

Airport Metro Connector 96th Street Transit Station

Final Environmental Impact Report

State Clearinghouse No. 2015021009



Airport Metro Connector 96th Street Transit Station

Final Environmental Impact Report

November 2016



In Association with:

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Updated Appendix A – Public Scoping Meeting Report
Updated Appendix D – Noise Monitoring Data
Updated Appendix E – Additional Traffic Data

ABBREVIATIONS/ACRONYMS

AA.....	Alternatives Analysis
ACM	Asbestos-Containing Materials
AMC	Airport Metro Connector
APM	Automated People Mover
ARSAC.....	Alliance for a Regional Solution to Airport Congestion
BRT.....	Bus Rapid Transit
Caltrans.....	California Department of Transportation
CC.....	Culver City
CCR	California Code of Regulations
CEQA.....	California Environmental Quality Act
CONRAC.....	Consolidated Rent-A-Car Center
CP	Cooperation Protocol
CTA.....	Central Terminal Area
EIR.....	Environmental Impact Report
EIS.....	Environmental Impact Statement
ESA.....	Environmental Site Assessment
FTA.....	Federal Transit Administration
GHG.....	Greenhouse Gases
HQTA.....	High Quality Transit Area
I-105	Interstate 105
I-405	Interstate 405
ITF	Intermodal Transportation Facilities
LAMP	Landside Access Modernization Program
LAPD	Los Angeles Police Department
LASD	Los Angeles County Sheriff's Department
LAWA	Los Angeles World Airports
LAX.....	Los Angeles International Airport
lb.	Pounds
LBP	Lead-Based Paint
LOS	Level of Service
LPA.....	Locally Preferred Alternative
LRT	Light Rail Transit
LST	Localized Significance Threshold
Metro	Los Angeles County Metropolitan Transportation Authority
MMRP.....	Mitigation Monitoring and Reporting Program
NOA	Notice of Availability
NOP	Notice of Preparation
NOX.....	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
PM10.....	Particulate Matter 10 Microns or Less in Diameter
PM2.5.....	Particulate Matter 2.5 Microns or Less in Diameter
PRC.....	Public Resources Code

RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SMP	Soil Management Plan
SOx	Sulfur Oxides
SPAS	Specific Plan Amendment Study
SWPPP	Stormwater Pollution Prevention Plan
USTs	Underground Storage Tanks
V/C	Volume-To-Capacity Ratio
VMТ	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

1. INTRODUCTION

This chapter provides an overview of the purpose of this Final Environmental Impact Report (Final EIR) for the Airport Metro Connector (AMC) 96th Street Transit Station Project (proposed project). This Final EIR has been prepared to comply with the requirements of California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000 *et seq.*).

1.1. PROJECT SUMMARY

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing a new multi-modal transportation center with three at-grade light rail transit (LRT) platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building (“Metro Hub”) to connect passengers between the multiple transportation modes. The west side of Aviation Boulevard would include a 15-foot sidewalk to promote pedestrian accessibility. Site amenities would include benches, trash receptacles, bollards or other low level fixtures, public art, and signage and wayfinding. The proposed project components would be linked together by a continuous system of elevated mezzanine walkways.

The proposed project does not include the Landside Access Modernization Program (LAMP) associated with the Los Angeles World Airports (LAWA). For purposes of this EIR, the LAMP is assessed as a related project in the cumulative condition. The LAMP includes:

- An Automated People Mover (APM) to be built and operated by LAWA that would connect the Central Terminal Area (CTA) to new ground transportation facilities proposed between Sepulveda Boulevard and Interstate 405 (I-405);
- Intermodal Transportation Facilities (ITFs) that would provide pick-up and drop-off areas outside the CTA for airport passengers and commercial shuttles, parking and access to the APM;
- A Consolidated Rental Car Facility (CONRAC);
- Roadway and utility improvements; and
- Potential future collateral land use development (approximately 900,000 square feet) on LAWA-owned property adjacent to the proposed ground transportation facilities.

For additional details regarding the proposed project, please refer to Chapter 2.0, Project Description, of the Draft EIR.

1.2. INTENDED USES OF THE FINAL ENVIRONMENTAL IMPACT REPORT

As the Lead Agency, Metro has initiated a Final EIR for the proposed project. The intended use of this Final EIR is to assist Metro in making decisions regarding the adoption of the proposed project. This Final EIR is required under Section 15132 of the CEQA Guidelines to include the Draft EIR or a revision of the draft; comments and recommendations received on

the Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Draft EIR; responses to significant environmental comments raised in the review and consultation process; and any other relevant information added by the lead agency. There have been no changes to the proposed project since publication of the Draft EIR. This document contains comments and responses to comments received on the Draft EIR, and updates and clarifications to the text and graphics of the Draft EIR. This Final EIR format is used by Metro to save paper and not reprint the Draft EIR.

1.3. ENVIRONMENTAL REVIEW PROCESS AND COMMUNITY OUTREACH

As defined in CEQA Guidelines Section 15050, Metro is the Lead Agency responsible for preparing the EIR for the proposed project. In compliance with CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was issued on February 3, 2015, and sent to the State Clearinghouse, various public agencies, and other interested parties for the required 45-day review and comment period. A Public Scoping Meeting was held on February 23, 2015 to initiate the public engagement process. Ongoing public engagement and community outreach occurred throughout the environmental process. A fact sheet was produced and updated as needed, an information hotline and email were set up and monitored regularly, and the proposed project web page was used as a resource for ongoing access to project information. Metro managed social media for the proposed project throughout the environmental review process, engaging with the online Twitter and Facebook communities.

Preceding the Draft EIR public review period, Metro hosted a briefing for local, state and federal elected officials on June 20, 2016 from 1:30 to 3:30 p.m. at the Westchester Municipal Building Community Room. Notices for the Public Hearing and the project fact sheets were provided. The public hearing was attended by eight elected officials and/or staff representatives, including:

- City of Los Angeles, Council District 11
- City of El Segundo
- City of Lawndale
- State of California, Assembly District 62
- State of California, Senate District 30
- State of California, Senate District 35
- U.S. Senator for California, Barbara Boxer
- U.S. Senator for California, Dianne Feinstein

The Notice of Availability (NOA) for the Draft EIR was distributed on June 22, 2016 by certified mail to a total of 120 federal, state and local agencies. The NOA identified July 13, 2016 for the mandated Public Hearing to be held by Metro. The Metro outreach efforts included the following prior to the Public Hearing:

- Bilingual tri-fold notices were mailed to 1,500 project stakeholders on June 24, 2016. The mailers informed the community about the Public Hearing and invited public comment on the Draft EIR. Additional “take ones” were provided on Metro bus and rail and to local

municipal bus operators, including Beach Cities Transit, Culver CityBus, Big Blue Bus, Gardena Municipal Bus Lines, and Torrance Transit.

- The proposed project information hotline and web page were updated to reflect the Public Hearing date and public comment period.
- Four email notices were sent to over 1,200 stakeholders in the proposed project database.
- Notifications were sent to targeted local, multi-cultural print and on-line news media, blogs and social media. The following list of media were contacted to encourage attendance at and coverage of the Public Hearing: The Argonaut, Daily Breeze (on-line and print versions), ImpactoUSA (Spanish language), Inglewood Today, Los Angeles Sentinel, Los Angeles Wave, Our Weekly, Streetsblog LA, UrbanizeLA, and Planetizen.
- Formal legal advertisements were placed in the Daily Breeze, La Opinion (Spanish language) and the Los Angeles Sentinel. Additionally, print display advertisements were placed in Argonaut, Daily Breeze, Herald Publications, ImpactoUSA (Spanish language), Inglewood Today, Los Angeles Sentinel, Los Angeles Wave and Our Weekly; online advertisements appeared on Facebook, Twitter, Streetsblog LA, Daily Breeze, Urbanize LA and Planetizen.
- Metro reached out to approximately 20 key local and regional project stakeholders to offer project updates during the development of the environmental document. Meetings were conducted with organizations such as Gateway to Los Angeles Business Improvement District, the LAX Coastal Chamber of Commerce, Los Angeles Area Regional Chamber of Commerce, City of Inglewood Commissioners (Airport and Planning) the Valley Industry and Commerce Association, and the Community Leadership Council Economic Development Workgroup.

As indicated in the NOA, the Draft EIR was circulated for a 46-day public review period (a 45-day review period is required by CEQA) from June 22, 2016 to August 6, 2016. During the public review period, a Public Hearing was held by Metro on July 13, 2016 at the Flight Path Museum where comments were gathered in the form of public testimony and written comments on the Draft EIR. The Public Hearing on the Draft EIR was attended by 45 stakeholders with 10 people providing verbal and written comment. The format of the meeting included an open house followed by a PowerPoint presentation, and concluded with verbal public comment which was recorded by a court reporter. Attendees were also invited to provide written comment on forms provided at the meeting. Spanish translation was made available at the meeting. The Public Hearing was recorded, which was subsequently posted for viewing by the public on the Metro website. Links to the video were posted on the project's Twitter and Facebook accounts, and included in an email that was sent to stakeholders following the hearing.

Following the Public Hearing, social media outlets, including Facebook and Twitter, were used as an avenue for the public to provide their input on the project during the public comment period. Metro managed the social media for the project, engaging with the online community and posting regularly about the project, the release of the Draft EIR and reminding people about the Public Hearing and deadline. Public input posted to social media on the Draft EIR was accepted by Metro as part of the official public comment.

Three email notices were sent out including a “thank you” to stakeholders who attended and two reminders to submit comments prior to the public comment deadline. The emails provided a link to the webcast video, the project website, and the methods to provide public comment. The last reminder email was sent on August 4, 2016 and served as a final call for comments prior to the deadline.

A total of 74 public comment submissions were received via letters, Facebook, Twitter, email and the project hotline during the public comment period. An additional 8 individuals submitted oral comments during the Public Hearing on the Draft EIR. The public comments are addressed in Chapter 3.0, Responses to Comments of this Final EIR.

1.4. CONTENTS OF THE FINAL ENVIRONMENTAL IMPACT REPORT

This Final EIR is comprised of the following chapters:

- 1.0 Introduction.** This chapter includes an overview of the Final EIR, including a project summary, the intended uses of this Final EIR, the environmental review process and the contents of this Final EIR.
- 2.0 Corrections and Additions.** This chapter identifies any revisions made to clarify and/or correct the text and graphics contained within the Draft EIR based on comments received. These revisions are either a result of comments received from interested parties during the public review period or initiated by the Lead Agency.
- 3.0 Responses to Comments.** This chapter contains a list of commenting agencies and individuals and a copy of each comment letter received by Metro during the public review period for the Draft EIR, as well as a copy of the public hearing transcript on July 13, 2016. Consistent with Section 51088 of the CEQA Guidelines, each of the comment letters is followed by the corresponding responses to each of the comments within each letter that pertain to the analysis and findings contained in the Draft EIR.
- 4.0 Mitigation Monitoring and Reporting Program (MMRP).** This chapter includes the MMRP for the proposed project. The MMRP lists the required mitigation measures and identifies the enforcement agency, monitoring agency, monitoring phase, monitoring frequency and the action indicating compliance with each measure.

2. CORRECTIONS AND ADDITIONS

As required by Section 15088(d) of the CEQA Guidelines, this chapter provides corrections or clarifications to the Draft EIR. None of the corrections and additions constitute significant new information or substantial project changes, as defined by Section 15088.5 of the CEQA Guidelines, and thus, recirculation of the Draft EIR is not required. The changes to text and graphics contained in the Draft EIR are indicated below under the corresponding Draft EIR section heading. Deletions are shown in ~~strikeout~~ text and additions in underlined text.

EXECUTIVE SUMMARY

Ground-Level Conceptual Site Plan (Access Option 2) shown on page ES-3 has been revised to show the location of crosswalks. The revised figure is shown on page 2-3 of this document.

Title of the bottom Figure on page ES-4 has been revised as follows:

Conceptual Sketch of the Proposed Project (Access Option 2)

The revised figure is shown on page 2-4 of this document.

Title of the bottom Figure on page ES-5 has been revised as follows:

Conceptual Sketch of the Proposed Project (Access Option 1)

The revised figure is shown on page 2-5 of this document.

Cumulative Conceptual Ground-Level Site Plan figure shown on page ES-11 has been revised to remove crosswalks near the passenger pickup/drop-off area. The revised figure is shown on page 2-16 of this document.

The subtitles for the images on page ES-13 have been revised as follows:

Northwest view of the project site (Access Option 2)

Southwest view of the project site (Access Option 1)

The revised figure is shown on page 2-17 of this document.

CHAPTER 2. PROJECT DESCRIPTION

The first bullet on page 2-9 has been revised as follows:

Three at-grade LRT platforms to be served by the Crenshaw/LAX Line and the service an extension of the Metro Green Line;

Figure 2.5 (Ground-Level Conceptual Site Plan (Access Option 2) on page 2-11 of the Draft EIR has been revised to show the location of crosswalks. The revised figure is shown on page 2-3 of this document.

The subtitle of the bottom image on Figure 2-8 on page 2-14 of the Draft EIR has been revised as follows:

Conceptual sketch of the Proposed Project (Access Option 2).

The revised figure is shown on page 2-4 of this document.

The subtitle of the bottom image on Figure 2-9 on page 2-15 of the Draft EIR has been revised as follows:

Conceptual sketch of the Proposed Project (Access Option 1).

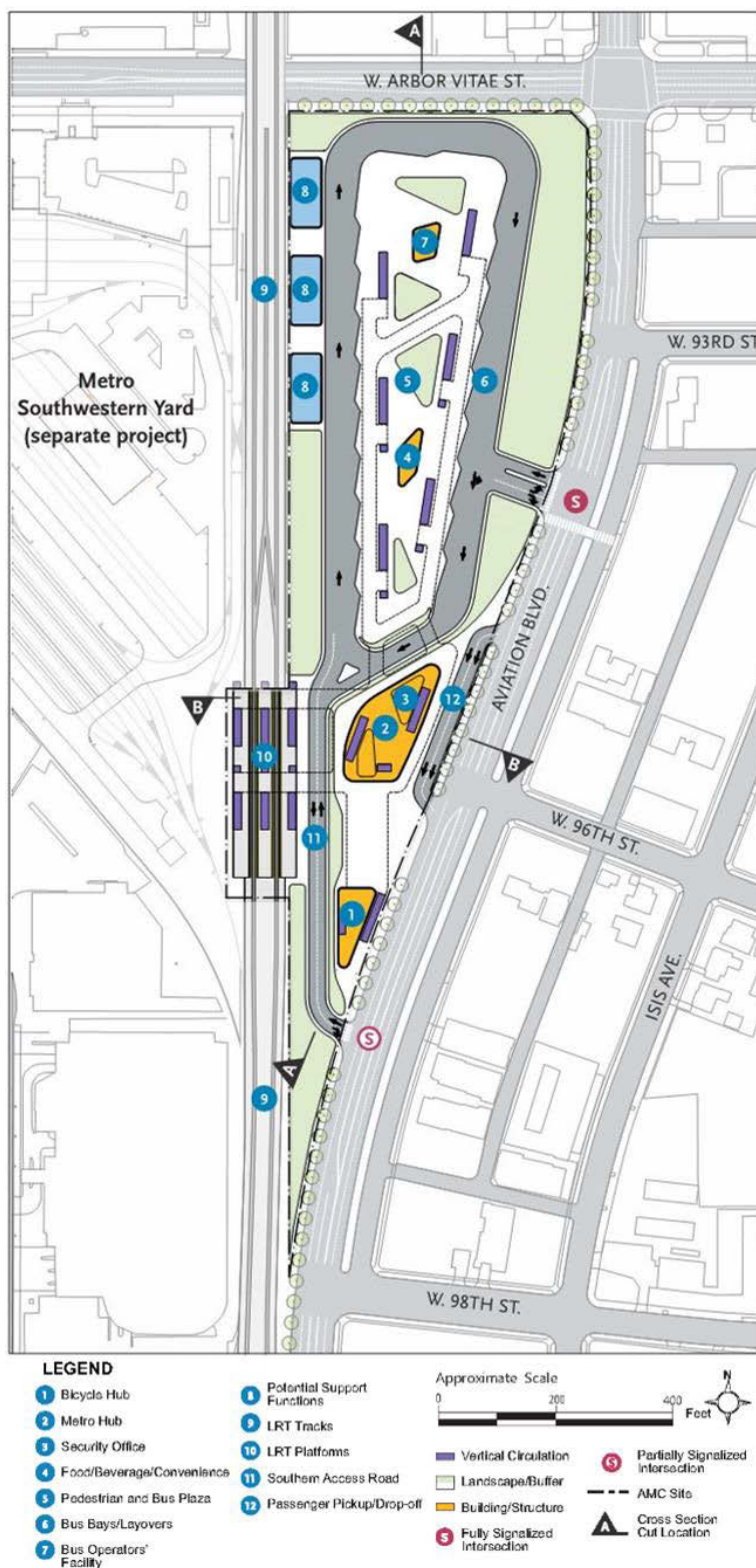
The revised figure is shown on page 2-5 of this document.

The first sentence on page 2-16 has been revised as follows:

The LRT platforms, running north and south, to be served by the Metro Crenshaw/LAX Line and the service extension of the Metro Green Line, would be located at the southwestern portion of the project site (refer to Figure 2.5).

Figure 2.10 (Proposed Driveway Options) on page 2-18 of the Draft EIR has been corrected to remove the traffic signal icon from the northern driveway for Option 1 (which would not be signalized). The revised figure is shown on page 2-6 of this document.

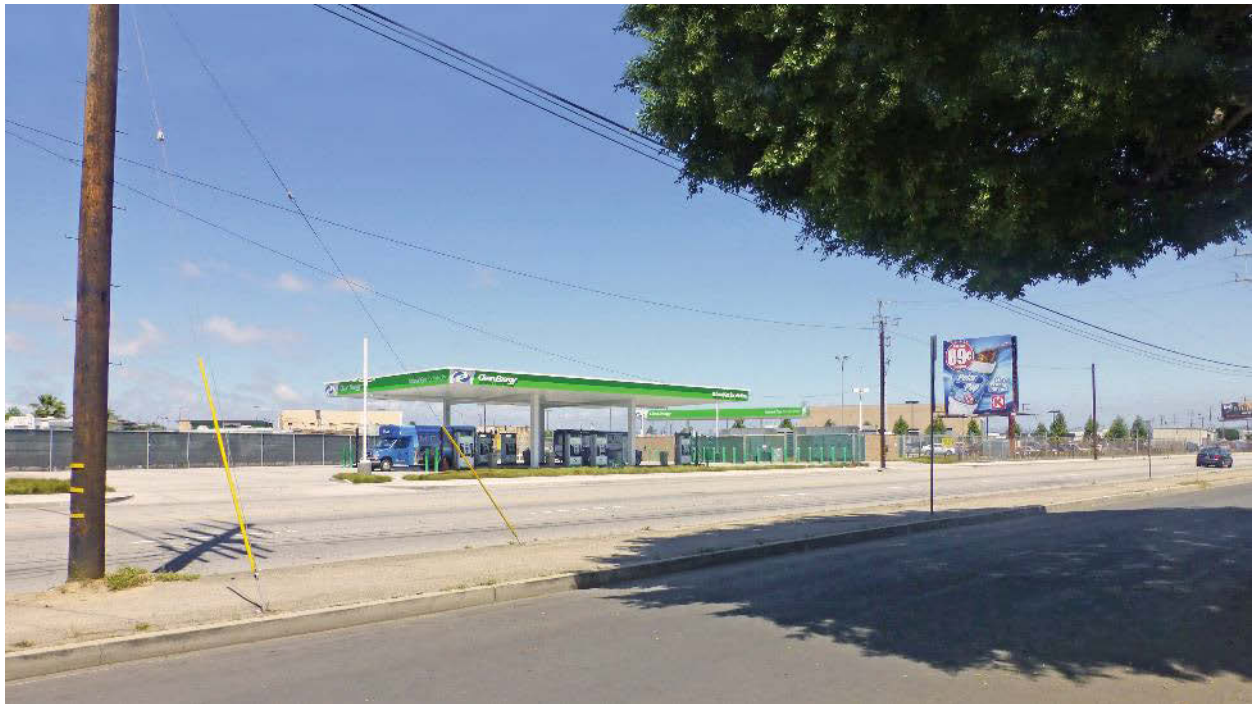
Figure 2.5 Ground-Level Conceptual Site Plan (Access Option 2)



Source: Cityworks Design, 2016.

Note: Similar change to the figure on page ES-3 of the Executive Summary.

Figure 2.8 Northwest View of the Project Site - Existing Conditions and Proposed Project



Existing Conditions



Conceptual sketch of the Proposed Project (Access Option 2)

Source: Cityworks Design, 2016.

Note: Similar change to the figure title on page ES-4 of the Executive Summary.

Figure 2.9 Southwest View of the Project Site - Existing Conditions and Proposed Project



Existing Conditions

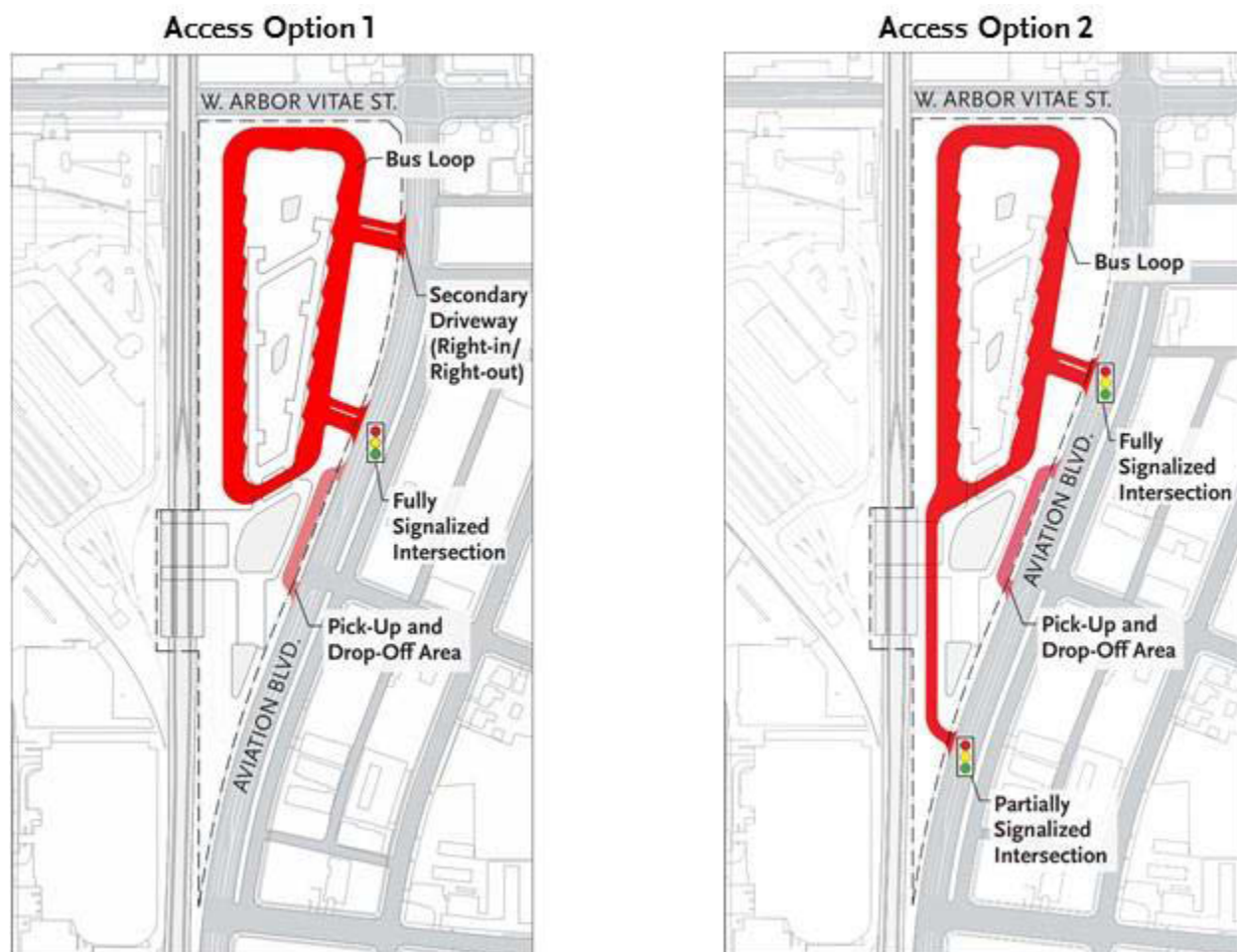


Conceptual sketch of the Proposed Project (Access Option 1)

Source: Cityworks Design, 2016.

