro Connector Transit Station

February 19, 2015

2P to 4P

Elected Officials Briefing

Name Nombre	Affiliation Afiliaction	Phone Téléfono	Email Correo electronic
Odysseus Bostick	State Assembly (Burke)	310-412-6400	odysseus.bostick@asm.ca.gov
Meghan Sahli-Wells	Culver City Mayor	310-845-5831	you have it!
^{Councilman} George Dotson	^{City} Inglewood	(310) 412-8603	Gdotson@cityofinglewood.org
Lisa Trifiletti	LAWA	(424) 646-5186	ltrifiletti@lawa.org
Jessie Holzer	councilmember Mike Bonin's office	213-258-7092	jessie.holzer@lacity.org
Hamilton Cloud	Cong. Maxine Waters	323 757-8900	hamilton.cloud@mail.house.gov
Jim Butts	Mayor, Inglewood		
Jennifer Lao	TRG	323-669-7651	jlao@therobustgroup.com
Meghna Khanna	Metro	213-922-3931	khanna@metro.net
Frank Sutton	CPD	310.568.8772	Frank.Sutton@lacity.org

Name Nombre	Affiliation Afiliación	Phone Teléfono	Email Correo electrónico
Diego Alvarez	LAWA	424 646 5179	dalvarez@lawa.org

APPENDIX D

Agency & Community Stakeholder Database

**Airport Metro Connector
Agency Community Group Distribution**

#	Agency	Contact	Street Address	City, State, Zip
1	Baldwin Hills Conservancy	David McNeill, Executive Officer	5120 Goldleaf Circle	Los Angeles, CA 90056
2	Baldwin Hills Estates Home Owners Association	Carl Morgan, President	PO Box 712151	Los Angeles, CA 90071
3	Baldwin Village Community in Action (BVCA)	Mary Jones-Darks	3930 Roxanne Ave. #3	Los Angeles, CA 90008
4	Brookside Home Owners Association	Owen Smith, President	920 Longwood Ave	Los Angeles, CA 90019
5	California Department of Conservation	Derek Chernow, Acting Director	801 K St, MS 24-01	Sacramento, CA 95814
6	California Department of Fish and Game	John McCamman, Director	1416 9th St	Sacramento, CA 95814
7	California Department of Housing and Community Development	Ray Brewer, Field Office Director	AT&T Building, 611 West Sixth Street, Suite 800	Los Angeles, CA 90017
8	California Department of Parks and Recreation	Ruth Coleman, Director	P.O. Box 942896	Sacramento, CA 95814
9	California Department of Transportation (Caltrans)	Gary Iverson, Senior Environmental Planner	120 South Spring Street	Los Angeles, CA 90012
10	California Energy Resources, Conservation and Development Commission	Melissa Jones, Executive Director	1516 9th St.	Sacramento, CA 95814
11	California Environmental Protection Agency	Connell Dunning, Transportation Lead	76 Hawthorne Street	San Francisco, CA 91405
12	California Office of Emergency Services	Mona Bontty, Regional Administrator, Southern Region	4671 Liberty Ave.	Los Alamitos, CA 90720
13	California Public Utilities Commission	Rosa Munoz, Utilities Engineer	320 West 4th Street, Suite 500,	Los Angeles, CA 90013
14	California State Board of Mining and Geology	Stephen Testa, Executive Director	801 K St., Suite 2015	Sacramento, CA 95814
15	California State Lands Commission	Curtis Fossum, Executive Officer	100 Howe Ave., Suite 100 South	Sacramento, CA 95814
16	California State Resource Agency	John Laird, Secretary	1416 9th St., Suite 1311	Sacramento, CA 95814
17	California Transportation Commission	Bimla Rhinehart, Executive Director	1120 N St., MS-52	Sacramento, CA 95814
18	California Water Resources Control Board	Felicia Marcus, Chair	1001 I St.	Sacramento, CA 95814
19	Centinela Valley Union High School District	Alicia Mendez	14901 S. Inglewood Ave	Lawndale, CA 90260
20	City of El Segundo, Department of Planning and Building Safety	Kimberly Christenson, Planning Manager	350 Main St	El Segundo, CA 90245
21	City of Inglewood, Planning Commission	Larry Springs	One W. Manchester Blvd., 4th Floor	Inglewood, CA 90301
22	City of Los Angeles, Department of Planning	Michael LoGrande, Director of Planning	200 N. Spring St, 5th Fl	Los Angeles, CA 90012
23	City of Los Angeles, Department of Transportation (LADOT)	Seleta Reynolds, General Manager	100 S. Main St	Los Angeles, CA 90012
24	City of Los Angeles, District 10th	Herb Wesson, Council Member	200 N. Spring Street, Room 430	Los Angeles, CA 90012
25	City of Los Angeles, District 11th	Mike Bonin	200 N. Spring Street, Room 425	Los Angeles, CA 90012
26	City of Los Angeles, District 12th	Mitchell Englander	200 N. Spring Street, Room 405	Los Angeles, CA 90012
27	City of Los Angeles, District 13th	Mitch O'Farrel	200 N. Spring Street, Room 475	Los Angeles, CA 90012
28	City of Los Angeles, District 14th	Jose Huizar	200 N. Spring Street, Room 465	Los Angeles, CA 90012
29	City of Los Angeles, District 15th	Joe Buscaino	200 N. Spring Street, Room 425	Los Angeles, CA 90012
30	City of Los Angeles, District 1st	Gil Cedillo	200 N. Spring Street, Room 410	Los Angeles, CA 90012
31	City of Los Angeles, District 2nd	Paul Krekorian	200 N. Spring Street, Room 435	Los Angeles, CA 90012