Note: Similar change to the figure title on page ES-5 of the Executive Summary.

Figure 2.10 Proposed Driveway Options



Source: Cityworks Design, 2016.

SECTION 3.1. AIR QUALITY

The second complete sentence on page 3.1-10 has been revised as follows:

High Quality Transit Areas reflect areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours~~with rail transit service or bus service where lines have peak headways of less than 15 minutes.~~

The last paragraph on page 3.1-22 including the first complete sentence on page 3.1-23 has been revised as follows:

The VMT analysis for the Draft EIR was conducted on two levels: both a regional scale that encompassed the entire SCAG region, and a local scale that considered additional passenger vehicle trips directly to the project site and reconfiguration of bus routes. The regional analysis examined SCAG daily regional VMT under existing conditions, as well as in the future with and without project conditions. The increase of 164,521,177 daily VMT between the existing conditions (395,080,999) and the future without project conditions (559,602,176) results from forecasted regional growth that is not associated with the proposed project. The focus of the air quality assessment is the incremental change in regional VMT directly attributable to implementation of the proposed project, which is represented by the difference between the future with and without project conditions. Subtracting the daily regional VMT under the future without project condition (559,602,176) from the daily regional VMT under the future with project condition (559,605,824) yields the VMT increase attributed to the proposed project (2,602). The revised air quality assessment considers this regional increase in combination with the local changes in VMT (1,546 additional daily pick-up and drop-off vehicle miles and 287 additional daily bus miles) and estimates emissions using emissions factors applicable to the existing condition. Table 3.1.7 summarizes the incremental increase in daily air pollutant emissions from the proposed project beyond the existing conditions, which represent the appropriate CEQA baseline. The data demonstrate that emissions resulting from the proposed project relative to the existing condition would be substantially below the SCAQMD significance thresholds, and air quality impacts would be less than significant.~~presents the results of operational air pollutant emissions modeling for the proposed project and shows a comparison to the emissions from land uses currently on the project site under existing conditions. The comparison does not represent the incremental impact of the project on air quality; it simply discloses the emissions that would result from operations on the project site in the future with project condition and the existing conditions. The CARB prepares its emissions factors for mobile sources under the assumption that fuel efficiency and combustion standards will become more stringent over time. The more stringent emissions regulations would result in a substantial decrease in the emissions from mobile sources from existing conditions to 2035. However, emissions from tire and break wear would result in increased particulate emissions as these emissions are not directly controlled by fuel standards. For this~~

reason, the existing mobile source emissions are much higher lower than those shown in 2035—except for PM₁₀ and PM_{2.5}—even though the VMT increases over these years.

Table 3.1.7 on page 3.1-23 has been revised as follows:

Table 3.1.7 Daily Operational Emissions – Future With Project Compared to Existing Conditions

Emissions Source	Daily VMT	VOC (lb/day)	NO _x (lb/day)	CO (lb/day)	SO _x (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
Stationary							
Area	--	<1	<1	<1	<1	<1	<1
Energy	--	<1	<1	<1	<1	<1	<1
<i>Stationary Subtotal</i>	--	<1	<1	<1	<1	<1	<1
Mobile							
Regional Passenger Vehicles	2,602	<1	<1	5	<1	<1	<1
Local Pick-Up and Drop-Off Trips	1,546	<1	<1	5	<1	<1	<1
Buses	287	<1	6	6	<1	<1	<1
<i>Mobile Subtotal</i>	4,435	<1	7	16	<1	<1	<1
Total Daily Emissions Above Existing Conditions							
		1	7	17	<1	1	<1
SCAQMD Regional Threshold		55	55	550	150	150	55
Exceed Threshold?		No	No	No	No	No	No

Source: Terry A. Hayes Associates Inc., 2016.

Table 3.1.7 Daily Operational Emissions—Future With Project Compared to Existing Conditions

Future With Project	VOC (lb/day)	NO _x (lb/day)	CO (lb/day)	SO _x (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
Stationary						
Area	5	<1	<1	<1	<1	<1
Energy	<1	3	3	<1	<1	<1
<i>Stationary Subtotal</i>	6	3	3	<1	<1	<1
Mobile						
Passenger Vehicles	5,499	27,316	289,599	2,321	56,206	22,817
Buses	3	61	116	<1	29	12
<i>Mobile Subtotal</i>	5,499	27,316	289,599	2,321	56,235	22,829
Total Daily Emissions	5,508	27,380	289,718	2,321	56,236	22,830
Existing	VOC (lb/day)	NO_x (lb/day)	CO (lb/day)	SO_x (lb/day)	PM₁₀ (lb/day)	PM_{2.5} (lb/day)
Stationary						
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
<i>Stationary Subtotal</i>	<1	<1	<1	<1	<1	<1

Mobile						
Passenger Vehicles	25,846	100,474	842,307	3,025	40,583	16,945
Buses	15	317	341	<1	30	13
	<1	2	1	<1	<1	<1
<i>Mobile Subtotal</i>	<i>25,861</i>	<i>100,793</i>	<i>842,649</i>	<i>3,025</i>	<i>40,613</i>	<i>16,958</i>
Total Daily Emissions	25,862	100,793	842,650	3,025	40,614	16,959
Net Emissions	VOC (lb/day)	NOx (lb/day)	CO (lb/day)	SOx (lb/day)	PM₁₀ (lb/day)	PM_{2.5} (lb/day)
Net Regional Emissions	-20,354	-73,413	-552,932	-704	15,622	5,871

Source: Terry A. Hayes Associates Inc., 2016.

The first two sentences in the last paragraph on page 3.1-23 have been revised as follows:

Table 3.1.8 presents the results of operational air pollutant emissions modeling. In order to most accurately characterize the impacts associated with implementation of the proposed project, Table 3.1.8 also presents the net daily air pollutant emissions that would result from the proposed project relative to the future without project condition.

SECTION 3.2. GREENHOUSE GAS EMISSIONS

The fourth sentence in the second paragraph on page 3.2-8 has been revised as follows:

High Quality Transit Areas reflect areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours with rail transit service or bus service where lines have peak headways of less than 15 minutes.

SECTION 3.3. HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section 3.3, Hazards and Hazardous Materials, of the Draft EIR, existing groundwater monitoring wells are located on the project site. The site design has not been finalized and it possible that one or more groundwater monitoring wells would be relocated during the construction process. If an existing well must be disturbed, groundwater monitoring wells would be relocated in coordination with the responsible party (Honeywell International Inc.) and the Regional Water Quality Control Board (RWQCB). No new undisclosed or secondary impacts associated with the relocated groundwater wells are anticipated as the groundwater monitoring wells would be relocated in accordance with RWQCB requirements. The following corrections and additions address the potential relocation of groundwater monitoring wells.

The second sentence in the second full paragraph on page 6-13 has been revised as follows:

The construction contractor shall take precautions to identify groundwater monitoring well locations and avoid interfering ensure that demolition, site clearing, and excavation activities do not interfere with the integrity of the wells. If an existing well must be

disturbed, the construction contractor shall coordinate with the responsible party (Honeywell International Inc.) and the RWQCB to establish a replacement location. No new undisclosed or secondary impacts associated with the relocated groundwater wells are anticipated as the groundwater monitoring wells would be relocated in accordance with RWQCB requirements.

Mitigation Measure HAZ-5 on page 3.3-20 has been revised as follows:

Metro shall coordinate with the responsible party (Honeywell International Inc.) under the direction of the Regional Water Quality Control Board to monitor potential disruptions to ensure that the existing groundwater monitoring wells at 9225 and 9601 Aviation Boulevard would not be disturbed during construction activities or operation of the proposed project. If an existing well must be disturbed, Metro shall coordinate with the responsible party (Honeywell International Inc.) and the Regional Water Quality Control Board to relocate the monitoring wells.

The fifth sentence in the first paragraph on page 3.3-20 has been revised as follows:

Mitigation Measure HAZ-5 would protect the groundwater well network ensure the protection of the existing groundwater wells and prevent any further contamination of groundwater on the project site and at adjoining properties.

SECTION 3.4. LAND USE AND PLANNING

The last sentence on page 3.4-4 has been revised as follows:

High Quality Transit Areas reflect areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours with rail transit service or bus service where lines have peak headways of less than 15 minutes.

SECTION 3.6. TRANSPORTATION AND TRAFFIC

The information for Culver CityBus in Table 3.6.1 on page 3.6-7 has been corrected as follows:

Operator & Route	Service Area	Average Peak Hour Headway (min)
Culver CityBus (CC) Line 6-3	UCLA to Green Line Aviation Station via Sepulveda Blvd.	20
CC Rapid 6-3		15

Intersections 1, 9, and 12 in Table 3.6.2 on page 3.6-11 have been updated with revised jurisdictional descriptions and corrections to the table footnotes as follows:

#	N/S Street	E/W Street	Jurisdiction	Existing Conditions			
				AM		PM	
				V/C	LOS	V/C	LOS
1	Sepulveda Blvd.	Manchester Ave.	Caltrans/City of Los Angeles	0.715	C	0.808	D
9	La Tijera Blvd.	Manchester Ave.	Caltrans/City of Los Angeles	0.508	A	0.504	A
12	Airport Blvd.	Manchester Ave.	Caltrans/City of Los Angeles	0.573	A	0.651	B
LOS results based on CMA methodology. LOS worksheets are included in Appendix E - Transportation and Traffic Data. Intersections on the border of the City of Los Angeles were also analyzed using the ICU methodology and the LOS results are included in the Traffic Appendix-E.							

The last sentence in the second paragraph on page 3.6-15 has been revised as follows:

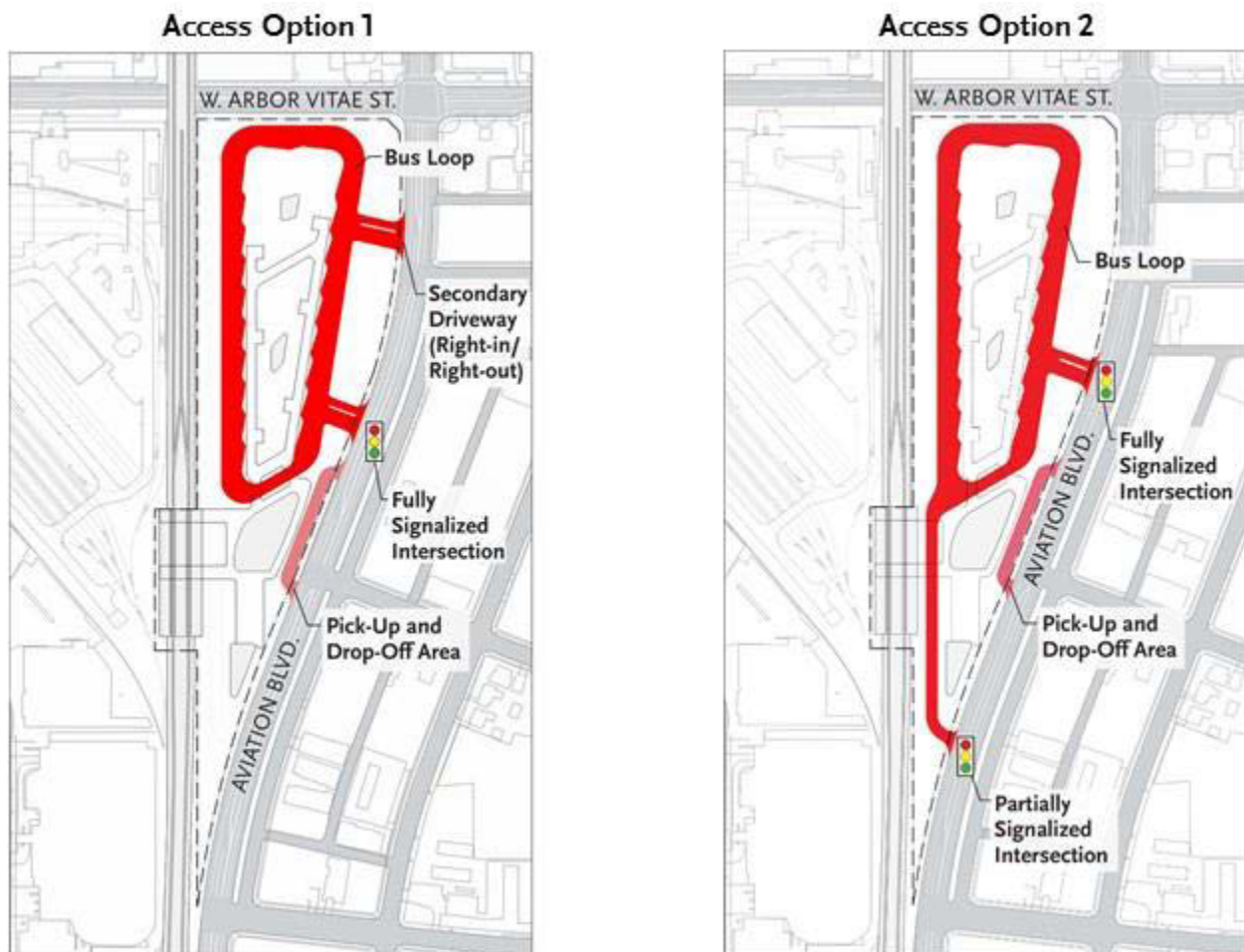
Under Access Option 1, lane configuration changes on Aviation Boulevard would include a northbound left-turn lane at the fully signalized intersection. Both the secondary driveway and fully signalized intersections would also include a southbound right turn lane. Under Access Option 2, adding up to two a northbound left-turn lane lanes would be provided at both the fully and partially signalized driveway intersections and a southbound right-turn pocket lane would be provided for the fully signalized intersection only. locations that access the project driveways.

The last sentence in the third paragraph on page 3.6-15 has been revised as follows:

No additional signals or crosswalks would be added to cross Aviation Boulevard at the pick-up and drop-off area (driveways) ~~pick-up/drop-off driveways.~~

Figure 3.6.3 (Proposed Driveway Options) on page 3.6-17 has been corrected to remove the traffic signal icon from the northern driveway for Option 1 (which would not be signalized).

Figure 3.6.3 Proposed Driveway Options



Source: Cityworks Design, 2016.

Table 3.6.6 on page 3.6-22 and Table 3.6.7 on page 3.6-24 have been updated with revised driveway analysis results and corrections to the table footnotes as follows:

Table 3.6.6 Existing With Project Conditions

Int #	Intersection	EXISTING				EXISTING - WITH PROJECT							
		AM		PM		AM		PM		AM		PM	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Delta	Impact?	Delta	Impact?
--	<u>Project Driveway— Option 1 Fully Signalized Intersection</u>	--	--	--	--	0.238 0.217	A	0.233 0.239	A	--	NO	--	NO
--	<u>Project Driveway— Option 2 Fully Signalized Intersection</u>	--	--	--	--	0.219 0.219	A	0.242 0.213	A	--	NO	--	NO
--	<u>Partially Signalized Intersection</u>	--	--	--	--	<u>0.210</u>	<u>A</u>	<u>0.222</u>	<u>A</u>	--	<u>NO</u>	--	<u>NO</u>
LOS results based on CMA methodology; LOS worksheets are included in Appendix E - Transportation and Traffic Data. Intersections on the border of the City of Los Angeles were also analyzed using the ICU methodology and the LOS results are included in Appendix E, Transportation and Traffic Data . For a conservative analysis, all outbound project traffic, and all inbound traffic, with the exception of one route approaching from the north was assumed to use the Fully Signalized Intersection in Option 1. For Option 2 bus routes approaching from the south would use the Partially Signalized Intersection, and bus routes approaching from the north would use the Fully Signalized Intersection. No impacts occur under the CMA or ICU methodologies.													

Table 3.6.7 2035 Proposed Project Conditions

Int #	Intersection	FUTURE WITHOUT PROJECT (2035)				FUTURE WITH PROJECT							
		AM		PM		AM		PM		AM		PM	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Delta	Impact?	Delta	Impact?
--	<u>Project Driveway— Option 1 Fully Signalized Intersection</u>	--	--	--	--	0.238 0.278	A	0.233 0.288	A	--	NO	--	NO
--	<u>Project Driveway— Option 2 Fully Signalized Intersection</u>	--	--	--	--	0.219 0.259	A	0.242 0.262	A	--	NO	--	NO
--	<u>Partially Signalized Intersection</u>	--	--	--	--	<u>0.259</u>	<u>A</u>	<u>0.269</u>	<u>A</u>	--	<u>NO</u>	--	<u>NO</u>
LOS results based on CMA methodology; LOS worksheets are included in Appendix E - Transportation and Traffic Data. Intersections on the border of the City of Los Angeles were also analyzed using the ICU methodology and the LOS results are included in Appendix E, Transportation and Traffic Data . For a conservative analysis, all outbound project traffic, and all inbound traffic, with the exception of one route approaching from the north was assumed to use the Fully Signalized Intersection in Option 1. For Option 2 bus routes approaching from the south would use the Partially Signalized Intersection, and bus routes approaching from the north would use the Fully Signalized Intersection. No impacts occur under the CMA or ICU methodologies.													

CHAPTER 5. CUMULATIVE IMPACTS

Figure 5.2 (Cumulative Conceptual Ground-Level Site Plan) on page 5-6 of the Draft EIR has been revised to remove crosswalks near the passenger pickup/drop-off area. The revised figure is shown on page 2-16 of this document.

The subtitles for Figure 5.5 on page 5-9 of the Draft EIR have been revised as follows:

Northwest view of the project site (Access Option 2)

Southwest view of the project site (Access Option 1)

The revised figure is shown on page 2-17 of this document.

The third sentence in the second paragraph on page 5-15 has been revised as follows:

The Bright Star Secondary Charter Academy is being relocated from Manchester Square by LAWA as part of their Aircraft Noise Mitigation Program ~~LAMP~~.

The last sentence in the second paragraph on page 5-17 has been revised as follows:

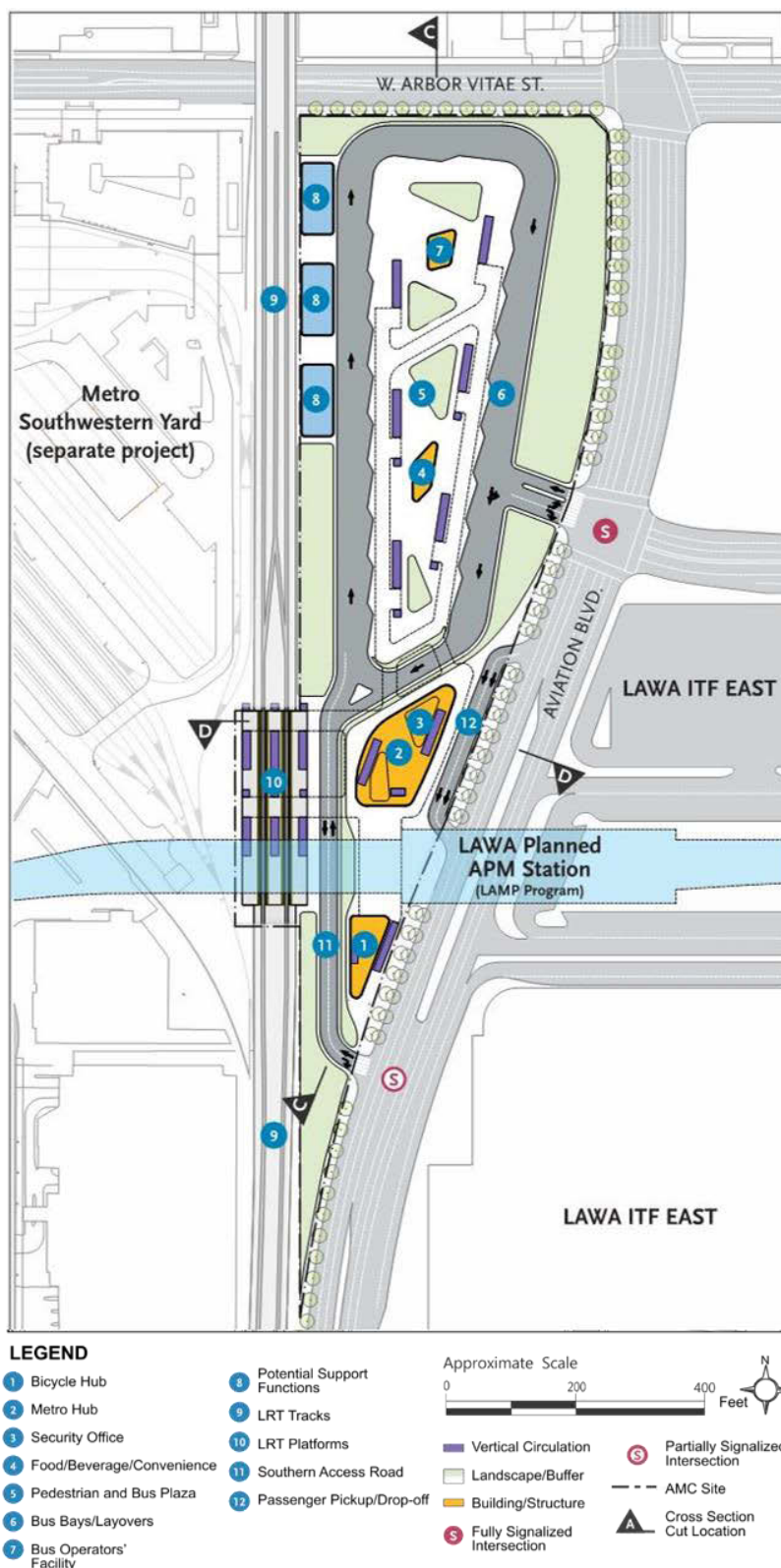
In the future, residences and the Bright Star Secondary Charter Academy within the Manchester Square area would be relocated by LAWA as part of their Aircraft Noise Mitigation Program ~~LAMP~~.

Table 5.3 on page 5-24 has been updated with revised driveway analysis results and corrections to the table footnote as follows:

Table 5.3 Cumulative Intersection Conditions

Int #	Intersection	FUTURE WITHOUT PROJECT				FUTURE WITH PROJECT							
		AM		PM		AM		PM		AM		PM	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Delta	Impact?	Delta	Impact?
--	Project Driveway — Option 1 <u>Fully Signalized Intersection</u>	--	--	--	--	0.539 <u>0.428</u>	A	0.692 <u>0.426</u>	B <u>A</u>	--	NO	--	NO
--	Project Driveway —Option 2 <u>Fully Signalized Intersection</u>	--	--	--	--	0.539 <u>0.407</u>	A	0.660 <u>0.416</u>	B <u>A</u>	--	NO	--	NO
--	<u>Partially Signalized Intersection</u>	--	--	--	--	<u>0.203</u>	<u>A</u>	<u>0.228</u>	<u>A</u>	--	<u>NO</u>	--	<u>NO</u>
LOS results based on CMA methodology; <u>LOS worksheets are included in Appendix E - Transportation and Traffic Data.</u> Intersections on the border of the City of Los Angeles were also analyzed using the ICU methodology and the LOS results are included in Appendix X <u>E, Traffic Study.</u> <u>For a conservative analysis, all outbound project traffic, and all inbound traffic, with the exception of one route approaching from the north was assumed to use the Fully Signalized Intersection in Option 1. For Option 2 bus routes approaching from the south would use the Partially Signalized Intersection, and bus routes approaching from the north would use the Fully Signalized Intersection. No impacts occur under the CMA or ICU methodologies.</u>													

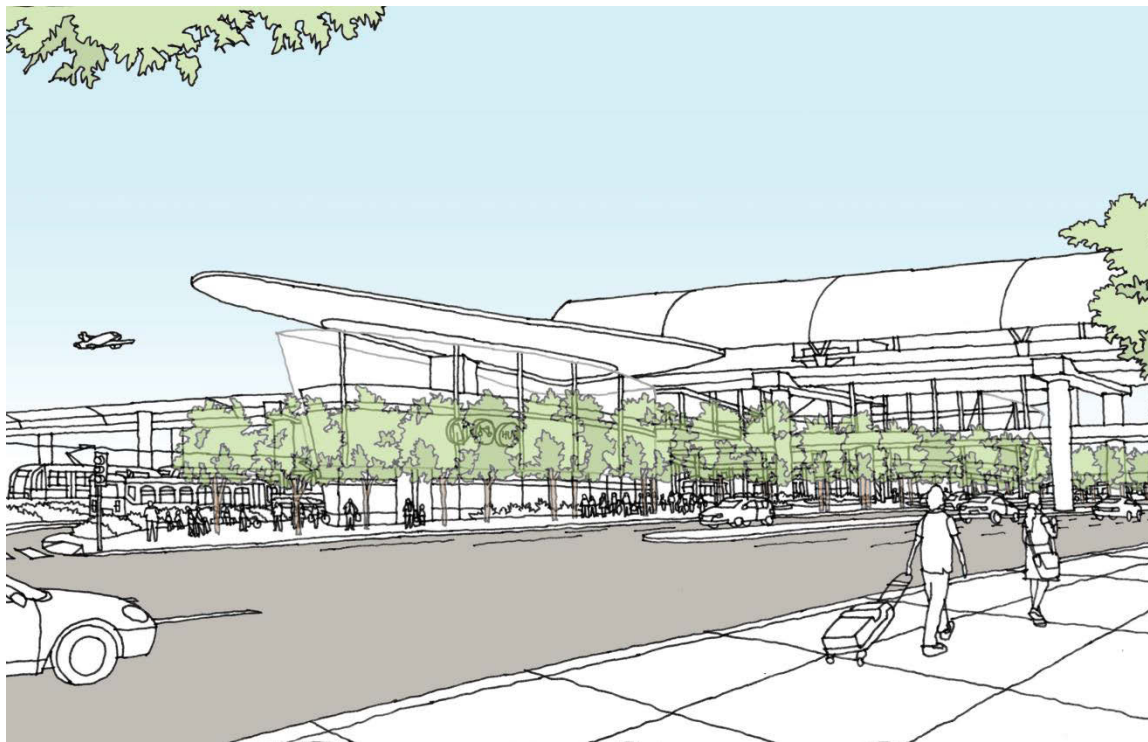
Figure 5.2 Cumulative Conceptual Ground-Level Site Plan (Access Option 2)



Source: Cityworks Design, 2016.

Note: Similar change to the figure on page ES-11 of the Executive Summary.

Figure 2.5 Cumulative Conceptual Views of the Project Site



Northwest view of the project site (Access Option 2)



Southwest view of the project site (Access Option 1)

Source: Cityworks Design, 2016.

Note: Similar change to the figure titles on page ES-13 of the Executive Summary.

CHAPTER 6. ALTERNATIVES

The first sentence in the second paragraph on page 6-2 has been corrected as follows:

To achieve one of the primary objectives of the proposed project, a key consideration is whether the alternate site has direct access to the Metro's regional rail system, specifically via the Crenshaw/LAX Line and the proposed service extension of the Metro Green Line, as well as satisfy additional objectives of providing an efficient connection for buses to reach the airport area and provide shuttle access into the CTA.

The last sentence in the second paragraph on page 6-2 has been corrected as follows:

~~West East~~ of the Metro ROW there is multi-level airport parking structure (Wally Park) in the southwest portion, which is too small for the proposed project, and Metro is constructing a light rail maintenance facility in the northwest portion.

The fourth sentence in the third paragraph on page 6-6 has been corrected as follows:

The Crenshaw/LAX Line, including the Aviation/Century station, the service extension of Metro's Green Line and a proposed bus facility, were studied in the Crenshaw/LAX Transit Corridor Project EIS/EIR, which was certified by the Metro Board in September 2011 and issued a Record of Decision from the Federal Transit Administration in December 2011.

The second sentence in the second full paragraph on page 6-13 has been corrected as follows:

The proposed project consists of series of significant transportation elements and associated infrastructure components, including the LRT platforms, to be served by the Crenshaw/LAX Line and a service ~~an~~ extension of the Metro Green Line, a bus plaza and terminal facility for Metro and municipal bus operators, bicycle hub with secured parking for up to 150 bicycles, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building ("Metro Hub") that connects passengers between the various modes of transportation.

APPENDIX A PUBLIC SCOPING MEETING REPORT

Appendix A has been revised to include the following NOP comment letters:

- Alliance for Regional Solution to Airport Congestion
- 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
- Hertz (K. Erik Friess)
- 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 E ADDITIONAL TRAFFIC DATA

Appendix E has been revised as follows:

- Updates to scenario names for all volume figures
- Revisions to the Future with Project and Cumulative with Project traffic volume figures to include the southern driveway under Option 2
- Revisions to the Cumulative traffic volume figure at the north driveway reflecting updated traffic volumes provided by LAWA
- Addition of project-only traffic volume figures for the proposed project under Future and Cumulative conditions
- The September 29, 2015 *Airport Metro Connector 96th Street Station Bus Rerouting Methodology* memorandum was removed because it is duplicative of the information contained in the Draft EIR. The bus rerouting maps from the memorandum are replaced in the new appendix with revised maps consistent with the traffic analysis in the Draft EIR.
- Inclusion of Level of Service Worksheets for all scenarios omitted in the Draft EIR for CMA and ICU analysis methodologies
- Removal of the CMA analysis portions from the summary LOS table in Appendix E because it is duplicative with the CMA analysis results in the LOS tables in the DEIR chapters.

3. RESPONSES TO COMMENTS

3.1. INTRODUCTION

Section 15088(a) of the CEQA Guidelines states that the “lead agency shall evaluate comments on environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response. The Lead Agency shall respond to comments that were received during the noticed comment period and any extensions and may respond to late comments.” This section of the Final EIR provides a list of persons, organizations, and public agencies that commented on the Draft EIR, along with the responses of the Lead Agency to significant environmental points raised in the review and consultation process.

The Draft EIR was submitted to the State Clearinghouse Office of Planning and Research and circulated for public review on June 22, 2016. The 46-day comment period concluded on August 6, 2016. A total of 74 public comment submissions were received via letters, Facebook, Twitter, email and the project hotline during the public comment period. An additional 8 individuals submitted oral comments during the Public Hearing on the Draft EIR. The majority of public comments on the Draft EIR were related to the cumulative interface with the LAMP and associated APM, transit connectivity, operational and construction traffic, station design and aesthetics, and site access.

3.2. RESPONSES TO COMMENTS

In accordance with Section 15088(c) of CEQA, reasoned, factual responses have been provided to all comments received during the public review period, with a particular emphasis on significant environmental issues. The comments and responses are organized as follows: agencies and organizations, individuals, written comments received at the Draft EIR public hearing, comments received via Facebook, Twitter, Project Email, Online Comment Card, and Information Hotline, and oral comments received at the Draft EIR public hearing. All comments and responses to comments are included in this Final EIR and will be considered by the Metro Board prior to certification of this EIR and in any approval of the proposed project.

Each comment letter, email, social media comment, hotline comment, comment card, and hearing testimony have been assigned a number. The body of each comment letter, email, social media comment, hotline comment, comment card, or hearing testimony has been separated into individual comments, which also have been numbered. This results in a tiered numbering system, whereby the first comment in Comment Letter No. 1 is depicted as Comment No. 1-1 and so on. Copies of each comment letter, email, social media comment, hotline comment, comment card, and hearing testimony are provided prior to each response. All of the comments received are listed in Table 3.1. In response to some of the comments received, the text of the EIR chapters has been revised. Refer to Chapter 2.0, Corrections and Additions, for specific corrections.

Table 3.1 List of Comment Letters on the Draft EIR

Letter No.	Commenter	Date
Public Agencies		
1	State Clearinghouse	August 8, 2016
2	California Department of Transportation	August 4, 2016
3	Los Angeles World Airports	August 5, 2016
4	Southern California Association of Governments	August 6, 2016
5	City of Los Angeles, Councilmember, Eleventh District	August 5, 2016
6	City of Los Angeles, Department of Transportation	August 5, 2016
7	Buchalter Nemer, City of Culver City	August 5, 2016
8	City of Lawndale, Office of the Mayor	August 4, 2016
9	City of Inglewood, Economic and Community Development Department, Planning Division	August 3, 2016
Community and Business Interest Groups		
10	Alliance for a Regional Solution to Airport Congestion (ARSAC)	August 6, 2016
11	Gateway Los Angeles Airport Business District	July 22, 2016
12	Los Angeles Area Chamber of Commerce	August 5, 2016
13	Allen Matkins behalf of Hertz	August 5, 2016
Public Hearing Written Comments		
14	David Mach	July 13, 2016
15	Andrew Wang	July 13, 2016
16	Mark R. Johnston	July 13, 2016
Facebook, Twitter, Project Email, Online Comment Card, and Information Hotline		
17	Risa Sher	June 22, 2016
18	Benjamin Page	July 1, 2016
19	Mark De Fazio	July 1, 2016
20	Lee Johnson	July 1, 2016
21	Rey Santos	July 2, 2016
22	Coco Shanelle	July 3, 2016
23	Cartellia Marie Bryant	July 3, 2016
24	Saul Lara	July 3, 2016
25	Elijah Tanner III	July 3, 2016
26	Jordan Levin	July 3, 2016
27	Elijah Tanner III	July 4, 2016
28	Mauricio Ortiz	July 4, 2016
29	Ian Hardy	July 4, 2016
30	Ian Hardy	July 4, 2016
31	Kamran Firouzi	July 4, 2016
32	Maria Chang	July 4, 2016
33	Tere Roe	July 4, 2016
34	Jason Elepano	July 5, 2016
35	Mia Becker Eloy	July 5, 2016

Letter No.	Commenter	Date
36	Juan Carlos Suarez	July 5, 2016
37	Carmen Ramarez	July 5, 2016
38	Eric Hartmann	July 5, 2016
39	Jay Gavin	July 6, 2016
40	Bader Hasson	July 7, 2016
41	Brandon Casas	July 7, 2016
42	Jorge F. Castillo	July 7, 2016
43	Jay Gavin	July 8, 2016
44	Antonio Dela Paz	July 8, 2016
45	Theary Monh	July 8, 2016
46	Theary Monh	July 8, 2016
47	Brandon Whalen	July 8, 2016
48	Beatriz Rivera	July 9, 2016
49	John Ursich	July 9, 2016
50	Harry J. Cross	July 10, 2016
51	Rob Marohn	July 10, 2016
52	Rob Marohn	July 10, 2016
53	Marco Marchelli	July 12, 2016
54	Jay Peterson	July 13, 2016
55	Jason Elepano	August 2, 2016
56	Kenny Uong	June 28, 2016
57	Sean Leonard	June 22, 2016
58	Aram Hacobian	June 23, 2016
59	T F Forester	June 25, 2016
60	Mehmet Berker	June 29, 2016
61	Partho Kalyani	July 8, 2016
62	John Bailey	July 13, 2016
63	Silvio Nunez Jr.	July 13, 2016
64	Annemarie Pazmino	July 13, 2016
65	Richard Purdy	July 16, 2016
66	Jonathan Eldridge	August 1, 2016
67	Jonathan Baty	August 2, 2016
68	Chris Wilson	June 23, 2016
69	Unknown Female	July 4, 2016
70	Gordon Mise	July 6, 2016
71	Mrs. Robinson	July 18, 2016
72	Todd Lowenstwin	August 2, 2016
73	Linden Nishinaga	July 13, 2016
74	Jacqueline Hamilton	August 6, 2016

Letter No.	Commenter	Date
Public Hearing Speaker Comments		
PH1	Mr. Acherman	July 13, 2016
PH2	Mr. Acherman	July 13, 2016
PH3	Mr. Acherman	July 13, 2016
PH4	Mr. Koppelman	July 13, 2016
PH5	Mr. Wang	July 13, 2016
PH6	Mr. Purdy	July 13, 2016
PH7	Mr. Nishinaga	July 13, 2016
PH8	Mr. Mach	July 13, 2016
PH9	Mr. Mach	July 13, 2016
PH10	Mr. Purdy	July 13, 2016
PH11	Mr. Purdy	July 13, 2016
PH12	Mr. Koppelman	July 13, 2016
PH13	Mr. Buch	July 13, 2016
PH14	Ms. Nicholson	July 13, 2016

3.3. RESPONSES TO PUBLIC AGENCIES' WRITTEN COMMENTS

COMMENT LETTER NO. 1



Edmund G. Brown Jr.
Governor

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



Ken Alex
Director

August 8, 2016

Cory Zelmer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Subject: Airport Metro Connector
SCH#: 2015021009

Dear Cory Zelmer:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 5, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 823-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

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

Type EIR Draft EIR

Description The proposed project includes a new multi modal transportation center to connect the Los Angeles International Airport to the regional bus and rail transit system with a light rail platforms, bus hub, pedestrian and bicycle amenities on parcels 4128-001-008, -004, -005, and -802. Proposed project components include: Three at grade LRT platforms to be served by the Crenshaw/LAX Line and an extension of the Metro Green Line; Bus plaza and terminal facility for Metro and municipal bus operators; Bicycle Hub with secured parking for up to 150 bicycles; Pedestrian plazas; passenger vehicle pick up and drop off area; and metro transit center/terminal building that connects passengers between the various modes of transportation.

Lead Agency Contact

Name Cory Zelmer
Agency Los Angeles County Metropolitan Transportation Authority
Phone 213-922-1079 **Fax**
email laxconnector@metro.net
Address One Gateway Plaza
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of, Inglewood
Region
Lat / Long 33° 57' 04" N / 118° 22' 41" W
Cross Streets W. Arbor Vitae St/Aviation Blvd
Parcel No. 4128-001-008, -004, -005, and -802
Township **Range** **Section** **Base**

Proximity to:

Highways I-105, 405
Airports LA Intl
Railways Metro and BNSF
Waterways
Schools Brightstar Academy
Land Use Car rental facility, CNG fueling station, SoCal gas easement, and towing storage yard /M1-1 limited industrial/manufacturing.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Other Issues

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

Date Received 08/22/2015 **Start of Review** 06/22/2016 **End of Review** 08/05/2016

LETTER NO. 1 RESPONSE

Scott Morgan
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
1400 Tenth Street
Sacramento, CA 95812

- 1-1 The State Clearinghouse acknowledges that Metro has complied with public review requirements for draft environmental documents, pursuant to CEQA. The letter also forwards a comment letter submitted by the State of California Department of Transportation (Caltrans).

COMMENT LETTER NO. 2

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

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

EDMUNDO G. BROWN Jr., Governor



Serious drought.
Help save water!

August 4, 2016

Governor's Office of Planning & Research

AUG 04 2016

STATE CLEARINGHOUSE

Mr. Cory Zelmer
Los Angeles County
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Airport Metro Connector
Vic. LA-405/PM 22.74
SCH # 2015023009
Ref. IGR/CEQA No. 150211AL-NOP
IGR/CEQA No. 160647AL-DEIR

Dear Mr. Zelmer:

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 multi-modal transportation center with three at-grade LRT platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/Terminal building ("Metro Hub") to connect passengers between the multiple transportation modes.

2-1

As the owner/operator of the State Highway System (SHS), Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens the State facilities and hence, it does not adhere to the CMP guide of 150/50 or more vehicle trips added before freeway/highway analysis is needed. MTA's Congestion Management Program in acknowledging the Caltrans' role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the SHS.

2-2

Please be reminded that although the lead agency is required to comply with Los Angeles County Congestion Management Program (CMP) standards and thresholds of significance, Caltrans does not consider the Los Angeles County's CMP criteria alone to be adequate for the analysis of transportation impacts pursuant to a CEQA review. Caltrans' Guide directs preparers of traffic impact analysis to consult with the local District as early as possible to determine the appropriate requirements and criteria of significance to be used in the traffic impact analysis.

2-3

Generally, when traffic is added to already deficient highway conditions (LOS "F"), it is considered a cumulatively significant impact, as it may contribute to the extension of the congestion period. Since the existing LOS at intersection location # 6 and 7 are already at level E/F, cumulative traffic impact may occur. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate cumulative traffic impacts in the future.

2-4

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability."*

Mr. Cory Zelmer
August 4, 2016
Page 2

Per conversation between you and Caltrans project coordinator, Mr. Alan Lin on August 4, 2016, please provide a response to Caltrans comment letter dated March 9, 2015 (see attached). The existing traffic analysis does not provide the trip generation, trip assignment/distribution, and State facilities analysis. In Table 3.6.2, intersection # 1, 9, and 12 are not under Caltrans' jurisdiction.

2-5

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without a storm water management plan.

2-6

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

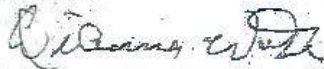
2-7

Caltrans will work with the Lead Agency in an effort to evaluate traffic impacts, identify potential improvements, and establish a funding mechanism that helps mitigate cumulative transportation impacts in the project vicinity.

2-8

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 160647AL-DEIR.

Sincerely,



DIANNA WATSON
Branch Chief
Community Planning & LD / IGR Review

cc: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and mobility"*

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

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

Attachment



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/cap/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.

2-9

"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"

Mr. Arthur T. Leahy
March 9, 2015
Page 2

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.

2-9

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.

2-10

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).

2-11

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.

2-12

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.

2-13

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.

2-14

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).

2-15

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

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.

2-16

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.

2-17

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

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

LETTER NO. 2 RESPONSE

State of California
Department of Transportation
District 7 – Office of Transportation Planning
100 S. Main Street, MS 16
Los Angeles, CA 90012

- 2-1 The introduction does not address the adequacy of the Draft EIR. Specific comments pertaining to the Draft EIR are addressed below.
- 2-2 The primary traffic effect of the proposed project would be the rerouting of existing bus routes that serve the LAX City Bus Center and the Aviation/LAX bus plaza to serve the proposed project. These routes do not travel on any state freeway facilities in the study area (i.e., I-405 and Interstate 105 (I-105)), and therefore, do not add any traffic to any state freeway facilities. The proposed project is estimated to generate 18 passenger pick-up and drop-off trips during the AM and PM peak hours, but these trips are expected to primarily use local roadways to access the project site. Therefore, vehicle trip generation associated with the proposed project on state freeway facilities would be zero or near zero.

Route 1 (Sepulveda Boulevard) is a state facility, and several study intersections on Sepulveda Boulevard were analyzed using the City of Los Angeles traffic impact criteria. These intersections were selected in coordination with LAWA, who scoped these locations with the City of Los Angeles and Caltrans for LAWA's LAMP. As shown in Tables 3.6.6, 3.6.7, and 5.3 in the Draft EIR, there would be no significant project-related impacts associated with the study intersections. Therefore, no further impact analysis is needed.

- 2-3 Potential traffic impacts were analyzed using the City of Los Angeles traffic impact criteria, which are more stringent than the Congestion Management Plan standards and thresholds of significance. No significant impacts were identified.
- 2-4 The Draft EIR assessed potential impacts at Sepulveda Boulevard and I-105 Westbound Ramps (Intersection No. 6) and Sepulveda Boulevard and Imperial Highway Intersection (No. 7). As shown in Table 5.3, the proposed project related incremental increase in peak hour volume-to-capacity (V/C) ratio is 0.001 or less at these intersections during both peak hours, one-tenth of the minimum amount needed to trigger a significant traffic impact based on City of Los Angeles traffic impact criteria for level of service (LOS) F, as shown in Table 3.6.3. Additionally, as shown in Table 3.6.2, Sepulveda Boulevard and I-105 Westbound Ramps already operates at LOS E or F during both peak hours and Sepulveda Boulevard and Imperial Highway operates at LOS C and LOS F during the AM and PM peak hours, respectively. Therefore, these intersections currently operate at poor LOS and the proposed project will not cause these intersections to operate at poor LOS.

As the average increase in V/C was less than one percent under the Critical Movement Analysis and Intersection Capacity Utilization methods, significance thresholds for impacts will not exceed. As determined in the Draft EIR, the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact and no mitigation measures are required.

- 2-5 Trip generation is detailed in Table 3.6.4 of the Draft EIR. Rerouted Bus Transit Trips and Rerouted LAX Shuttle G Trips do not represent net new traffic generation on the roadway network, as the rerouting simply results in changes to existing routes. Trip Distribution/Assignment is incorporated into the existing with project traffic volumes and the Future with Project traffic volumes and Cumulative with Project are included in Appendix E of the Draft EIR, but for further clarity, an additional figure has been added to the Appendix to illustrate project-only volumes, including bus rerouting volumes and passenger pick-up and drop-off trips for both the Future with Project and Cumulative with Project scenarios. The relevant state facilities are analyzed using the City of Los Angeles impact criteria and methodologies. As detailed in Response to Comment 2-2, the proposed project would have zero to negligible effect on any state facilities, and no further analysis is needed. Table 3.6.2 of the Draft EIR has been revised to reflect that Intersections Nos. 1, 9, and 12 are not under Caltrans jurisdiction. Refer to the Chapter 2.0, Correction and Additions, for specific corrections.

Refer to Response to Comments 2-9 through 2-17 related to the March 9, 2015 letter from Caltrans.

- 2-6 As discussed in Section 4.4.6, Hydrology and Water Quality, of the Draft EIR, Metro would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and the proposed project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit. In accordance with the requirements of the permit, Metro would prepare and implement a site-specific SWPPP.
- 2-7 The need for a transportation permit from Caltrans for the use of oversized transport vehicles on state highways is noted. Prior to the use of oversized-transport vehicles on state highways, Metro would apply for a transportation permit from Caltrans. Consistent with the comment, as detailed in Section 3.6, Transportation and Traffic, of the Draft EIR “deliveries and pick-ups of construction material shall be scheduled during non-peak travel periods to the degree possible.” Section 3.6 also states that construction activities and related construction worker trips would occur outside of peak hours.
- 2-8 As detailed in Response to Comment 2-2, the proposed project would not contribute to any cumulative impacts in the study area. Therefore, there is no need to identify a funding mechanism for mitigating impacts. As detailed in Chapter 2.0, Project Description, of the Draft EIR, one of the three key project objectives is to “increase the

- share of transit trips to and from LAX with minimal impact to airport facilities and surrounding communities and to help reduce air pollution”, which will ultimately reduce cumulative traffic impacts. Interface and communication between agencies will be essential to minimizing construction-related disruptions and ensuring that the projects operate well together. Metro is committed to continued coordination with stakeholders, including LAWA and Caltrans.
- 2-9 Refer to Response to Comment 2-2. The proposed project would not add trips to these off-ramps, and therefore will not contribute to off-ramp queue lengths. Therefore, this analysis is not required.
- 2-10 The estimate of passenger pick-up and drop-off trips was prepared using Metro’s regional travel model, following typical practice for Metro transit corridor projects. Bus rerouting maps were developed based on discussions with the operators about their preferred routes to travel to the project site, and therefore, there are no modeling assumptions to verify.
- 2-11 The proposed project is a transit station, and, as such, the Institute of Transportation Engineers Trip Generation manual, which provides trip generation rates for a given development land use type and not for transit stations, was not used for trip generation rates. Project-related land uses, such as information kiosks, grab and go food stands, etc., would be used by transit patrons and would not generate external trips. Additionally, no parking would be provided at the project site.
- 2-12 The Draft EIR Appendix E includes AM and PM peak hour traffic volumes with and without the project at the study intersections. Future conditions include growth projections derived from the Metro regional travel model, and in the Cumulative scenario, include estimated traffic volumes from LAWA’s LAMP. The impact analysis was prepared in accordance with City of Los Angeles traffic impact study criteria, which are based on peak hour changes in V/C ratio and level of service, and therefore, an average daily traffic analysis is not necessary.
- 2-13 Refer to Response to Comment 2-12. Appendix E includes all appropriate traffic volumes at the study intersections.
- 2-14 The proposed project has no significant traffic impacts and no mitigation is necessary.
- 2-15 The proposed project has no significant traffic impacts to the state Highway System and no mitigation is necessary.
- 2-16 In response to this comment submitted as part of the scoping process, Caltrans was provided a copy for the Draft EIR for review.
- 2-17 Refer to Response to Comment 2-15.