**Airport Metro Connector
Agency Community Group Distribution**

#	Agency	Contact	Street Address	City, State, Zip
32	City of Los Angeles, District 3rd	Bob Blumenfeld	200 N. Spring Street, Room 450	Los Angeles, CA 90012
33	City of Los Angeles, District 4th	Tom LaBonge	200 N. Spring Street, Room 480	Los Angeles, CA 90012
34	City of Los Angeles, District 5th	Paul Koretz	200 N. Spring Street, Room 440	Los Angeles, CA 90012
35	City of Los Angeles, District 6th	Nury Martinez	200 N. Spring Street, Room 455	Los Angeles, CA 90012
36	City of Los Angeles, District 7th	Felipe Fuentes	200 N. Spring Street, Room 470	Los Angeles, CA 90012
37	City of Los Angeles, District 8th	Bernard Parks	200 N. Spring Street, Room 460	Los Angeles, CA 90012
38	City of Los Angeles, District 9th	Curren Price	200 N. Spring Street, Room 420	Los Angeles, CA 90012
39	City of Los Angeles, Public Library	Tyree Wieder, Board of Library Commissioners	630 W. 5th St	Los Angeles, CA 90071
40	County of Los Angeles	Don Knabe, Supervisor	866 Kenneth Hahn Hall of	Los Angeles, CA 90012
41	County of Los Angeles	Mark Ridley Thomas, Supervisor	866 Kenneth Hahn Hall of	Los Angeles, CA 90012
42	County of Los Angeles, Department of Library Services	Margaret Donnellan Todd, County Librarian	7400 E. Imperial Hwy	Downey, CA 90242
43	County of Los Angeles, Department of Regional Planning Department	Richard Bruckner, Director	320 W. Temple St	Los Angeles, CA 90012
44	Crenshaw Chamber of Commerce	Michael Jones, President	P. O. Box 8193	Los Angeles, CA 90008
45	Department of Defense	Christine E Wormuth, Under Secretary of Defense (Policy)	2000 Defense Pentagon	Washington D.C. 20301
46	Department of Energy	Ernest Moniz, Secretary of Energy	1000 Independence Ave, SW S	Washington D.C. 20585
47	Department of Housing and Urban Development	Ray Brewer, Field Office Director	AT&T Building, 611 West Sixth Street, Suite 800	Los Angeles, CA 90017
48	Department of the Interior	Patricia Port, Regional Environmental Officer	333 Bush St, Suite 515	San Francisco, CA 94104
49	Empowerment Congress West Area Neighborhood Development Council	Danielle Lafayette, Chair	3761 Stocker Ave., #106	Baldwin Hills, CA 90008
50	Environmental Protection Agency (EPA)	Gina McCarthy, EPA Administrator	1200 Pennsylvania Ave, NW	Washington, DC 20460
51	Federal Aviation Administration-Western-Pacific Region	Keith Lusk, Program Manager	15000 Aviation Blvd	Lawndale, CA 90261
52	Federal Emergency Management Administration (FEMA)	Nancy Ward, Administrator, Western Region	1111 Broadway, Suite 1200	Oakland, CA 94607
53	Federal Highway Administration (FHWA)	Vincent Mammano, Division Administrator, California Division	650 Capitol Mall, Suite 4-100	Sacramento, CA 95814
54	Federal Railroad Administration (FRA)	Alvin Settje, Regional Administrator, Region 7	801 I St, Suite 466	Sacramento, CA 95814
55	Federal Transit Administration	Ray Sukys, Director of Planning and Program Development	201 Mission St, Suite 1650	San Francisco, CA 94105
56	Gabrielino-Tongva Tribe	Bernie Acuna, Tribal Chairman	1999 Avenue of the Stars, Ste. 1100	Los Angeles, CA 90067-4618
57	Governor's Office of Planning and Research	Ken Alex, Director	1400 Tenth St., Rm. 100	Sacramento, CA 95814
58	Hawthorne Municipal Airport	Malek Taweil, Senior Engineer	12101 S. Crenshaw Blvd	Hawthorne, CA 90250
59	Hawthorne Unified School District	Helen Morgan, Superintendent	14120 S. Hawthorne Blvd	Hawthorne, CA 900250