COMMENT LETTER NO. 3



Los Angeles
World Airports

August 5, 2016

Ms. Meghna Khanna
Deputy Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-34
Los Angeles, CA 90012

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

Jeffery J. Dorr
Gabriel L. Eshaghiian
Beatrice C. Hsu
Nolan V. Rollins
Dr. Cynthia A. Telles

Deborah Flint
Chief Executive Officer

Dear Ms. Khanna:

The Los Angeles World Airports (LAWA) is extremely proud of the partnership forged with Los Angeles County Metropolitan Transportation Authority (Metro) and the tremendous progress made to date toward making a robust connection with the proposed ground transportation facilities at the Los International Airport (LAX) and the regional Metro transit system. Over the past several years, both LAWA and Metro staff have closely collaborated to create a seamless link between the regional transit system and LAWA's proposed Automated People Mover System at LAX. Together, both agencies have accelerated the planning and environmental work for our respective projects, coordinating closely on the Airport Metro Connector 96th Street Transit Station (AMC) EIR and LAX Landside Access Modernization Program (LAMP) EIR. It is our collective goal to improve overall traffic congestion in the LAX area and increase transit ridership to the airport and in the region.

In the spirit of mutual collaboration, LAWA appreciates the opportunity to provide the following comments on the AMC Project DEIR.

- First, because our two projects will be built during the same approximate time period and in close proximity to each other, continued coordination, interface and communication between the two agencies is necessary to ensure the successful implementation of both projects.
- Metro and LAWA must promptly initiate a new or amend the existing Memorandum of Understanding (MOU) to address design interface, construction proximity and other issues to ensure compatibility of both the AMC and LAMP projects. Given AMC's direct interface with the APM at the mezzanine level, roadway work along Aviation, and other enabling projects such as utility relocations, the agencies must memorialize through cooperative agreements the coordination of engineering, design and construction to ensure system integration and compatibility, as well as develop coordinated construction programs.
- The AMC DEIR references future operation and maintenance of the Metro transit center. Metro and LAWA, through the MOU process,



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Ms. Meghan Khanna
Deputy Project Manager
August 5, 2016
Page 2 of 3

must address the possibility of shared operations and future maintenance of connections from the APM station to AMC Station.

3-4
cont.

- The AMC DEIR identifies two different driveway configuration options for the AMC Project and acknowledges the proposed widening of Aviation as part of the LAMP Project; accordingly, the agencies should continue to coordinate final driveway and circulation plans for the AMC Project and LAWA's proposed Intermodal Transportation Facility East (ITF East) and Consolidated Rental Car Facility, and should coordinate the proposed location of the AMC pick up and drop off areas to ensure there are no unintended conflicts with the Aviation Boulevard roadway work.

3-5

- The AMC DEIR identifies that a multi-use shared path will be constructed on the west side of Aviation Boulevard south of Arbor Vitae Street as part of LAWA's LAMP project. While LAWA is committed to enhancing the pedestrian and bicycle facilities in and around LAX facilities, LAWA, Metro and the City of Los Angeles must determine the funding, design and construction of a multi-use shared path on the west side of Aviation Boulevard that would be coordinated with the proposed APM and roadway improvements in consideration of the City's *Mobility Plan 2035*.

3-6

- The AMC DEIR makes reference to acquisition of properties in the Manchester Square area as part of the LAMP Project. LAWA concurs that in order to facilitate the construction of the LAMP Project, acquisition of several properties located along the APM, CONRAC, and roadways, including property right-of-way for curb cuts, and billboards, is required. However, LAWA will acquire the majority of these properties as part of the existing relocation program underway to mitigate aircraft noise impacts on area residences, as part of LAWA's Aircraft Noise Mitigation Program (ANMP); the 2004 LAX Master Plan EIR also environmentally cleared the acquisition of property in the Belford area and Manchester Square area through eminent domain. Should the land acquisition under the existing ANMP Relocation Plan not be completed by the time the proposed Project is approved and advanced into implementation, LAWA would begin to explore practical measures, including voluntary acquisition, leasing, and/or eminent domain to ensure designated areas are vacated consistent with LAMP's construction sequencing plan.

3-7

Ms. Meghan Khanna
Deputy Project Manager
August 4, 2016
Page 3 of 3

- The AMC DEIR identifies potential cumulative noise impacts related to the Travelodge Hotel. However, Travelodge may not renew their lease with LAWA which is set to expire in April 2018. The potential demolition of the Travelodge is included in the LAMP Project. Therefore, there may not be cumulative noise impacts at this location.
- To reduce potential cumulative traffic impacts during construction, close coordination is required between the two agencies. Both agencies need to work collaboratively to develop plans for lane closures, maintenance of access, detour routes and maintain safe and adequate pedestrian protection. LAWA suggests that Metro may want to participate in LAWA's Construction and Logistics Management process as part of the AMC Project implementation.

3-8

3-9

Thank you again for the opportunity to comment on the DEIR and we look forward to working with Metro on this important project. Should you have any questions, please do not hesitate to contact me at (424) 646-5175.

Sincerely,



Lisa Trifiletti
Deputy Executive Director
Environmental Programs Group

LT:RA:oc

LETTER NO. 3 RESPONSE

Lisa Trifiletti
Los Angeles World Airports
1 World Way
Los Angeles, CA 90045

- 3-1 Metro and LAWA have been and will continue to collaborate during different project phases including environmental, planning, design and construction and planning process. Specific comments pertaining to the Draft EIR are addressed below.
- 3-2 LAWA and Metro entered into a mutual voluntary, non-funding Cooperation Protocol (CP) on January 21, 2016 to establish voluntary, non-funding procedures and protocols to facilitate timely communication regarding planning, environmental clearances, real estate acquisitions and implementation of their respective projects, and to serve as a framework for future interaction between the parties, focusing on key areas of interest between LAWA and Metro. In adopting the CP, the Parties expressly stated that it would be necessary to revisit and modify the agreement from time to time to expand upon the matters addressed in the CP, and to address issues not covered under the CP. The CP also established Technical Advisory, Oversight and Steering Committees. The Steering Committee meets on a bi-monthly basis, whereas the Steering and Oversight Committee and monthly and bi-annual meetings.
- 3-3 LAWA and Metro are working on a Master Cooperative Agreement which will expand upon the CP to establish clear and reliable processes for providing review and comments or approvals of design deliverables, coordinating construction efforts, inspecting work, and allocating responsibility for coordinating elements of the projects that interface with one another, in order to minimize project costs, risk of delays and the potential for contractor claims.
- 3-4 Refer to Response to Comment 3-3.
- 3-5 Aviation Boulevard will be widened as part of the LAMP. Metro and LAWA are coordinating on the driveway locations and Aviation Boulevard configuration, including the traffic signal phasing at the shared north driveway intersection, length of left-turn lane and the potential accommodation of a multi-use path on the west side of Aviation Boulevard south of Arbor Vitae Street.
- 3-6 LAWA's LAMP proposes amendments to the City of Los Angeles Mobility Plan 2035 to provide bicycle connectivity in and around LAX. Metro is coordinating with LAWA in enhancing pedestrian and bicycle facilities along Aviation Boulevard. Metro and LAWA will continue to work together to determine the funding for this multi-use path.
- 3-7 In response to this comment, Chapter 5.0, Cumulative Impacts, of the Draft EIR has been updated to state that Bright Star Secondary Charter Academy and remaining

residences located in the Manchester Square area will be relocated as part of the Aircraft Noise Mitigation Program. Refer to the Chapter 2.0, Correction and Additions, for specific corrections.

- 3-8 Metro is taking a conservative analysis approach and including the Travelodge Hotel in the proposed project analysis of cumulative conditions given the uncertainty of cumulative conditions.
- 3-9 Metro is committed to continued coordination with LAWA to reduce potential cumulative traffic impacts during construction. Construction measures related to traffic control are discussed in Section 3.6, Transportation and Traffic, of the Draft EIR. Interface and communication between the agencies will be essential to addressing pedestrian and bicycle infrastructure, reducing construction effects and ensuring that the projects can be integrated to the best extent possible.



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COMMENT LETTER NO. 4

August 6, 2016

Ms. Meghna Khanna, Deputy Project Manager
Los Angeles County Metropolitan Transportation Authority (LA Metro)
One Gateway Plaza, MS 99-22-5
Los Angeles, California 90012
E-mail: laxconnector@metro.net

**RE: SCAG Comments on the Draft Environmental Impact Report (DEIR) for the
Airport Metro Connector 96th Street Transit Station Project [SCAG NO. IGR8364]**

Dear Ms. Khanna,

Thank you for submitting the Notice of Availability of the Draft Environmental Impact Report (DEIR) for the Airport Metro Connector 96th Street Transit Station Project ("proposed project") to Southern California Association of Governments (SCAG) for review and comment. The proposed project includes a new multi-modal transportation center to connect LAX to the regional bus and rail transit system. The 9.5-acre project site includes: (1) three at-grade Light Rail Transit platforms to be used by the Crenshaw/LAX Line and an extension of the Metro Green Line, (2) Bus plaza and terminal facility for Metro and municipal bus operators, (3) Bicycle hub with secured parking for up to 150 bicycles, (4) Pedestrian plaza, (5) Passenger vehicle pick-up and drop-off area, and (6) Metro transit center/terminal building ("Metro Hub") that connects passengers between the various modes of transportation.

Based on SCAG staff's review, the proposed project supports overall the goals of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The proposed project is included in the financially constrained 2016 RTP/SCS (see Project List technical appendix, RTP ID: 1TR0101). SCAG staff comments are detailed in the attachment to this letter.

When available, please send a copy of the Final Environmental Impact Report to the attention of the Inter-Governmental Review (IGR) Program at SCAG's office in Los Angeles. If you have any questions regarding the attached comments, please contact Lijin Sun, Senior Regional Planner, at (213) 236-1882 or sunli@scag.ca.gov. Thank you.

Sincerely,

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

Ping Chang
Acting Manager, Compliance and Performance Monitoring

4-1

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

2016.05.09 printed on recycled paper

August 6, 2016
Ms. Khanna

SCAG No. IGR8364
Page 2

**SCAG STAFF COMMENTS ON THE NOTICE OF AVAILABILITY OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR
AIRPORT METRO CONNECTOR 96TH STREET TRANSIT STATION PROJECT
[SCAG NO. IGR8364]**

SUMMARY

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (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 such as local jurisdictions and project proponents to take actions that help contribute to the attainment of the regional goals and policies in the RTP/SCS.

4-2

The proposed project is included in the financially constrained 2016 RTP/SCS (RTP ID: 1TR0101). To view the project in the Project List technical appendix, please visit http://scagrtppscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf.

Based on SCAG staff review, the proposed project supports the goals of the 2016 RTP/SCS, and the analysis in the Draft EIR for the proposed project is based on the growth forecasts adopted as part of the 2016 RTP/SCS.

2016 RTP/SCS REGIONAL GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

4-3

	Adopted SCAG Region Wide Forecasts			Adopted City of Los Angeles Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	4,017,000	4,442,500	4,609,400
Households	6,458,000	7,325,000	7,412,300	1,441,400	1,618,900	1,690,300
Employment	8,414,000	9,441,000	9,871,500	1,899,500	2,104,100	2,169,100

SCAG Staff Comments

Please review and consider the most recently adopted SCAG 2016 RTP/SCS Regional Growth Forecasts in the Final Environmental Impact Report.

2016 RTP/SCS LAND USE AND TRANSPORTATION STRATEGIES

The 2016 RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental and public health goals by integrating land use and transportation planning so the region can grow smartly and sustainably. The 2016 RTP/SCS plans for focusing new growth around transit, which supports the development of High Quality Transit Areas (HQTAs), Livable Corridors, and

4-4

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

August 6, 2016
Ms. Khanna

SCAG No. IGR8364
Page 3

Neighborhood Mobility Areas (NMAs) so SCAG residents can benefit from increase mobility, more active lifestyles, increased economic opportunity and an overall higher quality of life. For more information on integrating land use and transportation planning, please review the Final 2016 RTP/SCS (<http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS.pdf>).

SCAG Staff Comments

On pages 3.1-10 and 3.4-4 of the Draft EIR, High Quality Transit Areas are defined as "[...] areas with rail transit service or bus service where lines have peak headways of less than 15 minutes." High Quality Transit Areas are defined in the 2016 RTP/SCS as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. (*Emphasis added*). SCAG suggests the Final Environmental Impact Report for the proposed project considers and reflects the revised definition, as appropriate.

4-4
cont.

PERFORMANCE STANDARDS-BASED MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR for the 2016 RTP/SCS and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscsc.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

4-5

LETTER NO. 4 RESPONSE

Ping Chang
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

- 4-1 The Final EIR with responses to this comment letter have been forwarded to the Southern California Association of Governments (SCAG) Inter-Governmental Review Program and specific comments pertaining to the Draft EIR are addressed below.
- 4-2 The comment does not include a specific comment related to the content or conclusions of the Draft EIR, and no further response is necessary.
- 4-3 Metro considered the 2016-2040 RTP/SCS growth projections during the Draft EIR process. The CEQA baseline was established on February 6, 2015 when the NOP was prepared and distributed by Metro. The Metro planning, modeling and growth forecasting process has assumed incremental growth in the airport vicinity and surrounding region consistent with procedures used in other Metro projects. The 2016-2040 RTP/SCS was adopted by SCAG on April 7, 2016, after the relevant analyses were completed.
- 4-4 The Draft EIR has been revised to reflect the corrected definition of High Quality Transit Areas (HQTAs). Revision of the HQTAs definition did not alter the impact analysis in the Air Quality, Greenhouse Gas, or Land Use sections. Refer to the Chapter 2.0, Correction and Additions, for the corrected definition.
- 4-5 As discussed in the Draft EIR, less than significant impacts related to Hazards and Hazardous Materials would occur with Mitigation Measures HAZ-1 through HAZ-6. Metro reviewed the SCAG Final Program EIR for the 2016-2040 RTP/SCS project-level performance standards-based mitigation measures and determined that Mitigation Measures HAZ-1 through HAZ-6 adequately mitigate potential impacts associated with the proposed project.



COMMENT LETTER NO. 5

MIKE BONIN

City of Los Angeles
Councilmember, Eleventh District

August 5, 2016

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

Dear Ms. Khanna,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) for the Airport Metro Connector (AMC) 96th Street Transit Station Project.

As a member of the Board of Directors for the Los Angeles County Metropolitan Transportation Authority (Metro) and the Councilmember representing the Eleventh District in the City of Los Angeles, I am very proud of the work that both Metro and Los Angeles World Airports (LAWA) have completed to date in their joint efforts to provide a seamless and robust connection between Los Angeles International Airport (LAX) and the regional Metro Rail system. If designed and built as envisioned, the AMC Project, together with the LAX Landside Access Modernization Program (LAMP), will create the world-class transit connection to LAX that we have all been waiting for, and will help us reduce the future traffic congestion at LAX that we are already experiencing today.

5-1

As Metro moves forward with the detailed design of the AMC Transit Station, and the release of the Final EIR, I would like to emphasize some of the main items that both Metro and LAWA need to continue working on together in order to deliver a fully integrated project that provides a seamless experience for the passenger between LAWA's Automated People Mover (APM) system and Metro's AMC Transit Station.

Construct the Multi-Use Pathway

In various sections throughout the Draft EIR, Metro infers that it will not construct the bicycle infrastructure that will be needed for bicyclists to safely access the proposed Bike Hub at the AMC Transit Station. The Draft EIR states that LAWA will install a multi-use pathway for bicyclists and pedestrians along the west side of Aviation Boulevard and south of Arbor Vitae Street. Being that Metro will be constructing a new 15' sidewalk on the west side of Aviation Boulevard as part of this project, I encourage Metro to identify how to either entirely fund the construction of a multi-use pathway as part of the AMC Project, or work in coordination with LAWA to identify a cost-sharing implementation strategy that both agencies, and the City of Los Angeles, agree to. As stated in the Draft EIR, site access is

5-2

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(310) 575-8305 Fax



considered an area of controversy/issue to be resolved. We absolutely must ensure safe bicycle access to the AMC Transit Station is provided as part of the AMC Project.

5-2
cont.

Further Assess 98th Street and Arbor Vitae Street as part of the Bus Rerouting Plan

The proposed AMC Project includes a new bus facility and bus plaza as part of the overall multi-modal transportation center. As a result, the Draft EIR has prepared a bus rerouting plan shown in Appendix E. As part of this bus rerouting plan, the segment of 98th Street between Airport Boulevard to the new future intersection, 98th Street/Aviation Boulevard, is included as part of the bus-rerouting analysis. As Metro moves forward with the Final EIR, please assess the traffic volumes at the new future 98th Street/Aviation Boulevard intersection.

5-3

Coordinate Construction Traffic Management Plan with LAWA and Stakeholders

As a result of LAWA and Metro projects, between 2017 and 2024, there will be an increase in construction throughout the hotel and office business district surrounding the LAX. Accordingly, please ensure that an effective traffic management plan is developed with LAWA, and local stakeholders. Both agencies must work together to continue providing the traveling public efficient access to LAX during construction, as well as maintain/improve access to the local hotel and office business district.

5-4

Integrate the AMC Transit Station Design with the LAMP Project

Lastly, as Metro moves forward with detailed design of the AMC Transit Station and its integration with the LAX LAMP Project, Metro must ensure there is a seamless connection provided between the two facilities that reduces walking distances and improves the quality of the travel experience for passengers. The continued cooperation between LAWA and Metro design and construction teams is critical to delivering high quality transportation facilities that best serve the public. We must design the AMC Transit Station to be a world-class transit facility as it will be the first experience of the Metro Rail system in Los Angeles for many passengers.

5-5

Thank you again for the opportunity to comment on the Draft EIR. This project is vital to building not only a world-class airport with unmatched passenger conveniences, but also a first-class neighbor to the surrounding communities. Should you have any questions regarding this letter, please contact my Director of Transportation Policy, Paul Backstrom, at (213) 473-7011 or at paul.backstrom@lacity.org.

Regards,



MIKE BONIN

Councilmember, 11th District

LETTER NO. 5 RESPONSE

Mike Bonin
City of Los Angeles
Councilmember, Eleventh District
Westchester Office
7166 W. Manchester Boulevard
Los Angeles, CA 90045

- 5-1 The introduction does not address the adequacy of the Draft EIR. Specific comments pertaining to the Draft EIR are addressed below.
- 5-2 The LAMP Draft EIR, released on September 15, 2016, proposes changes to the City of Los Angeles Mobility Plan 2035 to include a multi-use path on the west side of Aviation Boulevard and modify the street designation of Aviation Boulevard. Metro and LAWA are coordinating on the potential accommodation of a multi-use path on the west side of Aviation Boulevard south of Arbor Vitae Street. Also, Metro, in coordination with LAWA will explore funding sources to implement this multi-use path.
- 5-3 To evaluate the impact of the proposed project at traffic volumes at the new future 98th Street and Aviation Boulevard intersection that is proposed as part of the LAWA LAMP, the bus rerouting volumes and the passenger vehicle pick-up and drop-off area traffic volumes were added to this intersection. The forecast traffic volumes and level of service at this intersection were obtained from the 2035 Cumulative plus Project Scenario from the *LAX Landside Access Modernization Program Draft Environmental Impact Report* (LAWA, 2016). As shown in the table below, with the addition of proposed project trips, the intersection is projected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour. An impact comparison to the baseline is not shown below, because the intersection doesn't exist, as it will be implemented as part of the LAWA LAMP. However, if the LAWA LAMP LOS results were used as the Cumulative baseline to assess project impacts, the proposed project would increase the V/C ratio by 0.005 in both the AM and PM peak hours. This V/C change is well below the thresholds of significance for intersection traffic impacts in the City of Los Angeles.

Intersection	AM V/C LOS	PM V/C LOS
Aviation Boulevard & 98 th Street	0.772 C	0.900 D

- 5-4 Construction measures related to traffic control are discussed in Section 3.6, Transportation and Traffic, of the Draft EIR. LAWA and Metro entered into a mutual voluntary, non-funding CP on January 21, 2016 to establish voluntary, non-funding procedures and protocols to facilitate timely communication regarding planning, environmental clearances, real estate acquisitions and implementation of their

respective projects, and to serve as a framework for future interaction between the Parties, focusing on key areas of interest between LAWA and Metro. In adopting the CP, the parties expressly stated it would be necessary to revisit and modify the agreement from time to time to expand upon the matters addressed in the CP, and to address issues not covered under the CP. The CP also established Technical Advisory, Oversight and Steering Committees. LAWA and Metro are working on a Master Cooperative Agreement which will expand upon the CP to establish clear and reliable processes for providing review and comments or approvals of design deliverables, coordinating construction efforts, inspecting work, and allocating responsibility for coordinating elements of the projects that interface with one another, in order to minimize project costs, risk of delays, and the potential for contractor claims.

- 5-5 Both projects have a primary objective of ensuring a reliable, fast, and convenient connection between LAX and the regional rail and bus system. Metro and LAWA are coordinating on the planning, design, engineering, and construction to ensure system integration and compatibility.

COMMENT LETTER NO. 6 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

August 5, 2016

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

Subject: **AIRPORT METRO CONNNECTOR PROJECT - DRAFT ENVIRONMENTAL IMPACT REPORT**

Dear Ms. Khanna:

In a communication dated March 6, 2015, the City of Los Angeles Department of Transportation (LADOT) submitted the following request, in response to the Airport Metro Connector (AMC) Project, Draft Environmental Impact Report (DEIR) Notice of Preparation (NOP):

"That the project appropriately consider 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."

Subsequent to providing this comment, LADOT has initiated the process to develop a Project Report / Environmental Document (PR/ED) for the purpose of widening the Lincoln Bridge over the Ballona Creek and the Culver Bridge over Lincoln Boulevard, which are the initial steps needed to advance the aforementioned Lincoln Boulevard BRT/LRT project. As a result, with respect to your AMC project's DEIR, we would like to reiterate the need for consideration of provisions in your project scope to provide a future access point for our proposed BRT/LRT along this critical north-south corridor. We believe that with our coordination, we can achieve the important goal of establishing a north-south regional rail connection that links LAX to the larger regional rail network along the Coastal Corridor. Therefore, LADOT would like to again request that the final design for the AMC Project include consideration toward facilitating this connection.

6-1

Sincerely,

A handwritten signature in blue ink that reads "Sean Haeri".