**Airport Metro Connector
Agency Community Group Distribution**

#	Agency	Contact	Street Address	City, State, Zip
60	Historic Preservation Office, Advisory Council	John Fowler, Executive Director	401 F Street NW, Suite 308	Washington DC 20001-2637
61	Inglewood Chamber of Commerce	Norman Cravens	330 E. Queen St.	Inglewood, CA 90301
62	Inglewood Unified School District	Dr. Donald Brann	401 S. Inglewood Ave.	Inglewood, CA 90301
63	Lafayette Square Neighborhood Association	Jackie DuPont-Walker, President	1621 Wellington Rd.	Los Angeles, CA 90019
64	LAX Area Advisory Committee	Rose Cody, Facilitator	1 World Way	Los Angeles, CA 90045
65	LAX Coastal Area Chamber of Commerce	Christina Davis, President	9100 S. Sepulveda Blvd. #210	Los Angeles, CA 90045
66	Los Angeles Air Force Base	Ellen M. Pawlikowski, Lieutenant General	483 N. Aviation Blvd	El Segundo, CA 90245
67	Los Angeles Alliance for a New Economy	Elliot Petty, Community Organizer	464 Lucas Ave., #202	Los Angeles, CA 90017
68	Los Angeles County Office of Education	Arturo Delgado, Ed.D, Superintendent	9300 Imperial Hwy	Downey, CA 90242
69	Los Angeles County Sheriff's Department	Sheriff Jim McDonnel, Sheriff	4700 Ramona Blvd	Monterey Park, CA 91754
70	Los Angeles Fire Department	Ralph M. Terrazas, Fire Chief	200 N. Main St., Rm 1800	Los Angeles, CA 90012
71	Los Angeles Neighborhood Initiative	Veronica Hahni, Executive Director	800 S Figueroa St, Suite 970	Los Angeles, CA 90017
72	Los Angeles Regional Water Quality Control Board	Samuel Unger, Executive Officer	300 W. 4th St, Suite 200	Los Angeles, CA 90013
73	Los Angeles Unified School District	Dr. John Deasy, Superintendent	333 S. Beaudry Ave	Los Angeles, CA 90014
74	Los Angeles Urban League	Blair H. Taylor, President and CEO	3450 Mount Vernon Dr.	Los Angeles, CA 90008
75	Los Angeles World Airports (LAWA)	Gina Marie Lindsey, Board Executive Director	1 World Way	Los Angeles, CA 90045
76	Mayor's office	Borja Leon	200 N. Spring Street, Suite 303	Los Angeles, CA 90012
77	Metropolitan Water District of Southern California	Dee Zinke, Deputy General Manager	700 N Alameda St	Los Angeles, CA 90012
78	Mid-City Neighborhood Council	Allan Dicastro, President	P.O. Box 78642	Los Angeles, CA 90016
79	National Marine Fisheries	Rodney McInnis, Southwest Regional Administrator	501 W. Ocean Blvd.	Long Beach, CA 90802
80	Native American Heritage Commission	Larry Myers, Executive Secretary	915 Capitol Mall, Rm 364	Sacramento, CA 95814
81	Neighborhood Council of Westchester/Playa	John Loizeaux, Airport Relations Committee Chair	8726 S. Sepulveda Blvd PMB 191A	Los Angeles, CA 90045
82	South Coast Air Quality Management District (SCAQMD)	Steve Smith, Program Supervisor, Planning, Rule Development and Area Sources	21865 E. Copley Dr	Diamond Bar, CA 91765
83	Southern California Association of Governments (SCAG)	Hassan Ikhrata, Executive Director	818 W. 7th St	Los Angeles, CA 90047
84	Southern California Edison	Anne Shen Smith, Chief Executive Officer	P. O. Box 3150	San Dimas, CA 91773
85	State of California	Dale Bonner, Secretary of Business, Transportation, and Housing	980 9th St., Suite 2450	Sacramento, CA 95814
86	State of California, Health and Human Services	Diana S.Dooley, Secretary	1600 9th St., Rm. 460	Sacramento, CA 95814
87	State of California, High Speed Rail Authority	Jeff Morales, Chief Executive Officer	1725 23rd Street, Suite 100	Sacramento, CA 95814