Sean Haeri
Senior Transportation Engineer

c: Tomas Carranza, LADOT Development Services

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER

LETTER NO. 6 RESPONSE

Sean Haeri
Los Angeles Department of Transportation
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

- 6-1 The proposed project would not result in construction on Lincoln Boulevard or near the Lincoln Boulevard Bus Rapid Transit/Light Rail Transit (BRT/LRT) Project. Therefore, the proposed project would not affect the Los Angeles Department of Transportation's ability to construct the Lincoln Boulevard BRT/LRT Project or interfere with the related bridge widening projects.

COMMENT LETTER NO. 7

BuchalterNemer
A Professional Law Corporation

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August 5, 2016

VIA E-MAIL (LAXCONNECTOR@METRO.NET)

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

Re: Airport Metro Connector 96th Street Transit Station Draft Environmental Impact
Report - Comments of the City of Culver City

Dear Ms. Khanna:

The following constitute the comments of the City of Culver City ("Culver City") regarding the Airport Metro Connector 96th Street Transit Station ("Metro Project") Draft Environmental Impact Report ("DEIR"). As a threshold matter, please be advised that Culver City commends the Los Angeles County Metropolitan Transit Authority ("Metro") for its initiative in providing alternative modes of transportation for the citizens of Los Angeles. These comments are, therefore, submitted in a spirit of cooperation with both the concept and implementation of the Metro Project. Nevertheless, there remain some matters concerning which Culver City requests clarification.

7-1

I. CULVER CITY RECOMMENDS THAT THE CUMULATIVE TRAFFIC IMPACTS OF THE METRO PROJECT BE DISCUSSED IN MORE DETAIL

The DEIR defines one of the Metro Project's primary objectives as "to integrate with existing and future transit connections and LAX facilities," ES-9. Moreover, the "goal of the proposed project is to increase transit ridership and provide a reliable and convenient transit option to and from LAX . . .," DEIR, p. 2-9, § 2.3.1. In fact, Metro's efforts appear to have been principally directed at expediting the construction of a regional rail connection to the airport, and developing a "direct interface with LAWA's [Los Angeles World Airports] proposed LAMP APM [Automated People Mover] . . .," DEIR, p. ES-10. Nevertheless, the environmental impacts of the Metro Project are analyzed separately from those of the Landside Access Modernization Program ("LAMP") project. This is especially true with respect to the 900,000 square feet of "collateral development" proposed as part of the LAMP project. On that basis, despite the broad sweep of the LAMP project, and the clear and direct role of the Metro Project

7-2

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Meghna Khanna
August 5, 2016
Page 2

in implementing it, the DEIR reaches the conclusion that there are no significant traffic impacts, cumulative or direct, resulting from the Metro Project.

7-2
cont.

Moreover, the DEIR defines the study area for cumulative impacts as Manchester on the north, La Cienega on the east, Imperial Highway and 105 on the south, and Sepulveda Boulevard on the west. However, even though Culver City is proximate to the area defined as within the scope of the analysis; a number of the thoroughfares that were analyzed extend beyond the study area into Culver City; and a substantial portion of the traffic to LAX travels on those thoroughfares through Culver City, the Metro Project's cumulative impacts on Culver City do not appear in the analysis.

7-3

Therefore, the question that is left unanswered in the DEIR is the way in which the Metro Project will mitigate, or exacerbate, the manifest impacts of the LAMP project and its collateral development. Culver City would, therefore, request that Metro revisit the synergistic relationship of LAMP's future traffic impacts, including the traffic certain to arise from the planned collateral development around the Intermodal Transportation Facility ("ITF") with the Metro Project's cumulative traffic impacts, including those impacts on Culver City.

7-4

II. CULVER CITY WOULD ALSO APPRECIATE A MORE DETAILED DISCUSSION OF THE AIR QUALITY IMPACTS OF THE METRO PROJECT

The DEIR acknowledges that implementation of the Metro Project will result in 287 more daily bus Vehicle Miles Traveled ("VMT"), and 4,148 daily passenger vehicle miles traveled compared to the future without project scenario. However, the analysis does not go into detail concerning the DEIR's forecast of 164,524,301 VMT with the Metro Project, over and above the current conditions, *i.e.*, the proper comparison to the baseline under CEQA. *See*, DEIR, Table 3.1.6, Operational Daily VMT. In addition, with the stated assumptions that "changes in VMT related to the rental car maintenance facility would result in negligible emissions," Table 3.1.6, fn. 2, and that "the more stringent emissions regulations would result in a substantial decrease in the emissions for mobile sources from existing conditions to 2035," DEIR, p. 3.1-22, Table 3.1.7, most emissions increases resulting from the Metro Project and its dramatic increase in VMT are found to be negligible, except those for PM10 and PM2.5 which are purported not to be controlled by fuel consumption, DEIR, p. 3.1-22-23.

7-5

Consequently, Culver City recommends that the DEIR's air quality analysis, disclosing substantial increases in VMT from the CEQA mandated baseline to 2035 resulting from the Metro Project, be revised to incorporate a more thorough discussion of the impacts of the Metro Project when compared to the CEQA mandated baseline, *i.e.*, existing conditions.

7-6

III. CULVER CITY REQUESTS A MORE COMPREHENSIVE DEFINITION OF THE LAND USE COMPONENTS OF THE METRO PROJECT

While the DEIR goes into some detail in describing the various components of the Metro Project, the "Metro Hub" component remains something of mystery. DEIR, § 2.3.2.3, p. 2-16

7-7

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Meghna Khanna
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describes that area as containing “security office, food/beverage/convenience/retail kiosk type spaces,” although it also provides for “passenger amenities” for various user groups, without describing of what those amenities consist. This lapse is somewhat reminiscent of the treatment given to “collateral development” in the LAMP Notice of Preparation (“NOP”), even though that development, both independently and cumulatively, has the potential for generating substantial traffic, air quality, land use and other impacts not explored in that NOP, on the ground that a future, project level EIR will be provided (eventually). It is therefore Culver City’s view that the Metro Project DEIR needs to further explain the type and scope of the amenities planned and the potential access points.

7-7
cont.

In summary, Culver City once again thanks Metro for its efforts, and encourages a more comprehensive exploration of the Metro Project’s impacts on the region in general and Culver City in particular to ensure that a well-intentioned and much needed service can be implemented without delay.

7-8

Sincerely,

BUCHALTER NEMER
A Professional Corporation

By



Barbara Lichman

BN 21346107v2

LETTER NO. 7 RESPONSE

Barbara Lichman
Buchalter Nemer, in behalf of Culver City
18400 Von Karman Avenue, Suite 800
Irvine, CA 92612

- 7-1 The introduction does not address the adequacy of the Draft EIR. Specific comments pertaining to the Draft EIR are addressed below.
- 7-2 The proposed project and LAMP are two separate projects being implemented by two regional agencies. The proposed project would provide a reliable and convenient transit option to LAX without the LAMP by providing an easy transfer from the regional light rail system to an LAX-bound bus. The proposed project has no direct role in enabling the collateral development proposed as part of the LAMP. Nor is the proposed project dependent upon LAWA proposed collateral development in any way. The LAMP components proposed by LAWA are independent of the proposed project. Accordingly, the collateral development is included in the cumulative analysis of related projects.

Regarding potential traffic impacts, direct impacts are assessed in Section 3.6, Transportation and Traffic, and cumulative conditions are assessed in Chapter 5.0, Cumulative Impacts, of the Draft EIR. Cumulative conditions within the proposed project study area that affect local roadway circulation include the CONRAC, ITFs, the APM, roadway improvements throughout the cumulative impact study area and collateral private development on the east side of Aviation Boulevard. The comment correctly identifies that no significant direct or cumulative impacts were identified in the Draft EIR.

- 7-3 The cumulative impact study area is defined roughly by Manchester Avenue to the north, La Cienega Boulevard to the east, Imperial Highway and I-105 to the south and Sepulveda Boulevard to the west. This is based on the influence area of the proposed project as a bus center and bus to a Metro rail transfer facility. The proposed project would generate approximately 92 daily trips associated with Metro rail passenger pick-ups and drop-offs. Table 3.6-4 of the Draft EIR shows that there would be approximately 18 peak hour trips associated with Metro rail passengers using the pick-up and drop-off area. Traffic associated with the LAMP is included as a related project in the cumulative impact analysis. The intersections in Culver City are not expected to result in a change of LOS by project-related traffic because the proposed project's 18 peak hour trips would be spread throughout the regional roadway network. In addition, changes in bus routes due to the proposed project are captured in the study area, and there would be no bus route changes in Culver City. As stated in Chapter 5.0, Cumulative Impacts, of the Draft EIR, the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

- 7-4 Chapter 5.0, Cumulative Impacts, of the Draft EIR included a detailed discussion of potential cumulative impacts. Cumulative conditions with the related projects within the study area that affect local roadway circulation include the CONRAC, East and West ITFs, the APM, roadway improvements throughout the cumulative impact study area and collateral private development on the east side of Aviation Boulevard. The proposed project would generate approximately 92 daily trips spread throughout the regional roadway network and there is no potential for the proposed project to contribute meaningful traffic volumes to cumulative conditions.
- 7-5 This comment addresses the change in vehicle miles traveled (VMT) that would result from implementation of the proposed project and the consequential effects on air quality. The VMT analysis for the Draft EIR was conducted on two levels: both a regional scale that encompassed the entire SCAG region, and a local scale that considered additional passenger vehicle trips directly to the project site and reconfiguration of bus routes. The regional analysis examined SCAG daily regional VMT under existing conditions, as well as in the future with and without project conditions. The increase of 164,521,177 daily VMT between the existing conditions (395,080,999) and the future without project conditions (559,602,176) results from forecasted regional growth that is not associated with the proposed project. The focus of the air quality assessment is the incremental change in regional VMT directly attributable to implementation of the proposed project, which is represented by the difference between the future with and without project conditions.

Subtracting the daily regional VMT under the future without project condition (559,602,176) from the daily regional VMT under the future with project condition (559,605,824) yields the VMT increase attributed to the proposed project (2,602). The revised air quality assessment considers this regional increase in combination with the local changes in VMT (1,546 additional daily pick-up and drop-off vehicle miles and 287 additional daily bus miles) and estimates emissions using emissions factors applicable to the existing condition. The following table summarizes the incremental increase in daily air pollutant emissions from the proposed project beyond the existing conditions, which represent the appropriate CEQA baseline. The data demonstrate that emissions resulting from the proposed project relative to the existing condition would be substantially below the SCAQMD significance thresholds, and air quality impacts would be less than significant. Refer to the Chapter 2.0, Correction and Additions, for specific corrections.

Emissions Source	Daily VMT	VOC (lb/day)	NOx (lb/day)	CO (lb/day)	SOx (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
Stationary							
Area	--	<1	<1	<1	<1	<1	<1
Energy	--	<1	<1	<1	<1	<1	<1
<i>Stationary Subtotal</i>	--	<1	<1	<1	<1	<1	<1
Mobile							
Regional Passenger Vehicles	2,602	<1	<1	5	<1	<1	<1
Local Pick-Up and Drop-Off Trips	1,546	<1	<1	5	<1	<1	<1
Buses	287	<1	6	6	<1	<1	<1
<i>Mobile Subtotal</i>	<i>4,435</i>	<1	7	16	<1	<1	<1
Total Daily Emissions Above Existing Conditions							
		1	7	17	<1	1	<1
SCAQMD Regional Threshold		55	55	550	150	150	55
Exceed Threshold?		No	No	No	No	No	No
Source: Terry A. Hayes Associates Inc., 2016.							

7-6 Refer to Response to Comment 7-5 related to VMT and air quality emissions.

7-7 The Metro Hub components are designed to service transit users of the proposed project. The passenger amenities, including food/beverage/convenience/retail kiosk-type spaces, would have no stand-alone functionality, unlike the collateral development proposed by LAWA as part of the LAMP which could include 900,000 square feet of office space, hotel, commercial space and conference center. Passenger amenities would also include restrooms for travelers. Access to these amenities would be provided from buses and rail cars arriving at the project site, or from passengers using the pick-up and drop-off area. No parking dedicated to the passenger amenities would be provided at the project site. These passenger-serving amenities are described in Chapter 2.0, Project Description, of the Draft EIR, and were included in Chapter 3.0, Environmental Impacts.

7-8 The comment is a summary statement thanking Metro for its efforts, and encouraging a more comprehensive exploration of project impacts on the region in general and Culver City in particular. Specific comments pertaining to the Draft EIR are addressed in Response to Comments 7-2 through 7-7.

COMMENT LETTER NO. 8



ROBERT PULLEN-MILES
Mayor

August 4, 2016

CITY OF LAWDALE

Office of the Mayor

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

RE: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR AIRPORT METRO CONNECTOR 96TH STREET TRANSIT STATION 45-DAY PUBLIC COMMENT REVIEW PERIOD (SCH# 2015021009)

Dear Ms. Khanna:

On behalf of the City Council of the City of Lawndale, I would like to take this opportunity to provide comments and express concerns on the proposed Airport Metro Connector 96th Street Transit Station, as outlined in the Draft Environmental Impact Report (DEIR). While the City understands that there are a number of potential benefits associated with the project, the City remains concerned that substantial impacts to the citizens of Lawndale are not being adequately presented in the DEIR. Similarly, those impacts are not targeted for potential mitigation or improvements that could reduce the effects to be endured by the community as a result of the project. We respectfully submit these comments to help ensure that local decision makers fully comply with the California Environmental Quality Act (Public Resources Code § 21000 *et seq.*, "CEQA") and the CEQA Guidelines (14 Cal. Code of Regulations §§ 15000 – 15387) with respect to the project. The following list outlines the City's comments and concerns:

- **Aesthetics.** The Aesthetics section of the DEIR is inadequate. The Aesthetics section of the DEIR did not identify, study, or mitigate the potential impacts on the surrounding area with regards to the light rail transit platforms, terminal facility, or entire transit center. Those facilities will have a significant impact on the environment.
- **Air Quality.** The Air Quality section of the DEIR is inadequate, faulty, and fundamentally flawed. The Air Quality sections of the DEIR did not address or

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Airport/Metro Connector 96th Street
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August 4, 2016

identify traffic trips and the emissions generated for the passenger pickup/drop-off in the analysis. Additionally, the proposed project is inconsistent with all of the City of Los Angeles General Plan Air Quality Goals, Objectives, and Policies as identified on Pages 3.1-12, Table 3.1.2.

8-3
cont.

- **Baseline Conditions.** The DEIR did not adequately address nor establish throughout the entire DEIR, baseline conditions. The identified areas lacking adequate baseline conditions include: Air Quality, Greenhouse Gases, and Traffic/Transportation sections. Pursuant to CEQA, the Lead Agency is required to address and establish the baselines conditions in the DEIR.

8-4

- **City of Los Angeles Westchester-Playa Del Rey Community Plan.** The proposed project is not consistent with the goals or policies of the City of Los Angeles Westchester-Playa Del Rey Community Plan because it displaces current industrial/commercial land uses for the area, reduces jobs, economic growth, and displaces current land uses. The DEIR does not adequately address, analyze, and mitigate these environmental issues.

8-5

- **DEIR Project Description.** The project description in the DEIR is inadequate and incomplete. The project description mentions the proposed future Green Line Extension and Automated People Mover, yet there is no analysis, evaluation, special studies, or recommended mitigation studies pertaining to these key components for the project. CEQA mandates that the whole of the project be analyzed and that the entire project's scope must be analyzed and not deferred or relied upon for another lead agency to complete at some future date.

8-6

- **Incomplete or Missing Information.** The proposed "Automated People Mover" is not adequately addressed as part of the proposed transit station in the DEIR. The information is incomplete or no analysis was included in the DEIR.

8-7

- **Hazards and Hazardous Materials.** The Draft EIR does not provide adequate mitigation measures for hazardous soils impacts as identified in the DEIR. In addition, the proposed mitigations measures suggest deferred mitigation, which is in violation of the CEQA.

8-8

- **Noise Study.** Noise study contained within the DEIR does not adequately address noise impacts and the DEIR uses noise thresholds that are not consistent with the thresholds used for noise by the City of Lawndale. The information provided in the DEIR clearly shows the project will have significant and substantial noise impacts on sensitive noise receptors in the surrounding area. Most importantly, the information included in the DEIR clearly demonstrates the noise levels exceeding the maximum allowance permitted under the City of Los Angeles General Plan Noise Element. Furthermore, the proposed mitigation measures are clearly inadequate and are founded on a faulty and incomplete information supplied by a deficient noise study.

8-9

Airport/Metro Connector 96th Street
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- **Piecemealing.** The impacts of the entire project, not just individual segments, should be programmatically analyzed. CEQA forbids "piecemealing" projects. Pursuant to CEQA, the whole of the entire project must be analyzed and those environmental considerations related to project(s) broken down into little projects, thus reducing or minimizing the potential impacts to the environment through "piecemeal" is prohibited. Potential growth impacts, such as new development projects, cannot be deferred to be analyzed in a piecemeal fashion at a later time. Rather, "the need for regional environmental consideration [must be made] at the earliest stage of a planned development before it gains irreversible momentum." (*Bozung v. Local Agency Formation Commission of Ventura County* (1975) 13 Cal.3d 263, 284, fn. 28.) An agency cannot treat one integrated large project as a succession of smaller projects to avoid analyzing the environmental impacts of the whole project. (See, *CASDBA v. County of Inyo* (1985) 172 Cal. App. 3d 151, 165-166 [two separate "packages" of entitlements for one project, each analyzed in a separate Negative Declaration, improper].)

8-10

The DEIR's project description mentions the proposed future Green Line Extension. However, the entire DEIR is deficient in identifying and analyzing the potential impacts of the proposed future Green Line extension. Additionally, there is a separate EIR currently being drafted by Metro dealing with another segment for the proposed South Bay Green Line extension. Drafting two different EIR documents for the same Green Line project is in violation of the CEQA and considered "piecemeal" in violation of CEQA and understates the cumulative environmental impacts of the whole project.

The subject transit station should be proposed in conjunction with the Draft EIR for the South Bay Metro Green Line Extension and not as a separate project.

Additionally, the Automated People Mover (APM) is another key component of the Project, but the DEIR is deficient in identifying, analyzing, or mitigating any portion thereof or the potential impacts of the APM. To emphasize, the whole of the project must be studied, pursuant to CEQA.

8-11

- **Population and Housing.** The Draft EIR does not provide adequate analysis of the proposed project as it pertains to the Population and Housing impacts that this project will generate, which is required to be reviewed under CEQA. The analysis states the project will have no impacts to population or housing in the DEIR. The DEIR fails to address or take into account that the proposed project would induce substantial population growth either directly or indirectly. Further analysis is needed and required pursuant to CEQA.
- **DEIR Preparers.** The DEIR does not clearly identify the preparers involved with the preparation of the DEIR, including consultants, Metro staff, and those responsible for the preparation of the special studies.

8-12

8-13

Airport/Metro Connector 96th Street
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- **Significant Environmental Effects.** The DEIR does not address significant environmental effects on the environment, including not identifying direct, indirect, long-term, and unavoidable impacts to the environment with regards to Noise and Vibrations, Land Use, Hazards, Traffic and Transportation Sections in the DEIR. CEQA requires the decision-making agency to balance environmental benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. The DEIR needs to, and fails to, provide an analysis of the risks of transportation accidents and their impacts, and provide potential mitigation measures which address these impacts.

8-14
- **Transportation Study.** Traffic study contained within the DEIR does not adequately address traffic impacts for the proposed project. The information included in the traffic analysis clearly demonstrates the Level of Services exceeding the maximum traffic trips under the City of Los Angeles General Plan Transportation Element and the City of Los Angeles Zoning Ordinance.

8-15
- **Water Quality.** Grading and construction in excess of one acre would require completion of an NPDES mandated Storm Water Pollution Prevention Plan (SWPPP) to protect surface water quality. Mitigation measures should be included indicating that (a) a SWPPP shall be completed by a California registered, Qualified SWPPP Developer and that (b) a California registered, Qualified SWPPP Practitioner shall oversee and monitor construction Best Management Practices and stormwater management, in accordance with the State General Construction Permit and the Los Angeles Regional Water Quality Control Board.

8-16
- The DEIR fails to evaluate whether there would be an increase in the amount of stormwater runoff in areas of new construction. If such an increase were to occur, mitigation measures must be provided indicating how off-site flows would be reduced to levels equal to or less than existing off-site runoff in order to reduce the potential for downstream flooding.

8-17
- **Geologic.** The project area is located in a geologically complex and seismically active region that is subject to earthquakes and potentially strong ground shaking. The DEIR needs to discuss the highest peak ground accelerations at the project area and transportation routes. Facilities would be susceptible to damage as a result of an earthquake on regional faults.

8-18
- **Vibration Study.** Draft EIR does not adequately address vibration impacts of proposed transit station. The information provided in the vibration study clearly shows the project will have significant and substantial noise impacts to sensitive receptors in the surround area.

8-19

The comments described above certainly do not represent a complete list, but are demonstrative of the fact that there are many issues related to the proposed Airport

8-20

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Airport/Metro Connector 96th Street
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Metro Connector 96th Street Transit Station Project that were not adequately addressed in the Draft EIR. To the extent comments are submitted by other agencies or interested persons, Lawndale reserves the right to incorporate and adopt such comments as its own.

8-20
cont.

The members of the Lawndale City Council would like to make it clear that the City has significant concerns about the proposed transit station, as it is presented in the Draft EIR. Furthermore, we encourage Metro to work with Lawndale, as well as the communities adjacent to the project site, to arrive at a solution that is a benefit, rather than a burden, to the surrounding area as a whole.

Sincerely,


Robert Pullen-Miles
Mayor

Cc: Members of the Lawndale City Council
South Bay Cities Council of Governments
MTA Board of Directors

LETTER NO. 8 RESPONSE

Robert Pullen-Miles
City of Lawndale
14717 Burin Avenue
Lawndale, CA 90260

- 8-1 The introduction summarizes the City's concerns with the Draft EIR. Specific comments pertaining to the Draft EIR are addressed below.
- 8-2 The aesthetics analysis has been prepared in accordance with the CEQA Guidelines. Section 4.4.1, Aesthetics, of the Draft EIR includes a detailed assessment of the aesthetic impacts of the entire transit facility, which encompasses the light rail platforms, terminal facility and transit center. The impact analysis determined that the proposed project would not degrade the existing visual character or quality of the site and its surroundings nor create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.
- 8-3 Section 3.1, Air Quality, of the Draft EIR has been prepared in accordance with the CEQA Guidelines. As shown in Table 3.1.6 of the Draft EIR, pick-up and drop-off activities are included in the analysis and would generate 1,546 vehicle miles per day. Emissions associated with these vehicle miles traveled were included in the estimation of mobile source emissions in Table 3.1.7 of the Draft EIR. The net daily air pollutant emissions that would result from the proposed project relative to the future without project condition are shown in Table 3.1.8.

The discussion of the City of Los Angeles General Plan Air Quality Element is presented for general information because the proposed project is located in the City of Los Angeles. The goal of the proposed project is to increase transit ridership and provide a reliable and convenient transit option to and from LAX. As discussed in Section 3.1, Air Quality, of the Draft EIR, the proposed project would be consistent with the regional and local air quality reduction goals and, therefore, would not conflict or obstruct local air quality plans, such as the City of Los Angeles General Plan Air Quality Element.

- 8-4 The CEQA baseline condition was established when the NOP was published on February 6, 2015. This comment addresses the change in VMT that would result from implementation of the proposed project and the consequential effects on air quality. The VMT analysis for the Draft EIR was conducted on two levels: both a regional scale that encompassed the entire SCAG region, and a local scale that considered additional passenger vehicle trips directly to the project site and reconfiguration of bus routes. The regional analysis examined SCAG daily regional VMT under existing conditions, as well as in the future with and without project conditions. The increase of 164,521,177 daily VMT between the existing conditions (395,080,999) and the future without project conditions (559,602,176) results from forecasted regional growth that is not

associated with the proposed project. The focus of the air quality assessment is the incremental change in regional VMT directly attributable to implementation of the proposed project, which is represented by the difference between the future with and without project conditions.