Airport Metro Connector
Agency Community Group Distribution

#	Agency	Contact	Street Address	City, State, Zip
88	State Office of Historic Preservation	Elizabeth Edwards Harris, Architectural History	P. O. Box 942896	Sacramento, CA 95816
89	The U.S. Department of Health and Human Services	Regional Administrator, Region IX	90 7th Street, Suite 5-100	San Francisco, CA 94103
90	Transportation Security Administration, U.S. Department of Homeland Security	John S. Pistole, Administrator	601 S 12th St	Arlington, VA 22202-4220
91	U.S. Army Corps of Engineers (USACE)	William Leady, Commander	915 Wilshire Boulevard, Suite 980	Los Angeles, CA 90017
92	West Adams Neighborhood Council	Steven Meeks, President	4712 W. Adams Blvd	Los Angeles, CA 90016
93	West Angeles CDC	Belinda Allen, Chair	6028 Crenshaw Blvd.	Los Angeles, CA 90043
94	Westchester Business Improvement Association	Karen Dial, President	8929 South Sepulveda Boulevard#130	Westchester, CA 90045
95	State Clearinghouse		P.O Box 3044	Sacramento, CA 95812
96	Los Angeles County Registrar-Recorder/County Clerk		P.O. Box 1208	Norwalk, CA 90650
97	Department of Veterans Affairs, Policy & Planning	Raul Perea-Henze, Assistant Secretary	1722 I Street, NW	Washington, DC 20421
98	Federal Bureau of Investigation, FBI-Los Angeles	Steven M. Martinez, Assistant Director in Charge	11000 Wilshire Boulevard, Suite 1700, ROB	Los Angeles, CA 90024-3672
99	National Park Service	Patricia Neubacher, Regional Director-Pacific West	333 Bush St, Suite 500	San Francisco, CA 94104
100	U.S. Fish and Wildlife Service	G. Mendel Stewart, Field Supervisor	2177 Salk Avenue, Suite 250	Carlsbad, CA 92008
101	U.S. General Services Administration, Portfolio Management Division	Matt Jear, President	50 United Nations Pl, Fl 3	San Francisco, CA 94102
102	California Air Resources Board	James Goldstein, Executive Director	P.O. Box 2815	Sacramento, CA 95814
103	Southern California Regional Rail Authority	John Fenton, Chief Executive Officer	P.O. Box 531776	Los Angeles CA 90053
104	Gabrielino Tongva Nation	Sam Dunlap, Cultural Resources Director	P.O. Box 86908	Los Angeles, CA 90086
105	Los Angeles City/County Native American Indian	Ron Andrade	3175 West 6th Street, Room 403	Los Angeles, CA 90020

APPENDIX E

AMC Public Hearing Presentation

Airport Metro Connector

Scoping Meeting

February 23, 2015



Metro

Meeting Agenda

- > Welcome and Opening Remarks
- > Purpose of Scoping Meeting
- > Related Studies and Project Timeline
- > Project Area
- > Project Purpose and Need
- > Project Components
- > Project Development Phases
- > CEQA Process Overview
- > Environmental Issues to be Studied
- > Next Steps
- > Opportunities for Public Input



Metro

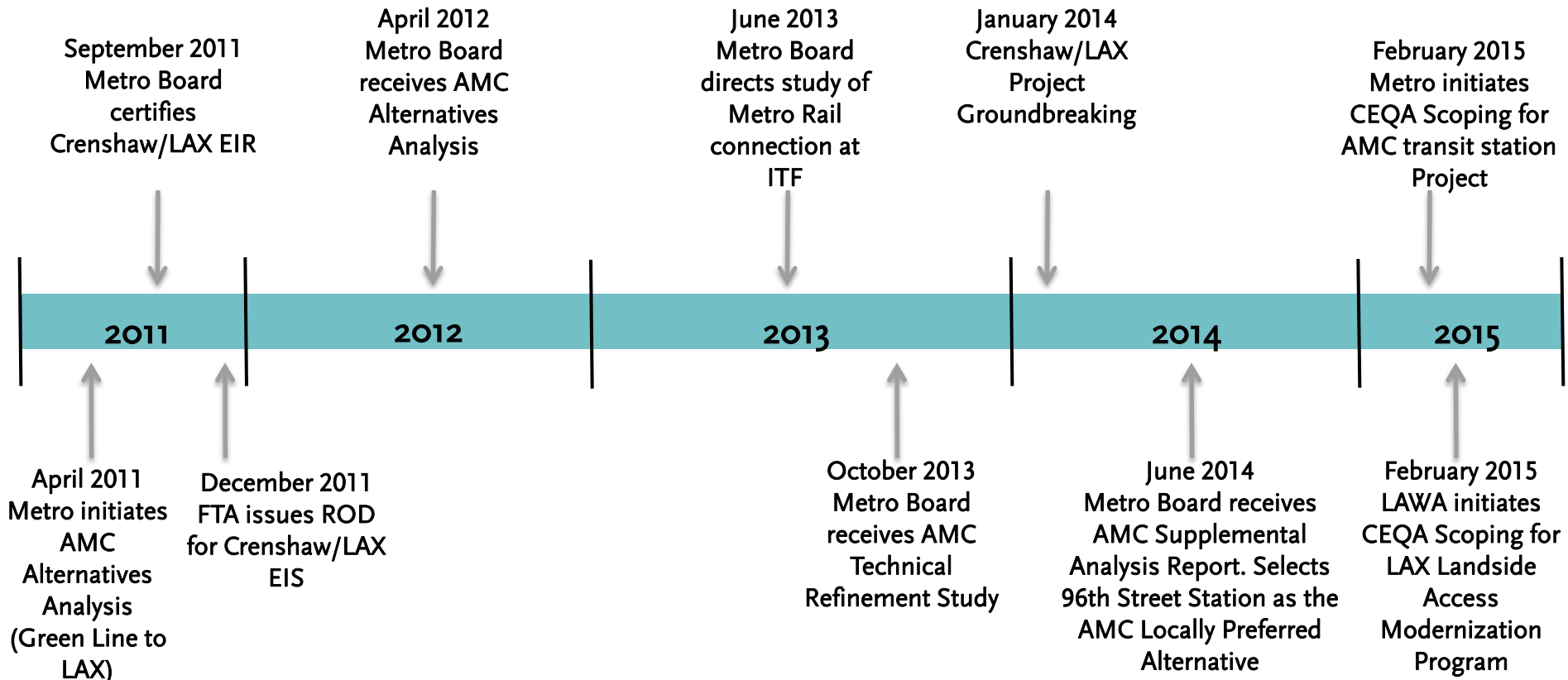


Measure R – What's in the Works?