Subtracting the daily regional VMT under the future without project condition (559,602,176) from the daily regional VMT under the future with project condition (559,605,824) yields the VMT increase attributed to the proposed project (2,602). The revised air quality assessment considers this regional increase in combination with the local changes in VMT (1,546 additional daily pick-up and drop-off vehicle miles and 287 additional daily bus miles) and estimates emissions using emissions factors applicable to the existing condition. The following table summarizes the incremental increase in daily air pollutant emissions from the proposed project beyond the existing conditions, which represent the appropriate CEQA baseline. The data demonstrate that emissions resulting from the proposed project relative to the existing condition would be substantially below the SCAQMD significance thresholds, and air quality impacts would be less than significant. Refer to the Chapter 2.0, Correction and Additions, for specific corrections.

Emissions Source	Daily VMT	VOC (lb/day)	NOx (lb/day)	CO (lb/day)	SOx (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
Stationary							
Area	--	<1	<1	<1	<1	<1	<1
Energy	--	<1	<1	<1	<1	<1	<1
<i>Stationary Subtotal</i>	--	<1	<1	<1	<1	<1	<1
Mobile							
Regional Passenger Vehicles	2,602	<1	<1	5	<1	<1	<1
Local Pick-Up and Drop-Off Trips	1,546	<1	<1	5	<1	<1	<1
Buses	287	<1	6	6	<1	<1	<1
<i>Mobile Subtotal</i>	<i>4,435</i>	<i><1</i>	<i>7</i>	<i>16</i>	<i><1</i>	<i><1</i>	<i><1</i>
Total Daily Emissions Above Existing Conditions							
		1	7	17	<1	1	<1
SCAQMD Regional Threshold		55	55	550	150	150	55
Exceed Threshold?		No	No	No	No	No	No
Source: Terry A. Hayes Associates Inc., 2016.							

Table 3.2.4 of the Draft EIR, quantifies the difference in greenhouse gas (GHG) emissions between the CEQA baseline and proposed project. Implementation of the proposed project results in a decrease of 12,012,275 metric tons of GHG emissions per year relative to the existing conditions. Table 3.6.6 of the Draft EIR compares the proposed project conditions to the CEQA baseline. The results show that the average increase in V/C would be less than one percent under the Critical Movement Analysis and Intersection Capacity Utilization methods and there would be no exceedances of the significance thresholds.

- 8-5 A comprehensive analysis, particularly regarding local concerns and consistency with the City of Los Angeles Westchester-Playa del Rey Community Plan, is discussed in Section 3.4, Land Use and Planning, of the Draft EIR. The proposed project would be consistent with the Community Plan's intent to improve access in and to the LAX area, increase transit connectivity for both employees of local businesses and air passengers and support the provision of adequate transportation infrastructure. The proposed project accomplishes this through the development of a multi-modal transportation center that would provide a link between the LAX area and the regional bus and rail transit system. The proposed project is consistent with the Westchester-Playa del Rey Community Plan.

CEQA regulations do not require Metro to assess the environmental impacts associated with displaced businesses. Should the EIR be certified by the Metro Board of Directors, Metro would be required to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Relocations would include compensation per the Uniform Relocation Act, pursuant to 49 Code of Federal Regulations Part 24 and the California Relocation Act. The property owner would be given advanced written notice and would be informed of the relocation process.

- 8-6 The proposed project includes a new multi-modal transportation center with three at-grade LRT platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro Hub to connect LAX to the regional transit system. The project site is located in the City of Los Angeles, approximately 10 miles southwest of Downtown Los Angeles and 1.5 miles east of LAX. The 9.53-acre project site is triangularly shaped and is generally bounded by Arbor Vitae Street to the north, Aviation Boulevard to the east and south, and the Metro-owned railroad right-of-way to the west.

As discussed in the Chapter 2.0, Project Description, of the Draft EIR, the light rail transit platforms, running north and south, would be served by the Metro Crenshaw/LAX Line and the service extension of the Metro Green Line. The Metro Green Line will share tracks with the Crenshaw/LAX trains. Changes in regional travel modes associated with the new station and service extension were included in the project-related impact analyses, discussed in Section 3.6, Transportation and Traffic, of the Draft EIR. Potential construction and operational impacts associated with the Crenshaw/LAX Line were studied in the Crenshaw/LAX Transit Corridor Project EIS/EIR, which was certified by the Metro Board in September 2011 and issued a Record of Decision from the Federal Transit Administration in December 2011.

The proposed project and the LAMP are two separate projects being implemented by two regional agencies. As discussed in Chapter 2.0, Project Description, of the Draft EIR, the proposed project does not include the LAMP elements and the LAMP is assessed as a related project in the cumulative condition. The LAMP elements include the APM, which would be owned and operated by LAWA, ITFs, CONRAC, roadway and utility improvements and potential future collateral development. Chapter 5.0,

Cumulative Impacts, of the Draft EIR provides a detailed assessment of cumulative conditions.

- 8-7 As discussed in Response to Comment 8-6, the proposed project does not include the APM. The APM is part of LAWA's LAMP and addressed in the cumulative impact analysis of the Draft EIR.
- 8-8 The Hazards and Hazardous Materials analysis has been prepared in accordance with the CEQA Guidelines. As discussed in Section 3.3, Hazards and Hazardous Materials, of the Draft EIR, Mitigation Measures HAZ-1 through HAZ-6 were identified to reduce or eliminate potential impacts related to construction of the proposed project
- Mitigation Measures HAZ-1, HAZ-4, and HAZ-6 address potential soil impacts as a result of the proposed project and require that the proposed project meet regulatory standards, including a Phase II Environmental Site Assessment (ESA) to confirm the presence or absence of underground storage tanks and other subgrade features of environmental concern and a Soil Management Plan, if hazardous conditions are identified in the Phase II ESA.
 - Mitigation Measure HAZ-4 further clarifies that remediation would be required, if the Phase II ESA identifies recognized environmental conditions; and
 - Mitigation Measure HAZ-6 requires a soil vapor gas survey where enclosed structures are planned for the purpose of establishing a baseline for potential indoor vapor concentrations and remediation, if concentrations exceed Office of Environmental Health Hazard Assessment California Human Health Screening Levels.

The mitigation measures identified in the Draft EIR regarding hazards and hazardous materials are not considered to be deferred mitigation.

- 8-9 The noise analysis contained in the Draft EIR has been prepared in accordance with the CEQA Guidelines. As discussed in Section 3.5, Noise and Vibration, Metro as Lead Agency has the discretion to establish the significance threshold for identifying potential noise impacts. Potential noise impacts were assessed using guidance provided by the Federal Transit Administration (FTA). Also in Section 3.5, Noise and Vibration, of the Draft EIR, noise-related impacts during construction and operation were determined to be less than significant and no mitigation measures are required. The project site is more than 3.5 miles from the City of Lawndale, and the proposed project has no potential to increase existing noise within the City of Lawndale.
- 8-10 Refer to Response to Comment 8-6.
- 8-11 Refer to Response to Comment 8-6. The APM is a separate project that would be constructed, owned, and operated by LAWA, and is included in the analysis of cumulative conditions in Chapter 5.0, Cumulative Impacts, of the Draft EIR.

- 8-12 As discussed in Chapter 4.0, Other CEQA Considerations, of the Draft EIR, the proposed project would not result in impacts related to population and housing, and further analysis in the Draft EIR was not required. Chapter 4.0 of the Draft EIR also assessed growth-inducing impacts. The overall intention of the proposed project is to satisfy existing and future transit demand in the airport vicinity. In addition, the proposed project is intended to improve pedestrian and bike safety, and would not open any large undeveloped areas for new use. Utility and other infrastructure upgrades are also intended to meet project-related demand. As such, the proposed project would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure and reduce regional congestion. The proposed project would not induce unanticipated growth and development.
- 8-13 Chapter 7.0, Lead Agency, Preparers and Sources Consulted, of the Draft EIR includes the list of preparers.
- 8-14 In accordance with the CEQA Guidelines, Chapter 3.0, Environmental Impacts, of the Draft EIR includes detailed assessments of potential impacts associated with Noise and Vibration, Land Use and Planning, Hazards and Hazardous Materials and Transportation and Traffic. The comprehensive analysis accounted for direct, indirect, and long-term effects. The proposed project would not result in significant and unavoidable impacts that would need to be balanced against benefits of the proposed project, as discussed within Chapter 3.0.
- The potential risk from transportation accidents was assessed in Section 3.6, Transportation and Traffic, of the Draft EIR. Driveways would be designed in compliance with current standards as outlined in the current *California Manual on Uniform Control Devices*, and other relevant engineering guides. The analysis concluded that the proposed project would not result in significant impacts.
- 8-15 The traffic analysis has been prepared in accordance with the CEQA Guidelines. The City of Los Angeles has established threshold criteria to determine significant impacts of a proposed project within its jurisdiction. As shown in Table 3.6.3 in Section 3.6, Transportation and Traffic, under the City of Los Angeles Department of Transportation guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. Tables 3.6.6 and 3.7.7 show that no significant impacts were identified at any study intersections, including those located in the City of Los Angeles.
- 8-16 Metro is required to prepare a SWPPP. As discussed in Chapter 4.0, Other CEQA Considerations, of the Draft EIR, the proposed project would be required to obtain coverage under the NPDES General Construction Activity Permit. In accordance with the requirements of the permit, Metro would prepare and implement a site-specific SWPPP. Since this is a regulatory requirement, it is not identified as a mitigation

measure in the Draft EIR. Mitigation measures are typically designed to ensure that potential impacts would be reduced using measures that are not already regulatory requirements.

8-17 Stormwater run-off is addressed in Chapter 4.0, Other CEQA Considerations, of the Draft EIR. The project site is located in a highly developed urban area, and is almost entirely impervious. The proposed project would create several landscape locations throughout the project site which would increase the pervious surface by an estimated 3.19 acres. The increase in the pervious surface area will decrease the amount of stormwater runoff currently produced from the site by allowing the stormwater to infiltrate into the ground naturally. In addition, the site-specific SWPPP would specify erosion control, sediment control and non-stormwater management and materials management.

8-18 Seismic shaking is discussed in Chapter 4.0, Other CEQA Considerations, of the Draft EIR. According to the California Department of Conservation, the project site is not within an Alquist-Priolo Fault Zone and there is no substantial evidence of another fault that could create surface rupture hazards at the project site. The nearest known Alquist-Priolo Fault Zone is the Newport – Inglewood Fault Zone (onshore), located approximately two miles to the east of the project site. In addition, the active Charnock Fault trends northwest-southeast within ¼-mile east of the project site. As most surface faulting is confined to a relatively narrow zone ranging from a few feet to few tens of feet wide along the fault line, surface rupture at the project site due to seismic activity at the Newport – Inglewood Fault or the Charnock Fault is unlikely due to the project site's distance from the fault zone. There is no requirement or need to quantify peak ground accelerations at the project site or on new transportation routes.

The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California, which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code.

8-19 The vibration analysis has been prepared in accordance with the CEQA Guidelines. A detailed vibration analysis per FTA guidance is included Section 3.5, Noise and Vibration, of the Draft EIR. The proposed project would not result in significant impacts and does not require mitigation measures.

8-20 Refer to Response to Comments 8-1 through 8-19 related to the adequacy of the Draft EIR. As a commenting agency, the City of Lawndale has been notified of the Final EIR release, which includes responses to all comments provided on the Draft EIR.

The Draft EIR process has included coordination with LAWA, the City of Los Angeles, and community stakeholders. Metro is committed to continued agency and community coordination as the project advances.



COMMENT LETTER NO. 9
CITY OF INGLEWOOD
ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division



Christopher B. Jackson, Sr.
Department Manager

August 3, 2016

Ms. Meghna Khanna,
Deputy Project Manager
One Gateway Plaza
Mail Stop 99-22-34
Los Angeles, CA. 90012

RE: Comments to the Draft Environmental Impact Report for the Airport Metro
Connector 96th Street Transit Station

Dear Ms. Khanna,

Thank you for the opportunity to provide comments to the Draft Environmental Impact Report for the Airport Metro Connector 96th Street Transit Station. We have no comments at this time regarding the Draft EIR for the Airport Metro Connector 96th Street Transit Station. However, we request that you continue to apprise us of developments in the CEQA process for this project.

The City of Inglewood is in the process of preparing an Active Transportation Plan. The 96th Street Transit Station will be included as a key destination and we will consider bike and pedestrian connectivity.

Should you have any questions please contact me at (310) 412-5230. We look forward to receiving updates on the status of this project and we appreciate the opportunity to provide input.

Sincerely,

A handwritten signature in blue ink that reads "Mindy Wilcox".

Mindy Wilcox, AICP
Planning Manager

One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301
Website: www.cityofinglewood.org / Office: (310) 412-5230 / Fax: (310) 412-5681

9-1

LETTER NO. 9 RESPONSE

City of Inglewood
Economic and Community Development Department
Mindy Wilcox
Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301

- 9-1 The introduction does not address the adequacy of the Draft EIR. Metro has provided the City with the Final EIR that includes the response to the comment letter, and will continue to coordinate with the City moving forward.

3.4. RESPONSES TO COMMUNITY AND BUSINESS INTEREST GROUPS' WRITTEN COMMENTS

COMMENT LETTER NO. 10



ARSAC Alliance for a Regional Solution to Airport Congestion
7929 Breen Ave. Los Angeles, CA 90015 (physical)
322 Culver Blvd., #231 Playa del Rey, CA 90293 (box)
310 641-4199 WWW.RegionalSolution.org info@regionalsolution.org

August 6, 2016

Metro Deputy Project Manager Meghna Khanna
1 Gateway Plaza, Mail Stop 99-22-34
Los Angeles, CA 90012

Via email: laxconnector@metro.net

Re: Comments on Airport Metro Connector Draft EIR

Dear Meghna Khanna:

ARSAC, the Alliance for a Regional Solution to Airport Congestion, appreciates the opportunity to comment on this Draft EIR. We have divided our comments into two groups: General comments and Specific comments.

10-1

General comments:

ARSAC thanks Metro for doing an EIR on the 96th Street project to encourage public input and participation.

ARSAC supports rail going to LAX. The connection with the LAX Automated People Mover (APM) will help to serve the Central Terminal Area (CTA). ARSAC's preference is that the APM operates on a loop route within the CTA to provide convenient passenger access to all terminals. A close interface between the 96th Street Station and the APM is critical for encouraging as much of the public as possible to utilize rail transit and other forms of mass transit to and from LAX.

10-2

We are concerned about the safety of the grade crossing at Arbor Vitae. Until a grade separation can be built, we ask that safety enhancements to prevent vehicles from driving around the crossing arms when the arms are down. These safety items include striping, curbs, signage and barriers such as plastic sticks be used.

10-3

ARSAC has been and remain opposed to any 405 freeway onramps and offramps tied to Arbor Vitae. ARSAC is not opposed to a 405 south onramp from the LAX CONRAC with the onramp being situated south of Arbor Vitae.

10-4

Specific comments:

1. Page ES-6: The bicycle hub is a good idea, but 150 secured spaces may be too low. Based upon need, the number of secured spaces should be increased. Additionally, the proposed additional amenities such as lockers and showers should be added based upon an annual needs assessment of Metro passengers and bicycle riders.

10-5

2. Page 6-2. Section 6.1.2 states that Wally Park is east of the Metro ROW. Wally Park is west of the Metro ROW. This site was mentioned in the Alternatives Analysis, but was not listed an Alternate. Why?

10-6

Please contact us with any questions or comments.

Sincerely,

Denny Schneider
President

denny@welivefree.com (213) 675-1817

Robert Acherman
Vice President

racherman@netvip.com (310) 927-2127

LETTER NO. 10 RESPONSE

Denny Schneider
Alliance for a Regional Solution to Airport Congestion (ARSAC)
7929 Breen Ave.
Los Angeles, CA 90045

- 10-1 The introduction does not address the adequacy of the Draft EIR. Specific comments pertaining to the Draft EIR are individually addressed below.
- 10-2 The preference related to the APM route is outside of the scope of the proposed project. The APM is part of LAWA's LAMP. The comment has been shared with LAWA for their consideration. Metro is committed to continued coordination with LAWA throughout implementation of the proposed project. Metro and LAWA are coordinating to address pedestrian and bicycle infrastructure, reducing construction effects, ensuring that the projects operate well together, and integrating design between the two projects.
- 10-3 The grade crossing at Arbor Vitae Street was addressed as part of the Crenshaw/LAX Transit Project Final Environmental Impact Statement/Environmental Impact Report. The proposed project would not alter the design or operation of this crossing.
- 10-4 The proposed project does not include modifying I-405 freeway on and off ramps. The comment has been shared with LAWA for their consideration.
- 10-5 The bicycle hub would accommodate up to 150 bicycles in a secure, indoor environment. Additional outdoor space for up to 50 bicycles would be provided for short-term parking. Amenities associated with the bicycle hub may include a repair area, a multi-use space, showers and lockers. The design does not preclude additional spaces and amenities should they be needed based on actual demand.
- 10-6 Chapter 6.0, Alternatives of the Draft EIR, has been corrected to state that Wally Park is located west of the Metro right-of-way. As stated in Chapter 6.0, the Wally Park site is not large enough for the proposed project. The project site is 9.5 acres and the Wally Park site is approximately 4.0 acres. Refer to Chapter 2.0, Corrections and Additions, for specific corrections.

COMMENT LETTER NO. 11



Via email at laxconnector@metro.net

July 22, 2016

Ms. Meghna Khanna
Deputy Project Manager
One Gateway Plaza
Mail Stop 99-22-34
Los Angeles, CA. 90012

Re: Comment to Airport Metro Connector 96th Street Transit Station EIR

Dear Ms. Khanna:

On behalf of Gateway to LA, a Property-based Business Improvement District, serving area property owners and stakeholders since 1998, we are submitting the following comment letter to Metro regarding the above-referenced EIR for the Airport Metro Connector (AMC) transit station, near Aviation Boulevard and 96th Street.

Our understanding is that the AMC transit station, to be served by the Metro Green and Crenshaw/LAX light rail lines, will provide a connection to Los Angeles International Airport (LAWA or LAX) via LAWA's Automated People Mover (APM) system. Metro's AMC transit station will include three (3) at-grade light rail transit platforms; a bus plaza for Metro and municipal buses; passenger pick-up and drop-off locations; pedestrian and bicycle amenities; and a transit center and terminal building that connects Metro's transit station with LAWA's APM stations.

11-1

Our comments pertaining to the Draft EIR are below:

1. These comments, primarily related to **traffic and circulation** impacts:
 - a. The Metro EIR considered "Related Projects" as part of its cumulative impacts analysis, including the LAX Landside Access Modernization Project ("LAMP") project. Gateway understands that as part of the LAMP project, 98th Street may be extended from its existing terminus at Bellanca Avenue, and extended east to connect with Aviation Boulevard. Under Metro EIR's list of intersections studied, while the future "Project Driveway-Option 1" was studied, as was the future "Project

11-2

- | | |
|---|-------------------------------------|
| <p>Driveway-Option 2," there was no mention of a future Aviation Boulevard and 98th Street 4-way intersection being analyzed in terms of 4-way traffic counts, Level of Service or Vehicle Miles Travelled (and the intersection of Aviation and 98th is not mentioned Table 5.3 "Cumulative Intersection Conditions" nor in the EIR Appendix E "Transportation and Traffic Data" tables or intersection charts).</p> | <p>11-2
cont.</p> |
| <p>Gateway requests that the Final EIR clarify whether the extension of 98th Street was assumed and studied by Metro as part of its traffic analysis. Gateway requests that Metro clarify:</p> <ul style="list-style-type: none"> ■ What impact would a future 4-way intersection on Aviation Boulevard and 98th Street have on northbound and southbound traffic on Aviation between Century Boulevard and Arbor Vitae? ■ Whether such a future intersection would impact vehicular circulation ingress or egress into the Metro Connector 96th Street Transit Station? ■ If Access Option 2 with the more southerly driveway for the Metro project is developed, how will a future and very busy 4-way traffic intersection at Aviation Boulevard and 98th Street impact vehicles trying to exit the Metro project's southerly driveway, given the close proximity of Metro's southerly driveway to the future Aviation Boulevard and 98th Street 4-way intersection? | <p>11-3</p> <p>11-4</p> <p>11-5</p> |
| <p>b. Page 3.6-15 of the EIR contains some statements which seem contradictory. One sentence discusses that on Aviation Boulevard, there would be the addition of "<i>up to two northbound left turn lanes...for access to the project driveways</i>" [NOTE: The word "driveways" is plural] but in the next paragraph, the EIR discusses "<i>no left-turn entry access for northbound vehicles</i>". In the same paragraph, the EIR states that there will be "<i>No additional signals or crosswalks...added to cross Aviation Boulevard</i>" but in the next paragraph, the EIR states "<i>Additional crosswalks would be implemented at the fully signalized intersection.</i>" Further, the discussion on Page 3.6-15 of the EIR does not mention whether the driveways refers to Access Option 1 or Access Option 2.</p> | <p>11-6</p> |
| <p>On Page 3.2-19, the EIR states: "<i>The proposed project would add crosswalks [plural] across Aviation Boulevard creating easier accessibility to the project site from the east and providing mid-block crossings.</i>"</p> <p>Gateway to L.A. would ask that the Final EIR clarify this language related to northbound lanes, access on northbound Aviation Boulevard into the project (will left turns into the Project be allowed, and if so, where), and whether there will be crosswalks across Aviation Boulevard, and if so the crosswalk locations. A diagram reflecting the crosswalk locations should be included in the Final EIR.</p> | <p>11-7</p> |
| <p>c. Gateway to L.A. notes that while there is discussion in the EIR of a passenger pick-up and drop-off area within the project, there is no discussion in the EIR of queuing or stacking of vehicles, especially during peak activity times when Green line,</p> | <p>11-8</p> |

Crenshaw/LAX line, and Automated People Mover passengers may be involved in being picked up or dropped off.

11-8
cont.

The Final EIR document should clarify or include analysis pertaining to the Project's driveway entrances and the driveway stacking lanes to confirm that vehicular traffic trying to enter the Project site will not queue onto Aviation Boulevard.

- d. The EIR states: *"Bicycle lanes or other bike facilities are also sparse in the study area."* Yet, the EIR reflects that there will be a bicycle hub with parking for 150 bicycles. There was no mention in the EIR of new or planned bicycle lanes along Aviation Boulevard, yet there was a statement that: *"The west side of Aviation Boulevard would include a 15-foot sidewalk to promote pedestrian accessibility..."*

11-9

Gateway requests that the Final EIR clarify whether the 15-foot pedestrian sidewalks will also serve as a bike path.

Gateway requests that there be clarification in the FEIR as to where the 15-foot sidewalks would begin and end. For example, will the 15-foot sidewalks extend south to the Metro station at Century and Aviation?

2. Gateway to L.A. submitted a comment letter, dated March 9, 2015, as part of the "scoping" phase of the Metro Connector 96th Street Transit Station project.

- a. Gateway had requested that **project aesthetics** be addressed in the EIR, as Gateway would like to see a visually appealing and iconic design for the station that is coordinated with the design of the LAMP components.

11-10

Gateway notes that from a review of the Metro draft EIR, there is little discussion and few graphics that provide a sense for the design of the future AMC transit station.

Gateway to L.A. requests that the Final EIR provide additional clarification or graphics related to the project aesthetics and design.

- b. Gateway had requested that **signage and wayfinding** be addressed in the EIR as the station will serve a large population that includes many travelers, including international travelers. Gateway had requested that wayfinding and signage ensure that passengers get off at the correct stop so as not to cause additional traffic or delays.