Metro®

Crenshaw/LAX & AMC Project Timelines



Metro Crenshaw/LAX Project

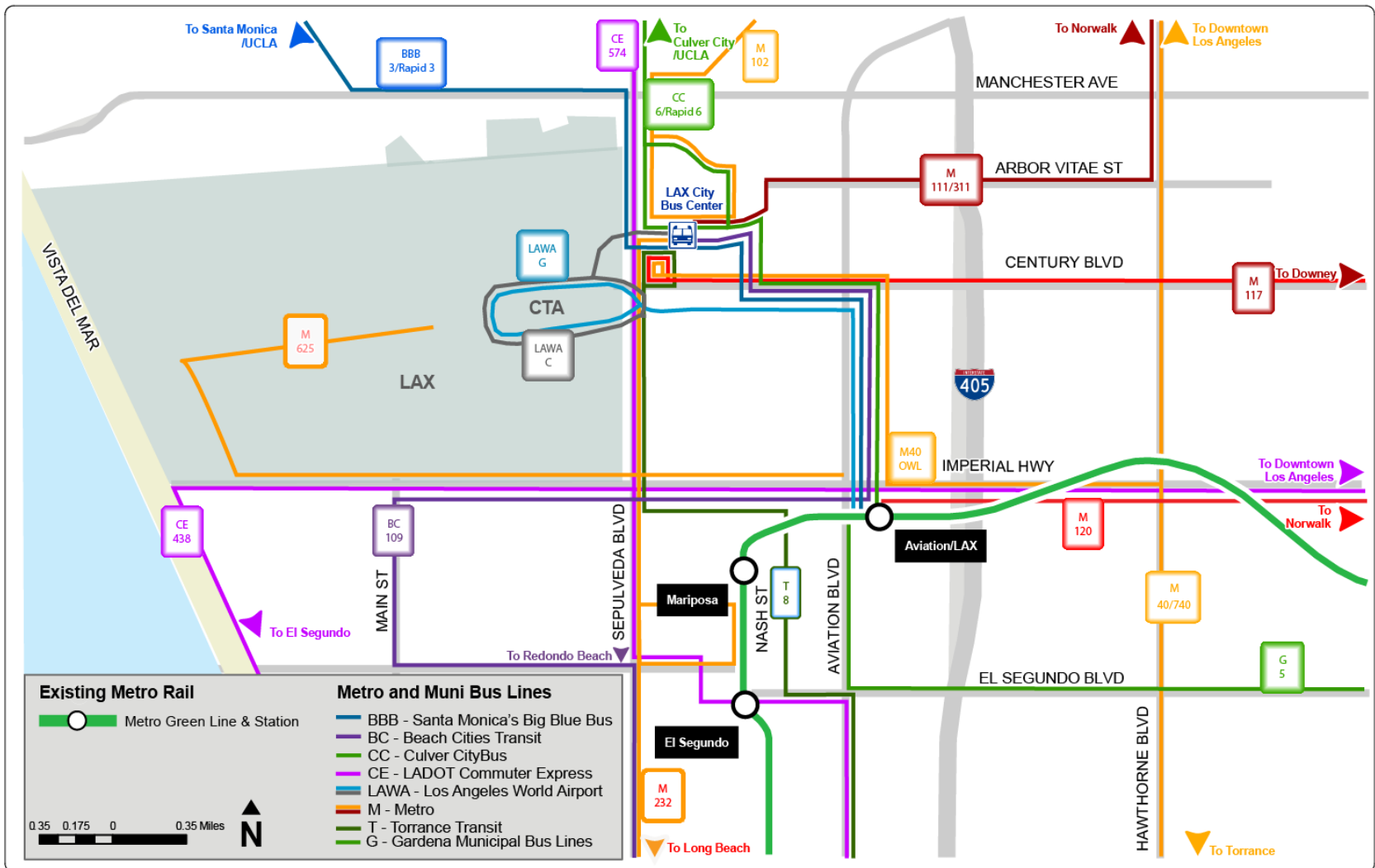


- > Funded/currently under construction
- > 8.5 mile LRT extension from Metro Exposition Line to Metro Green Line
 - Extends Metro Green Line service north to Aviation/Century
- > 8 new stations
- > New maintenance facility near LAX
- > 2019 - Planned Opening

Purpose and Need

- > Provide a reliable, fast, and convenient connection between the LAX area and Metro's regional rail system
- > Integrate with existing and future transit connections and airport facilities
- > Increase the share of transit trips to and from LAX with minimal impact to airport facilities and surrounding communities and help reduce air pollution

Existing LAX-Area Transit Service



AMC Transit Station Project Area



Airports with Rail to APM Connections

San Francisco AirTrain



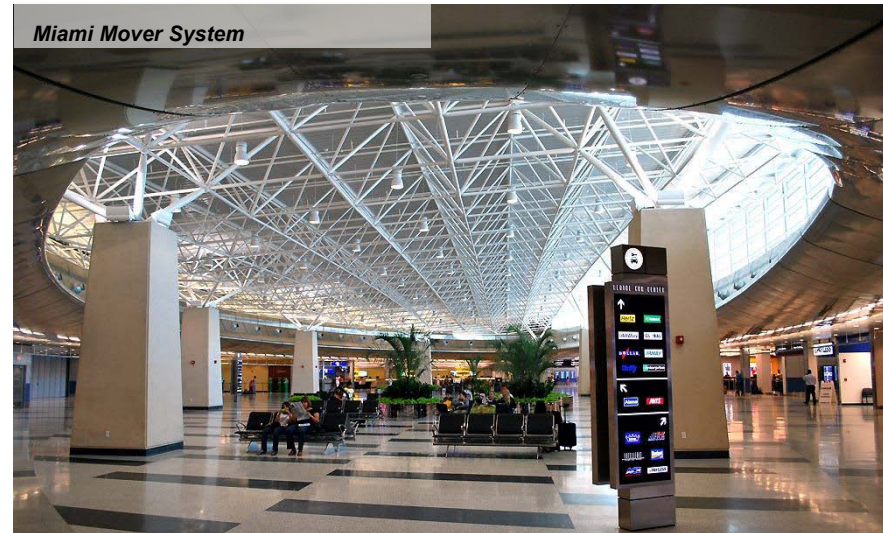
Oakland Airport Connector



Phoenix SkyTrain



Miami Mover System



AMC Transit Station Project Components

- > LRT station to be served by the Metro Green Line (proposed service extension) and Crenshaw/LAX Line (project under construction)
- > Bus plaza for Metro and municipal buses
- > Passenger pick-up, drop-off, pedestrian, and bicycle amenities
- > Enclosed transit center/terminal building that connects Metro's AMC transit station with LAWA's APM Station



Metro



Denver Union Station Transit Center Rail Platforms



Phoenix SkyTrain Connection to Metro Light Rail & Bus Plaza

LAWA's LAX Landside Access Modernization Program

Separate Environmental process, parallel schedule, agency cooperating



- > Automated People Mover (APM) system connecting the Central Terminal Area (CTA) to Metro AMC transit station and LAWA's Intermodal Transportation Facilities (ITF) and Consolidated Rental Car Facility (CONRAC)
- > ITFs that will provide pick-up and drop-off areas outside the CTA
- > CONRAC
- > Roadway Improvements



Metro

Five Phases of Project Development

Early Planning

(2011-2014)

Initial Public Meetings
Define Alternatives,
Analyze and Screen
Alternatives
Preliminary Costs
Foundation for Draft
EIR

Environmental Process & Conceptual Engineering

Public Scoping

Prepare Draft EIR
Release Draft EIR for public
comment
Draft EIR public comment
period
Prepare Final EIR
Certify Final EIR
Federal Clearance

Future Phases



Detailed Engineering

Construction

Open Station for Service



Metro

We Are Here

California Environmental Quality Act (CEQA) Process

- > Evaluates potential environmental impacts
 - Construction
 - Operations
- > Provides an opportunity to comment on potential environmental issues
- > Identifies:
 - Project design features
 - Mitigation measures to avoid or reduce potential impacts



Topics to be Addressed in Draft EIR

- > Displacement
- > Aesthetics
- > Air Quality
- > Cultural Resources
- > Geology and Soils
- > Greenhouse Gas Emissions
- > Hazards and Hazardous Materials
- > Hydrology and Water Quality
- > Land Use and Planning
- > Noise and Vibration
- > Public Services
- > Transportation and Traffic
- > Utilities and Services



Purpose of Scoping Meeting

- > Describe
 - Airport Metro Connector (AMC) transit station project under study
 - California Environmental Quality Act (CEQA) process
- > Solicit comments on environmental issues to be addressed in the Draft EIR
- > Comments due by March 9, 2015



How to Submit CEQA Scoping Comments

- > Tonight:
 - Verbally recorded by court reporter (2 minutes per comment) or
 - Hand in a written comment form
- > Mail in comment form or letter via U.S. Mail attention to:
Meghna Khanna, Deputy Project Manager
Metro
One Gateway Plaza, Mail Stop: 99-22-5
Los Angeles, CA 90012
- > Phone: 213-922-4484
- > E-mail: laxconnector@metro.net with the subject “Formal Scoping Comments”
- > Project Website: metro.net/laxconnector - click on “Comment/Question Form” under “Contact Us”
- > Facebook: [Facebook.com/laxconnector](https://www.facebook.com/laxconnector) – click on “Formal Scoping Comments”
- > Twitter: [@laxconnector](https://twitter.com/laxconnector) – use [#LAXConnectorScoping](https://twitter.com/laxconnector)
- > All comments must be received by 5:00 p.m. on March 9, 2015