11-11

Gateway notes that from a review of the Metro draft EIR, there is no analysis of wayfinding and no signage program provided; only a conclusory statement that the project will include signage and wayfinding.

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Gateway to L.A. asks that the Final EIR provide additional clarification, or graphics, or a signage program related to wayfinding and signage for the project.

11-11
cont.

- c. Gateway had requested that **traffic and access** be addressed in the EIR, including:
- Study the level of service or vehicle miles traveled for peak airport travel times (not just conventional peak work travel times).
 - Analyze pedestrian, bicycle and vehicular traffic at all nearby intersections
 - Analyze pedestrian crossing times at future crosswalks that would be developed as part of the Metro station, to determine if the time allotted to cross is sufficient considering the potential increase in pedestrian traffic to the Metro project site
 - Update rail trip counts to account for passengers missing the 96th Street station, and instead getting off at the Century/Aviation Metro station
 - Analyze additional pedestrian traffic between the 96th Street station and the Century/Aviation station

11-12

11-13

11-14

11-15

11-16

Gateway notes that from a review of the Metro draft EIR, there was little to no discussion of many of the above comments provided over a year ago by Gateway, to Metro.

11-17

Gateway to L.A. asks Metro provide additional clarification and analysis in the Final EIR related to the above comments provided by Gateway in 2015, and again via this comment letter in 2016.

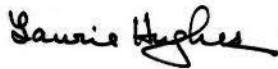
In closing, the EIR states on Page 5-5 that:

*"There are projected to be just under **46,000 daily** bus, rail and APM boardings at the project site in 2035 with the addition of the APM."*

Given this level of daily boardings at the Project site, the intensification of land use, pedestrian, bicycling and vehicular trips to the Project will be significant. Gateway to L.A. requests that Metro mitigate the impacts of the Project as much as feasible to protect surrounding landowners, existing businesses and other area stakeholders, while delivering a Project that will provide a seamless and safe passenger and visitor experience.

11-18

Very truly yours,



Laurie Hughes
Executive Director

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LETTER NO. 11 RESPONSE

Laurie Hughes
Gateway Los Angeles Airport Business District
9841 Airport Boulevard, Ste. 100
Los Angeles, CA 90045

- 11-1 The introduction of the letter does not address the adequacy of the Draft EIR. Specific comments pertaining to the Draft EIR are addressed in Response to Comments 11-2 through 11-18.
- 11-2 To evaluate the impact of the proposed project at traffic volumes at the new future 98th Street and Aviation Boulevard intersection that is proposed as part of the LAWA LAMP, the bus rerouting volumes and the passenger vehicle pick-up and drop-off area traffic volumes were added to this intersection. The forecast traffic volumes and level of service at this intersection were obtained from the 2035 Cumulative plus Project Scenario from the *LAX Landside Access Modernization Program Draft Environmental Impact Report* (LAWA, 2016). As shown in the table below, with the addition of proposed project trips, the intersection is projected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour. An impact comparison to the baseline is not shown, because the intersection doesn't exist, as it will be implemented as part of the LAWA LAMP. However, if the LAWA LAMP LOS results were used as the Cumulative baseline to assess project impacts, the proposed project would increase the V/C ratio by 0.005 in both the AM and PM peak hours. This V/C change is well below the thresholds of significance for intersection traffic impacts in the City of Los Angeles.

Intersection	AM V/C LOS	PM V/C LOS
Aviation Boulevard & 98 th Street	0.772 C	0.900 D

Appendix E of the Draft EIR has been updated to include the forecast traffic volumes at the intersection of Aviation Boulevard and 98th Street based on data obtained from the *LAX Landside Access Modernization Program Draft Environmental Impact Report* (LAWA, 2016). The 98th Street extension would not have a material effect on VMT for the proposed project. VMT for the LAMP and its associated project elements, is analyzed in the cumulative analysis for the proposed project. Refer to the Chapter 2.0, Correction and Additions, for specific corrections.

- 11-3 Refer to Response to Comment 11-2. The potential impacts of the 98th Street extension are evaluated in the LAMP Draft EIR. The proposed project would not significantly impact any study intersections, including the Aviation Boulevard and 98th Street intersection.

11-4 Neither the location of the intersection of Aviation Boulevard and the 98th Street extension or the southern driveway of the project site have been finalized, as neither project has been fully designed. However, the intersections are expected to be located approximately 400 to 500 feet apart. Additionally, the northbound left turn lane into the southern driveway of the proposed project is expected to be a minimum of 200 feet in length. Therefore, no ingress/egress issues are anticipated at the project site associated with the 98th Street extension.

11-5 Refer to Response to Comment 11-4.

11-6 As discussed in Section 3.6, Transportation and Traffic, the proposed project involves the addition of two driveways along Aviation Boulevard:

- A new fully signalized intersection, approximately 500 feet of Arbor Vitae Street (main entrance); and
- A secondary driveway to provide an alternative access option. Two options are under consideration for secondary access, as show in Figure 3.6.3.

Lane reconfigurations on Aviation Boulevard for the proposed driveways would add up to two northbound left-turn lanes and a southbound right-turn pocket on Aviation Boulevard for access to the project driveways.

Additionally, as described in Section 3.6, the pick-up and drop-off area would “be accessible to vehicular traffic heading southbound on Aviation Boulevard via a right-in-only driveway with no left-turn entry access for northbound vehicles.” Also, as stated in that paragraph, “No additional signals or crosswalks would be added to cross Aviation Boulevard at the pick-up/drop-off driveways.” To reduce confusion, this last sentence has been revised to, “No additional signals or crosswalks would be added to cross Aviation Boulevard at the pick-up and drop-off area.” Additional crosswalks would be implemented at the proposed fully signalized driveway intersection, as described on page 3.6-15. A revised diagram has also been included to better reflect the location of the proposed crosswalks. Refer to the Chapter 2.0, Correction and Additions, for specific corrections.

11-7 Refer to Response to Comment 11-6.

11-8 Table 3.6-4 in Section 3.6, Transportation and Traffic, of the Draft EIR shows that there would be approximately 18 peak hour trips associated with the pick-up and drop-off area. These trips would be spread throughout the hour and the project site has the capacity to support these vehicles. Vehicles would not queue onto Aviation Boulevard. Drop-off facilities will be provided by the LAWA LAMP to serve those facilities, including the APM.

11-9 The City of Los Angeles is responsible for designating bicycle lanes, constructing sidewalks, and maintaining streets. LAWA’s LAMP proposes amendments to the City of Los Angeles Mobility Plan 2035 to provide bicycle connectivity in and around LAX.

At this time, bicycle riders may access the project site via mixed-flow traffic lanes on Aviation Boulevard, Century Boulevard, and Arbor Vitae Street. Sidewalks would not be designated as bike paths. Metro and LAWA are coordinating to accommodate a multi-use path to provide pedestrian circulation and an off-street two-way bicycle facility along the eastern perimeter of the project site. The 15-foot sidewalks will be installed along the perimeter of the project site adjacent to Aviation Boulevard and Arbor Vitae Street.

- 11-10 Given the function of the proposed project, a bus transit center would be considered a Transit Priority Area under the provisions of Senate Bill 743, and aesthetic impacts are not critical to the environmental clearance process. Nevertheless, potential aesthetic impacts were assessed in accordance with the CEQA Guidelines. As discussed Chapter 4.0, Other CEQA Considerations, of the Draft EIR, the analysis included potential impacts to scenic vistas and resources, the existing visual character and quality of the community, and sources of light or glare. The proposed project is a transportation center which would be consistent with the visual character of the surrounding area. In addition, the proposed project's transit infrastructure would add visual coherence to the existing transportation oriented aesthetic using an integrative approach that is compatible with existing and future development. Improvements such as landscaping, benches, and public art are also proposed to create an enhanced, pedestrian-friendly environment within the project site. Therefore, no impact would occur.

The specific design of the facility has not been finalized by Metro. Metro coordinated with LAWA during initial design of the proposed project and the agencies are committed to coordinating during final design, if the Draft EIR is certified by the Metro Board of Directors. Metro will seek input from affected stakeholders as the design process moves forward.

- 11-11 Wayfinding and signage will also be provided to help passengers and visitors orient themselves in and navigate through the facility. The Draft EIR is an informational document designed to identify the potentially significant impacts of the proposed project on the environment; to indicate the manner in which those significant impacts can be minimized; to identify reasonable and feasible alternatives to the proposed project that would avoid or reduce the significant impacts and to identify any significant unavoidable adverse impacts that cannot be mitigated. Typically, wayfinding and signage do not have environmental effects other than lighting. As stated in Chapter 4.0, Other CEQA Considerations, of the Draft EIR, the proposed project would also be well lit to ensure a safe environment and to provide wayfinding for buses and passengers, including lighting at entryways, the bus circulation roadways, sidewalks, and common areas. The proposed project includes several elements (such as glass surfaces) or features that could create new sources of glare. Screening enveloping the glass surfaces would minimize glare. Regarding residences located to the east across Aviation Boulevard, the project site would be lit to similar

- levels as existing conditions, which includes a well-lit parking lot. It is not anticipated that residential uses would be exposed to significant increases in nighttime light.
- 11-12 The AM and PM peak hour were selected for analysis because they represent the peak hours when bus service is at its most frequent. Because the primary traffic effect of the proposed project is from the shift in bus routes, analyzing these peak hours represents the time period with the greatest potential for project-related traffic impacts. As shown in Tables 3.6.6, 3.6.7, and 5.3 of the Draft EIR, there would be no significant project-related traffic impacts associated with the proposed project during the peak hours. Therefore, there would not be a significant impact regardless of time period analyzed (weekday AM and PM peak hour or airport midday peak hour).
- 11-13 Study intersections were selected based on the proposed project's potential to cause an impact. All key signalized intersections were analyzed with the greatest likelihood of project impacts associated with the proposed project. AM and PM peak period vehicle traffic counts were collected. In addition, historic pedestrian and bicycle counts were reviewed to determine whether pedestrian and bicycle activity should warrant further analysis. Weekday AM, midday, and PM peak hour pedestrian and bicycle counts collected for the *LAWA Specific Plan Amendment Study* in 2010 were reviewed for the Aviation Boulevard and Arbor Vitae Street intersection. This intersection was selected because it is the closest intersection to the project site. The maximum hourly count within one of those three hours was 39 pedestrians crossing the intersection in an hour and 15 bicycles crossing the intersection in an hour. Since these volumes were negligible and 2010 pedestrian and bicycle volumes were expected to be higher than 2015 counts because more homes existed in Manchester Square in 2010 than in 2015, it was determined that no further pedestrian and bicycle counts or analysis were required.
- 11-14 During final design, pedestrian crossing times at signalized intersections will be evaluated and designed in accordance with the most recent edition of *the California Manual of Uniform Traffic Control Devices* reflecting the required crossing times associated with the ultimate crossing distances.
- 11-15 Signage/maps showing the alignment and Metro stops will be provided at stations and trains to guide passengers to their destinations. Also, station stop announcements on the Metro Green and Crenshaw/LAX Lines will alert passengers of upcoming stops. This is not expected to have any material effect on any of the environmental impact areas analyzed in the Draft EIR.
- 11-16 Sidewalks will be provided along the project site to allow for pedestrian circulation in the area, including between the Century/Aviation station and the 96th Street Transit Station. However, pedestrian travel between the two stations is expected to be minimal, because passengers typically choose to disembark at the station that is closer to their ultimate destination. This is not expected to have any material effect on any of the environmental impact areas analyzed in the Draft EIR.

- 11-17 Refer to Response to Comments 11-2 through 11-16. The complete scoping report, including the Gateway to L.A.'s NOP comment letter, is included in Appendix A. Per CEQA Guidelines, the comments made therein were considered in the development of the project and the analysis contained in this EIR. CEQA does not require formal responses to scoping comment letters.
- 11-18 The Draft EIR and Response to Comments 11-2 through 11-18 comprehensively address environmental effects and the commenter's concerns. Potential impacts have been mitigated to less than significant and no additional mitigation is necessary.

COMMENT LETTER NO. 12



LOS ANGELES AREA
CHAMBER OF COMMERCE

August 5, 2016

Meghna Khanna
Deputy Project Manager
Metro One Gateway Plaza, M/S 99-13-1
Los Angeles, CA 90012

RE: Draft Environmental Impact Report, Airport Metro Connector 96th Street Station

Dear Ms. Khanna,

On behalf of the Los Angeles Area Chamber of Commerce, which represents more than 1,650 businesses that collectively employ more than 650,000 people in the L.A. region, I am writing to express our strong support for the Metro Airport Metro Connector (AMC) 96th Street Transit Station Project. The proposed project is a vital transportation investment, which will serve as an essential transit "Gateway" to Los Angeles International Airport (LAX).

Situated in the second largest city in the U.S., LAX is undergoing its own efforts to transform accessibility to terminals, while creating a more seamless experience for travelers. The Chamber envisions the transit station to be a smaller version of Union Station, serving as the front door of the airport and a gateway to Los Angeles. The project should be multi-modal and utilize user-friendly technology and signage- details of utmost importance to serve both local Angelenos and visitors. Additionally, the ability to navigate the facility easily is critical to ensure the station and people mover are used to their capacity and is the preferred choice of travelers over entering the Central Terminal Area.

Metro's AMC 96th Street Station project addresses a critical gap in the transportation system. The project will provide a reliable, fast, and convenient connection for passengers traveling between the LAX area and the regional transit systems. It will also 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.

Los Angeles is a world class city that deserves a world class airport. This station is one part of a larger plan of regional and national significance that will modernize our airport and provide access to public transit for the nearly 75 million passengers who travel through this airport every year and for the nearly 48,000 employees who work and live in the surrounding vicinity of the airport.

For these reasons, we support the Airport Metro Connector 96th Street Station Project.

Sincerely,

A handwritten signature in cursive script that reads "Gary Toebben".

Gary Toebben
President & CEO

12-1

350 S. Bixel St. | Los Angeles, CA 90017 | P: 213.580.7500 | F: 213.580.7511 | lachamber.com

LETTER NO. 12 RESPONSE

Gary Toebben
Los Angeles Chamber of Commerce
350 S. Bixel Street
Los Angeles, CA 90017

- 12-1 The letter expresses support for the proposed project. The letter does not include a comment related to the adequacy of the Draft EIR, and no further response is necessary.

COMMENT LETTER NO. 13

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law
1900 Main Street, 5th Floor | Irvine, CA 92614-7321
Telephone: 949.553.1313 | Facsimile: 949.553.8354
www.allenmatkins.com

K. Erik Friess
E-mail: rfriess@allenmatkins.com
Direct Dial: 949.851.5478 File Number: 373835-00004/OC1118213.01

VIA EMAIL/U.S. MAIL

August 5, 2016

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 Comments on the Airport Metro Connector 96th Street
Station 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 96th Street Station project ("Project"). This letter constitutes Hertz's comments on the Draft EIR prepared for the Project. It also constitutes Hertz's objection to Metro's use of any of Hertz's property for the Project.

13-1

1. Background.

The Project includes a new transit station near Aviation Boulevard and 96th Street that will connect the Los Angeles International Airport to Metro's rail system. As currently proposed, the Airport Metro Connector station will be located on the 9-acre property owned and operated by Hertz and known as the "Garrett Lot."

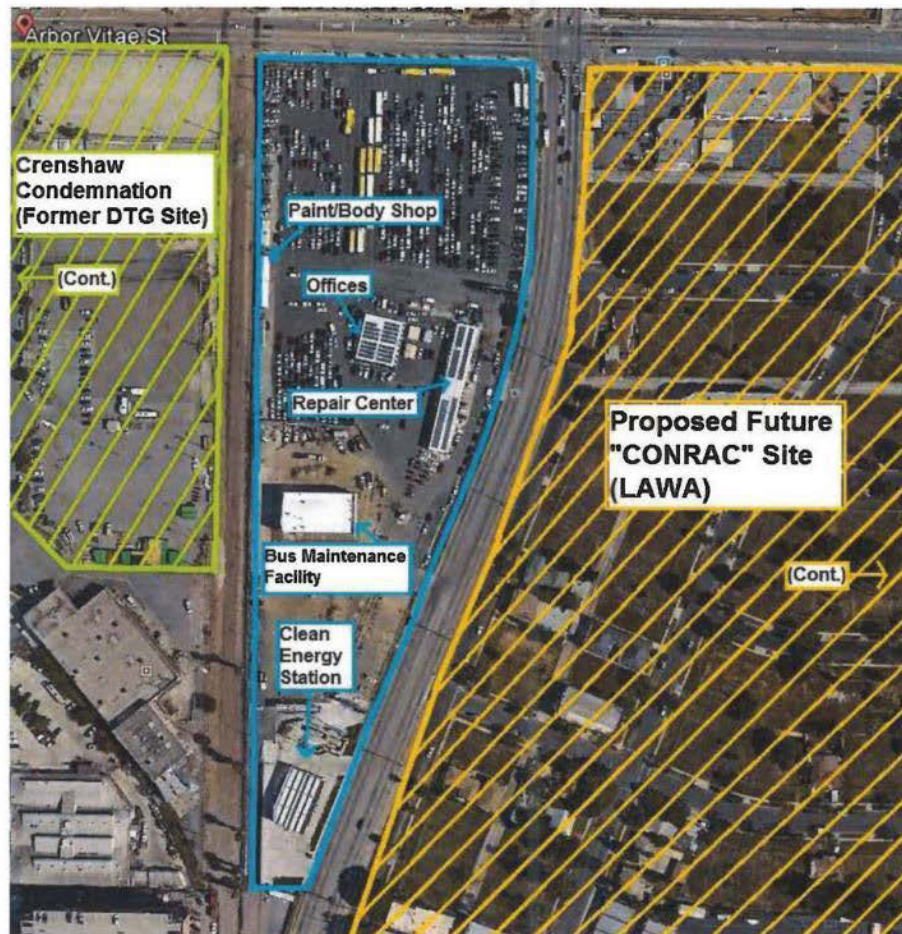
13-2

The Garrett Lot serves a number of functions that are critical to Hertz's LAX operations. Among other things, it houses Hertz's recently constructed bus-maintenance facility for its four brands (Hertz, Dollar, Thrifty, and Firefly). That new facility alone cost nearly \$4 million. Below is a diagram of the Garrett Lot:

Los Angeles | Orange County | San Diego | Century City | San Francisco

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

Meghna Khanna, Deputy Project Manager
August 5, 2016
Page 2



13-2
cont.

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

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

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August 5, 2016
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natural gas as a clean energy alternative to traditional gasoline – which is crucial for LAX's clean-air initiatives. 13-2 cont.

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 Hertz's Dollar's facilities immediately to the west of the Garrett Lot has further constrained the available land. 13-3

2. Hertz's Previous Comment/Objection Letter and Metro's Failure to Adequately Address Those Comments.

In a March 9, 2015, letter, Hertz previously made comments on the Project as proposed and objected to the use of its property. A copy of that letter is enclosed. Hertz incorporates those comments again into this comment/objection letter. 13-4

Disappointingly, Metro's Draft EIR ignores Hertz's previous comments and continues to plan the Project on Hertz's Garrett Lot. For example, the Draft EIR fails to include any analyses of the following specific areas Hertz asked to be studied:

- Impacts of Removing Hertz's Bus/Car Maintenance Facility. Metro's acquisition of the Garrett lot will force Hertz to find an alternative location 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 farther out from the airport, requiring Hertz's cars and buses and other vehicles, including tow trucks, etc. to travel from farther away to Hertz's existing rental facilities. The Draft EIR should 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 but it does not. 13-5
- 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, 13-6

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

Meghna Khanna, Deputy Project Manager
August 5, 2016
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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 LAX and surrounding communities, including impacts to air quality and greenhouse gas emissions.

13-6
cont.

Metro's decision makers simply cannot make an informed decision about the Project when Metro's Draft EIR has failed to consider these topics.

13-7

3. Hertz's Existing Mitigation Efforts.

As Metro's decision to take Hertz's property seems a fait accompli, as reflected in Metro's Draft EIR, Hertz has taken steps to mitigate the damages from the taking and continues to do so. Among other things, Hertz has relocated the office staff from the modular offices on Garrett Lot to another Hertz property. This required Hertz to spend significant moneys on renovation and remodeling costs at the other property to accommodate this use. It is also going to be necessary for Hertz to relocate solar panels that are currently on those modular offices.

13-8

Nonetheless, Hertz is limited in what mitigation efforts it can undertake because Metro has not provided it with formal notice of its right to relocation benefits. Naturally, if the Draft EIR actually studied the impacts of forcing Hertz's relocation – rather than ignoring them altogether – Hertz, and Metro's decision makers, would have information that would allow planning to address these impacts.

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 that notification of all project hearings and meetings in connection with the Draft EIR be sent to Allen Matkins Leck Gamble Mallory & Natsis LLP, 1900 Main Street, 5th Floor, Irvine,

13-9

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

Meghna Khanna, Deputy Project Manager
August 5, 2016
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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.

13-9
cont.

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

Very truly yours,



K. Erik Friess

KEF
Enclosure

LETTER NO. 13 RESPONSE

K. Erik Friess
Allen Matkins, on behalf of Hertz Cooperation
1900 Main Street 5th Floor
Irvine, CA 92614-7321

- 13-1 The objection to Metro's use of the Hertz property has been forwarded to the Metro Board of Directors. The letter does not include a comment related to the adequacy of the Draft EIR, and no further response is necessary.
- 13-2 The comment summarizes the proposed project and existing uses on the project site. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.
- 13-3 The comment discusses existing land uses in the project area and the lack of availability of a similarly situated property for Hertz to relocate. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.
- 13-4 Refer to Response to Comments 13-5 through 13-8 related to specific Hertz comments on the use of the project site. The complete scoping report, including the Hertz's NOP comment letter, is included in Appendix A. Per CEQA Guidelines, the comments made therein were considered in the development of the project and the analysis contained in this EIR. CEQA does not require formal responses to scoping comment letters. The Draft EIR appropriately addressed the issues raised in the March 9, 2015, letter.
- 13-5 CEQA regulations do not require Metro to assess the environmental impacts associated with displaced businesses, particularly when a relocation site is unknown and where the results of land acquisition negotiations cannot be known. CEQA specifically disqualifies analysis that would be based on speculation. Should the EIR be certified by the Metro Board of Directors, Metro would be required to comply with the Uniform Relocation Act. Relocations would include compensation per the Uniform Act, pursuant to 49 CFR Part 24 and the California Relocation Act. All real property acquired would be appraised to determine the fair market value. Just compensation would be offered to each property owners and would not be less than the approved appraisal. The property owner would be given advanced written notice and would be informed of the relocation process.
- 13-6 As discussed above, CEQA regulations do not require Metro to assess the environmental impacts associated with displaced business, particularly when a relocation site is unknown and where the results of land acquisition negotiations cannot be known. CEQA specifically disqualifies analysis that would be based on speculation.