APPENDIX F

Public Hearing Sign-in Sheet

AMC Transit Station**Public Scoping Meeting**

Flight Path Learning Center

6661 Imperial Highway, Los Angeles, CA 90045

6:00 PM - 8:00 PM

Monday, February 23, 2015

#	Name	Affiliation	Address	City	Zip Code	Phone	Email
1	Aaron Beckett		5147 West Bl	Los Angeles	90043	(323) 595-2589	aaronbeckett073@yahoo.com
2	Albert Kaneshiro	HOK	9530 Jefferson Blvd	Culver City	90232	310-828-9555	albert.kaneshiro@HOK.com
3	Alex Brideau III		888 N Alameda St., Apt 327	Los Angeles	90012	(213) 538-2539	alika@brideau.net
4	Anare Maloney		5910 Mujetta Ave	Valley Glenn	91401		
5	Barbara Reilly					(310) 542-7149	bajakare47@gmail.com
6	Chris Musich	Gensler	500 S. Flower	Los Angeles	90071	213-327-3883	chris_musich@gensler.com
7	Christian Solis			Los Angeles	90005		christiancsolis@aol.com
8	Conrad Rodriguez	LAWA	7301 World Way	Los Angeles	90045	(424) 646-7661	crodriguez@lawa.org
9	Craig F Thompson	Citizens for Better Mobility	3741 N. El Sereno Ave	Altadena	91001	(909) 973-0935	
10	David Herbst	Vectis				213-973-4113 x101	dherbst@vectisstrategies.com
11	David Mose		417 S Hill	Los Angeles		(818) 429-2800	dmose227@gmail.com
12	Debra Gerod	Gruen Associates	6330 San Vicente Blvd, Suite 20	Los Angeles	90048	323-937-4270	gerod@gruenassociates.com
13	Devon Deming	LAWA	7301 World Way W.	Los Angeles	90045	(424) 646-7775	ddeming@lawa.org
14	Diana Conover		3115 Singingwood	Torrance	90505		
15	Elnor Johnson		9112 S. 7th Ave	Inglewood	90305	(213) 760-7747	chosenconcepts@sbcglobal.net
16	Eric Banghart	resident	6423 W. 87th	Los Angeles	90045	(213) 222-7993	ebanghart@gmail.com
17	Eric O' Donnell		356 Vesuvius	Brea	92823		
18	Esther Bimoore		9134 Crenshaw Blvd	Inglewood	90305	(323) 779-2236	
19	Frank Giannini		659 W Walnut	El Segundo	90245	(310) 322-2489	
20	Gordon Head		6151 W Century, #800	Los Angeles	90045	(310) 954-1829	gordon.head@hotchmott.com
21	Jacqueline Hamilton	Tuskegee Airmen, Inc. LA Chapter; LAX Masterplan Stakeholder Group; LAX Focus Group;					jrhjobs@yahoo.com
22	James Okazaki		2814 Cedaris Rd	San Marino	91108	(213) 249-3246	
23	Jim Withrow		4336 W Hillsdale	Inglewood	90302	(310) 629-2176	j4jfixit@gmail.com
24	John Ruhler	WSIA/ Westchester BID	7839 Henefer Ave	Los Angeles	90045	(310) 645-9820	jruhler916@aol.com
25	Ken Alpern		3222 Military Ave	Los Angeles	90034	(310) 413-6136	
26	Maria Majcherek	City of Hawthorne	4455 W. 126th	Hawthorne	90250	(310) 349-2972	mmajcherek@cityofhawthorne.org

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Monday, February 23, 2015

#	Name	Affiliation	Address	City	Zip Code	Phone	Email
27	Mark R. Johnston	self/NARP/TRAC	4185 Van Buren Street	Chino	91710	(909) 591-6691	canammj@yahoo.com
28	Matthew Parrent	Gruen Associates	6330 San Vicente Blvd, Suite 20	Los Angeles	90048		parrent@gruenassociates.com
29	Mindy Wilcox	City of Inglewood	1 Manchester	Inglewood	90301	(310) 412-4241	mwilcox@cityofinglewood.org
30	Molly Weismantel	RNL	333 S. Grand Ave.	Los Angeles	90071	213-955-9775	mollyweismantel@rnldesign.com
31	Monica Campis	ASC	2129 W Rosecrans Ave	Gardena	90249	(310) 467-3272	mcampis@layellowcab.com
32	Monroe Jones	LACBC	7116 Firmanent Ave	Van Nuys	91406	(818) 233-4414	monroejones@yahoo.com
33	Paul Nolan	HMM	6150 W Century Blvd, Suite 800	Los Angeles	90045	(310) 954-1818	paulnolan@hatchmott.com
34	Phil Klinkkon	Gruen Associates	6330 San Vicente Blvd, Suite 20	Los Angeles	90048	323-937-4270	klinkon@gruenassociates.com
35	Richard Stanger		2409 Clark Ave	Venice	90291		
36	Rose Cote	LAWA				(424) 646-7303	rcote@lawa.org
37	Russell Czuleger		2800 Plaza Del Amo	Torrance	90503	(310) 376-0512	rczuleger@sbcglobal.net
38	Steve Lantz	SBCCOG	513 El Medio	Pacific Palisades	90272	(213) 494-8557	lantzsh10@gmail.com
39	Steven Kats	V & A Associates	530 S. Hewitt St., Suite	Los Angeles	90013	323-217-8875	steven.kats@va-incorp.com
40	Susan Gray	Metro				(213) 922-2729	grays@metro.net
41	Terrance Roan	resident	4539 W. 170th St	Lawndale	90260	(310) 370-2075	
42	Terrance Ross	USBC LA Metro	2270 Sepulveda Blvd	Torrance	90501	(310) 467-3272	
43	Tony Lzuleger		1730 Ruxton LAWC, F	Redondo Beach	90278	(310) 213-8669	tonyespeed@msn.com
44	Tony Sardo	Parsons	2201 Dupont Dr. #200	Irvine	92612	949-333-4531	Thomas.sardo@parsons.com