- 13-7 Refer to Response to Comments 13-5 and 13-6. The Draft EIR appropriately addressed Hertz' concerns, and provides the Metro Board of Directors with the necessary information to make an informed decision on the project.
- 13-8 Formal notice of right to relocation benefits cannot be provided for any project site assessed by any agency until the environmental process has been completed, and the Final EIR is certified by the Metro Board of Directors. Refer to Response to Comment 13-5 regarding the relocation process.
- 13-9 Metro has provided the commenter with the Final EIR that includes the response to this comment letter and notifications for public meeting dates regarding the Final EIR. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

3.5. Responses to Public Hearing Written Comments

COMMENT LETTER NO. 14



Airport Metro Connector 96th Street Transit Station
Comment Form Formulario de comentarios

Name	Nombre
DAVID	MACT
Organization	Organización
Address	Dirección
Telephone	Teléfono
Email	Correo electrónico

Comment	Comentario
What will happen to the existing LA City bus Center where local transit agencies currently utilize on 96th ST?	14-1
What or/any are the traffic impacts to Sepulveda and 96th street during the construction of the project?	14-2
Are there any anticipated closure to any green line bus stations due to the construction and/or implementation of this proposed project?	14-3



LETTER NO. 14 RESPONSE

David Mach
Torrance Transit
20500 Madrona Avenue
Torrance, CA
dmach@torrance.ca.gov

- 14-1 The existing uses at the LAX City Bus Center site would be shifted to the project site as part of the proposed project. The LAX City Bus Center would no longer be used as a bus transit facility and the future use has not been determined. The cumulative condition assessed in the Draft EIR includes a new roadway on the LAX City Bus Center site that provides access to ITF West and an APM station that would be constructed as part of the LAMP.
- 14-2 As detailed in Section 3.6, Transportation and Traffic, in the Draft EIR, no significant traffic impacts are expected during construction of the proposed project. Truck haul trips are expected to primarily access the freeway system via Aviation Boulevard to Century Boulevard to the I-405, and therefore are not expected to impact 96th Street or Sepulveda Boulevard. Most construction worker traffic is also expected to follow similar routing, and therefore the effects of construction worker trips on 96th Street or Sepulveda Boulevard would be negligible.
- 14-3 The bus transit service that currently serves the Aviation/LAX Metro Green Line station will be relocated to the project site after the implementation of the proposed project, where it would connect with the Metro Crenshaw/LAX and Green Lines. The bus transit plaza at the Aviation/LAX station may eventually be removed from service, with some bus routes continuing to serve that station via on-street bus stops.

COMMENT LETTER NO. 15



Airport Metro Connector 96th Street Transit Station
Comment Form Formulario de comentarios

Name	Andrew Wang	Nombre	
Organization		Organización	
Address		Dirección	
Telephone		Teléfono	
Email		Correo	

Comment: I think this is an awesome project, making access to the airport terminals much easier.

15-1

Regarding what has been discussed I would certainly think that for grade crossing area plans, if possible have the grade be separated either above or below. If not possible, a good way to go will be to install crossing arms that will cover the entire street instead of just one side and guard the railroad tracks with fences or railings.

15-2



LETTER NO. 15 RESPONSE

Andrew Wang
Los Angeles County Bicycle Coalition
634 S. Spring Street
Los Angeles, CA
Andrewwang001@yahoo.com

- 15-1 The comment expresses support for the proposed project.
- 15-2 The grade crossing at Arbor Vitae Street was addressed as part of the Crenshaw/LAX Transit Project Final EIS/EIR. The proposed project would not substantially alter the design or operation of this crossing.

COMMENT LETTER NO. 16



Airport Metro Connector 96th Street Transit Station
Comment Form Formulario de comentarios

Name MARK R. JOHNSTON	Nombre MARK R. JOHNSTON
Organization	Organización
Address	Dirección
Telephone	Teléfono
Email	Correo
Comment	Comentario

- ✓ Like the overall plan 16-1
- ✓ Think the Century / Aviation and 96th / Aviation 16-2
Should Have Been 1 station to save \$
- ✓ Arbo Vite needs a grade separation 16-3
- ✓ Hopefully You made Arrangements 16-4
to Allow the green line to go north
to Lincoln Blvd to Santa Monica.
- ✓ Also How About the SFV-405 Line 16-5
Eventually coming into LAX. Where?



LETTER NO. 16 RESPONSE

Mark R. Johnston
4185 Van Buren Street
Chino, CA 91710
canammj@yahoo.com

- 16-1 The comment expresses support for the proposed project.
- 16-2 The two stations have independent purposes. Specifically, the Aviation/Century Station has been designed to primarily serve the businesses along the Century Boulevard corridor, while the proposed project is proposed to serve as a major transfer point for bus and rail transit riders, including airport bound passengers. The proposed project was selected as the preferred LAX connection based on a combination of factors including passenger convenience, time savings and cost to airport and non-airport bound passengers. The proposed project would also better fit with future plans for airport-related projects in the area.
- 16-3 The grade crossing at Arbor Vitae Street was addressed as part of the Crenshaw/LAX Transit Project Final Environmental Impact Statement/Environmental Impact Report. The proposed project would not substantially alter the design or operation of this crossing.
- 16-4 The proposed project would not affect Metro's ability to construct the future Metro Green Line extension to the Lincoln Boulevard corridor.
- 16-5 The proposed project would not affect Metro's ability to construct a transit line along I-405 to the San Fernando Valley. A preferred alternative for the I-405/San Fernando Valley project has not been identified, including its connection into LAX.

3.6. Responses to Facebook, Twitter, Project Email, Online Comment Card, and Information Hotline Comments

COMMENT LETTER NO. 17



Date Posted: 6/22/2016

Post: Tourism is a huge boon to LA County's economy – last year alone, 45.6 million people visited Los Angeles and spent about \$20.6 billion. Many of our visitors arrive and depart through LAX, and with the AMC/96th Street station, they'll be able to reach destinations all over LA County! (Article from May 10, 2016)

Comment:

Risa Sher: Why can't you inform tourists about the 96th st bus depot now? That location may be the best kept secret in LA.

17-1

LETTER NO. 17 RESPONSE

Risa Sher

- 17-1 The comments requests Metro to inform tourists about the 96th Street bus depot. The comment does not relate to the adequacy of the Draft EIR, and no further response is required. The proposed project will include wayfinding and signage to help passengers and visitors orient themselves in and navigate through the facility and passenger information kiosks to provide information to passengers and tourists.

COMMENT LETTER NO. 18



Date Posted: 7/1/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

3; Benjamin Page: What color designation is the line going to be? Pink? Olive? Brown?

18-1

LETTER NO. 18 RESPONSE

Benjamin Page

- 18-1 The comment asks what color the line will be designated. The proposed project includes a transit station and is located on the Crenshaw/LAX Line. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 19



Date Posted: 7/1/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

3; Mark DeFazio: Wednesdays at 6pm most people are still at work. Should have scheduled it for a weekend if you wanted the maximum amount of people.

19-1

LETTER NO. 19 RESPONSE

Mark DeFazio

- 19-1 The public hearing and review period were completed in accordance with the CEQA Guidelines. The public was given ample opportunity to review and comment on the Draft EIR during the 46-day public review period via mail, phone, on Metro website and social media pages (i.e., Facebook and Twitter). Notification of the availability of the Draft EIR was provided in local newspapers, and the Draft EIR was available for public review at local libraries and the Metro website. The public hearing presentation video was posted on the website on July 18, 2016, 5 days after the public hearing.

COMMENT LETTER NO. 20



Date Posted: 7/1/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

3; Lee Johnson: Sounds like a good idea....

20-1

LETTER NO. 20 RESPONSE

Lee Johnson

20-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 21



Date Posted: 7/2/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

1; Rey Santos: Yes!!!

21-1

LETTER NO. 21 RESPONSE

Rey Santos

21-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 22



Date Posted: 7/3/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

5; Coco Shanelle: When is the train going from crenshaw too lax open

22-1

LETTER NO. 22 RESPONSE

Coco Shanelle

22-1 The Crenshaw/LAX Line is scheduled to open in 2019 and the proposed project is scheduled to open in 2023.

COMMENT LETTER NO. 23



Date Posted: 7/3/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

5; Cartellia Marie Bryant: Scheduled for 2019.

23-1

LETTER NO. 23 RESPONSE

Cartellia Marie Bryant

23-1 The comment is in response to a previous comment 20-1 and states that the Crenshaw/LAX Line is scheduled to open in 2019.

COMMENT LETTER NO. 24



Date Posted: 7/3/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

5; Saul Lara: Todo lo que metro este haciendo muy bien porque un viaje en carro de dos horas en metro solamente 25 minutos me encanta la idea que se esten conectando mas lineas del metro yo vivi en norwalk tres metros agarra para yegar beverly hill 40 minutos estaba en mi casa en carro 2 horas y media vean la diferencia adelante metro bravo por todo lo que estas asiendo;

Translation/Corrected Grammar:

Everything Metro is doing is good because in a car trip of two hours, Metro takes only 25 minutes.

I love the idea that more lines are constructed. I lived in Norwalk and had to take three Metro buses to get to Beverly Hills, it only took 40 minutes,

in a car ride it took two hours and a half. You can see there is a very big difference. Congratulations Metro for everything you are doing.

24-1

LETTER NO. 24 RESPONSE

Saul Lara

24-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 25



Date Posted: 7/3/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

5; Elijah Tanner III: Unfortunately the MTA is using the wrong airports as an example. Chicago and Atlanta should be the model they should take after. The train should go straight to and from the airport. This apm seems like a bureaucratic nightmare thats

25-1

LETTER NO. 25 RESPONSE

Elijah Tanner III

- 25-1 As discussed on page 2-3 in Chapter 2.0, Project Description, of the Draft EIR, a detailed history of the alternatives studied to connect the regional transit system to LAX were conducted previously and in June 2014, the Metro Board approved the AMC Supplemental Alternatives Analysis (AA) Report and selected the proposed project as the Locally Preferred Alternative (LPA). The proposed project was selected as the preferred LAX connection based on a combination of factors including passenger convenience, time savings and cost to airport and non-airport bound passengers. The proposed project would also better fit with LAWA's future plans for airport-related projects in the area.

COMMENT LETTER NO. 26



Date Posted: 7/3/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

5; Jordan Levine: You mean New York City's JFK Airport? Is that the model?

26-1

LETTER NO. 26 RESPONSE

Jordan Levine

26-1 The comment is in response to a previous comment 25-1. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 27



Date Posted: 7/4/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; Elijah Tanner III: Jordan Levine I believe JFK was mentioned, but it was not the only one

27-1

LETTER NO. 27 RESPONSE

Elijah Tanner III

27-1 The comment is in response to previous comments 24-1 and 25-1. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 28



Date Posted: 7/4/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; Mauricio Ortiz: Elijah Tanner III The reason Metro won't run trains onto LAX is because LA World Airports, a private company that owns the airport, did not give Metro a right-of-way for rail, opting instead for its own transport plan at the Metro stop

28-1

LETTER NO. 28 RESPONSE

Mauricio Ortiz

- 28-1 As discussed on page 2-3 in Chapter 2.0, Project Description, of the Draft EIR, a detailed history of the alternatives studied to connect the regional transit system to LAX were conducted previously and in June 2014, the Metro Board approved the AMC Supplemental AA Report and selected the proposed project as the LPA. The proposed project was selected as the preferred LAX connection based on a combination of factors including passenger convenience, time savings and cost to airport and non-airport bound passengers. The proposed project would also better fit with LAWA's future plans for airport-related projects in the area.

COMMENT LETTER NO. 29



Date Posted: 7/4/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; Ian Hardy: Portland has an amazing train from the airport to the middle of downtown ,and it only takes 25 minutes . They also managed to build it without a state tax!!

29-1

LETTER NO. 29 RESPONSE

Ian Hardy

- 29-1 The proposed project would provide improved bus/rail connection between LAX and downtown Los Angeles. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 30



Date Posted: 7/4/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; Ian Hardy: A state sales tax

30-1

LETTER NO. 30 RESPONSE

Ian Hardy

- 30-1 The comment clarifies that Comment 29-1 was intended to reference a state sales tax as opposed to just state tax. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 31



Date Posted: 7/4/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; Kamran Firouzi: Sounds good to me build it we need more training systems!

31-1

LETTER NO. 31 RESPONSE

Kamran Firouzi

31-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 32



Date Posted: 7/4/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; 8. Maria Chang: Metro me siento muy contenta porque me encanta ir en el tren hoy ya me fue a Azusa todo muy bien y tranquilo el viaje muchísimas gracias Dios los bendiga por sus pensar en los que lo necesitamos llegar a nuestro destino más rápido y si;

Translation/Corrected Grammar:

Metro, I feel very happy because I love to travel by train. Today I went to Azusa, everything went OK and calm. Thank you very much. God bless you for thinking about what we need to get sooner to our destinations.

32-1

LETTER NO. 32 RESPONSE

Maria Chang

32-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 33



Date Posted: 7/5/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; Tere Roe: Yes good

33-1

LETTER NO. 33 RESPONSE

Tere Roe

33-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 34



Date Posted: 7/5/2016

Post: We want to hear from you!The DEIR is available for viewing online and at the following libraries:

City of Los Angeles Central Library

City of Los Angeles – Westchester Loyola Village Branch Library

City of Inglewood Public Library

City of Inglewood Crenshaw-Imperial Branch Library

City of El Segundo Public Library

Hawthorne Library

Lennox Library

Metro Library (located on 15th Floor)

Please visit <https://www.metro.net/laxconnector> for more information.

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; Jason Elepano Build it now (in Response to the Libraries post on 7/5/16)

34-1

LETTER NO. 34 RESPONSE

Jason Elepano

34-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 35



Date Posted: 7/5/2016

Post: We want to hear from you!The DEIR is available for viewing online and at the following libraries:

City of Los Angeles Central Library

City of Los Angeles – Westchester Loyola Village Branch Library

City of Inglewood Public Library

City of Inglewood Crenshaw-Imperial Branch Library

City of El Segundo Public Library

Hawthorne Library

Lennox Library

Metro Library (located on 15th Floor)

Please visit <https://www.metro.net/laxconnector> for more information.

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; Mia Becker Eloy :) More metro. (mentioned a link to Eloy Lopez III)

35-1

LETTER NO. 35 RESPONSE

Mia Becker Eloy

35-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 36



Date Posted: 7/5/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; Juan Carlos Suarez left thumbs up bunny and sea otter emoticon as his comment

36-1

LETTER NO. 36 RESPONSE

Juan Carlos Suarez

36-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 37



Date Posted: 7/5/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; Carmen Ramarez: So convinus for everbodylt will make much easier for all of Us in L.A. & everybody who is going 2 use t. L.A.X. We where waitting for This Metro transportation long ago. It it shipper & faster service. Tnk u for t Metro Tranportation Organization who work hard & fast 2 make L.A. Move easy & faster.

Translation/Corrected Grammar:

So convenient for everybody. It will make it much easier for all of us in LA and everybody who is going to use I at LAX. We were waiting for this Metro transportation long ago. It is cheaper and a faster service. Thank you for the Metro Transportation Organization who work hard and fast to make LA move easier and faster.

37-1

LETTER NO. 37 RESPONSE

Carmen Ramarez

37-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 38



Date Posted: 7/5/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

6; Eric Hartmann: Run a train from Crenshaw line station to lax stopping at all terminals above departure level, then going to green line station and returning back to Crenshaw

38-1

LETTER NO. 38 RESPONSE

Eric Hartmann

- 38-1 As discussed on page 2-3 in Chapter 2.0, Project Description of the Draft EIR, a detailed history of the alternatives studied to connect the regional transit system to LAX were conducted previously and in June 2014, the Metro Board approved the AMC Supplemental AA Report and selected the proposed project as the LPA. The proposed project was selected as the preferred LAX connection based on a combination of factors including passenger convenience, time savings and cost to airport and non-airport bound passengers. The proposed project would also better fit with LAWA's future plans for airport-related projects in the area.

COMMENT LETTER NO. 39



Date Posted: 7/6/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

1; Jay Gavin: You're a JOKE METRO. I couldn't even find out IF YOU WERE RUNNING TIL 2am ON 4th OF JULY!!!!!! Please tell us all why you can't just easily look up metros running times THE DAY OF!!!!!! You're a joke of a company run by government working simpleton idiots!!!

39-1

LETTER NO. 39 RESPONSE

Jay Gavin

39-1 The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 40



Date Posted: 7/7/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

3; Bader Hasson: lika Paris air port and Moscow air poet (in response to Elijah Tanner III)

Translation/Corrected Grammar:

Bader Hasson: Like Paris' airport and Moscow's airport

40-1

LETTER NO. 40 RESPONSE

Bader Hasson

40-1 The comment is in response to comment 25-1. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 41



Date Posted: 7/7/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

3; Brandon Casas: Then don't ride metro simple as that (in response to Jay Gavin)

41-1

LETTER NO. 41 RESPONSE

Brandon Casas

- 41-1 The comment is an individual's response to comment 39-1. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 42



Date Posted: 7/7/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

3; Jorge F Castillo: Comment deleted for language

Translation/Corrected Grammar:

(This comment deleted for violating Metro's comment guidelines)

42-1

LETTER NO. 42 RESPONSE

Jorge F. Castillo

42-1 This comment was deleted for violating Metro's comment guidelines.

COMMENT LETTER NO. 43



Date Posted: 7/8/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

1; Jay Gavin Brandon Casas not a solution. They always have enough money to have the ticket police out. It's just LA laziness. (in response to Brandon Casas on an earlier post)

43-1

LETTER NO. 43 RESPONSE

Jay Gavin

- 43-1 The comment is an individual's response to comment 39-1. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 44



Date Posted: 7/8/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

5; Antonio Dela Paz: That would be the day (in response to Eric Hartmann)

44-1

LETTER NO. 44 RESPONSE

Antonio Dela Paz

- 44-1 The comment is an individual's response to Comment 38-1. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 45



Date Posted: 7/8/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

5; Theary Monh mentioned the name, Hanna Brunelle

45-1

LETTER NO. 45 RESPONSE

Theary Monh

45-1 The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 46



Date Posted: 7/8/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

5; Theary Monh mentioned the name, Brandon Whalen

46-1

LETTER NO. 46 RESPONSE

Theary Monh

46-1 The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 47



Date Posted: 7/8/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

5; Brandon Whalen: Class; Brandon Whalen also added a drooling face emoji to his answer which typically show a persons desire of a object or concept;

47-1

LETTER NO. 47 RESPONSE

Brandon Whalen

47-1 The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 48



Date Posted: 7/9/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

2; Beatriz Rivera: Get rid of the homeless at the metro man ,always smells like pee everywhere, I might catch hepatitis one day , or something, have more security,

Translation/Corrected Grammar

Get rid of the homeless at the metro, man. It always smells like pee everywhere. I might catch hepatitis one day or something. Have more security.

48-1

LETTER NO. 48 RESPONSE

Beatriz Rivera

48-1 The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 49



Date Posted: 7/9/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

2; John Ursich: Please the 405 commuter will love you metro

49-1

LETTER NO. 49 RESPONSE

John Ursich

49-1 The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 50



Date Posted: 7/10/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 8861 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

3; Harry J. Cross: Its years overdue

50-1

LETTER NO. 50 RESPONSE

Harry J. Cross

50-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 51



Date Posted: 7/10/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

3; Rob Marohn: How can this be accelerated, LAX is light years behind!

51-1

LETTER NO. 51 RESPONSE

Rob Marohn

- 51-1 The comment expresses support for the proposed project. Construction of the proposed project is anticipated to take approximately 36 months beginning in summer 2020 and completed in summer 2023. The proposed project is scheduled to open for service in 2023.

COMMENT LETTER NO. 52



Date Posted: 7/10/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

3; Rob Marohn: And how about lightrail from Redline down La Cienega to LAX. No brainer!!!!

52-1

LETTER NO. 52 RESPONSE

Rob Marohn

52-1 The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 53



Date Posted: 7/12/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

1; Marco Marchelli: I think LA Metro is doing a fantastic job.

LA is a spread out city and they were able to reach several areas in a short period of time . Connecting the metro to LAX will be great for tourist and all Angelinos. I think they are doing a great job and I am very proud of our Metro.

53-1

LETTER NO. 53 RESPONSE

Marco Marchelli

53-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 54



Date Posted: 7/13/2016

Post: We want to hear from you!

Join the Airport Metro Connector 96th Street Transit Station project team at the upcoming DEIR public hearing on Wednesday, July 13, 2016 at 6pm at the Flight Path Learning Center located at 6661 W Imperial Highway, Los Angeles, CA 90045. Refreshments will be served.

<https://www.metro.net/laxconnector>

Comment:

1; Jay Peterson: i've used the rail from Hartfield-Jackson in ATL. it was great hopping a train right at the airport. the physical location is a bit different in GA, giving them more land to work with.

Translation/Corrected Grammar:

I've used the rail from Hartfield-Jackson in ATL. It was great hopping a train right at the airport. The physical location is a bit different in GA, giving them more land to work with.

54-1

LETTER NO. 54 RESPONSE

Jay Peterson

54-1 The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 55



Date Posted: 8/2/2016

Post: Thank you. your comments have been recieved for public record.

Comment:

1; Jason Elepano: LA city and county need this. Anyone who has been to LAX knows how inefficient driving the loop is. This project will reduce airport traffic by providing an option of drop off/pickup at the station and use of the people mover. As a major international airport, LAX needs to improve its links to public transportation. Access between terminals needs to be improved also.

55-1

LETTER NO. 55 RESPONSE

Jason Elepano

55-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 56



TWITTER
@laxconnector.com

Date: 28-Jun

Post: The Draft Environmental Impact Report is OUT! We want to hear from you. Go to <http://metro.net/laxconnector> for more information.

Reach:

Number of Likes:

Retweets:

Mentions: 1; From Kenny Uong (@KenU092) I'm so excited about the Airport Metro Connector!!! Finally, LAX will be connected to the @crenshawrail! #GoMetro #Train2Plane

56-1

Responses/Follow Up: AMC's account liked his tweet

LETTER NO. 56 RESPONSE

Kenny Uong

56-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 57



EMAIL
@laxconnector.com

Date: 6/22/2016
Time: 10:06PM
Name: Sean Leonard

Affiliation:

Contact Info:

Question/Comment: Draft EIR 3.6.1 LAX-Area Transit Services has incorrect information and needs to be fixed (Page 3.6-7). It says "Culver City Bus (CC) Line 3" but that should be Line 6. Similarly, it says "CC Rapid 3" but it should be "CC Rapid 6".

57-1

LETTER NO. 57 RESPONSE

Sean Leonard

57-1 The Final EIR corrects the Draft EIR Table 3.6.1 from Culver CityBus (CC) Line 3 to Line 6 and from CC Rapid 3 to CC Rapid 6. Refer to the Chapter 2.0, Correction and Additions of this Final EIR, for specific corrections.

COMMENT LETTER NO. 58



EMAIL
@laxconnector.com

Date: 6/23/2016
Time: 3:18AM
Name: Aram Hacobian
Affiliation:
Contact Info:

Question/Comment:

Hello, I would like to submit my ideas to improve this project and the airport. The best solution to fixing LAX's problems are to completely replace the whole airport (except the new bradley terminal). I understand that this is not a likely option but it would be the best case scenario. As for this people mover, the only change I would suggest is to combine the intermodal transportation facility with the metro stop so it's all 1 building. this way you reduce a stop on teh people mover to make it faster, and make connections more convenient for everyone by having all modes of ground transport at one place.

58-1

LETTER NO. 58 RESPONSE

Aram Hacobian

58-1 The comment related to the proposed reconfiguration of the airport has been shared with LAWA for their consideration. Metro and LAWA are coordinating to ensure compatibility between the proposed project and the LAMP.

COMMENT LETTER NO. 59



EMAIL
@laxconnector.com

Date: 6/25/2016
Time: 11:35AM
Name: T F Forester
Affiliation:
Contact Info:
Question/Comment:

Hello, I'm happy for LA's growing Metro Rail system. But a transit connector to LAX instead of a grand station in the airport terminal is a big disappointment. I just don't understand why a city like Los Angeles can't have a world class public rail system that goes right into the airport.

59-1

LETTER NO. 59 RESPONSE

T F Forester

- 59-1 As discussed in Chapter 2.0, Project Description, of the Draft EIR, a detailed history of the alternatives studied to connect the regional transit system to LAX is provided. The proposed project was selected as the preferred LAX connection based on a combination of factors including passenger convenience, time savings and cost to airport and non-airport bound passengers. The proposed project would also better fit with future LAWA plans for airport-related projects in the area.

COMMENT LETTER NO. 60



EMAIL
@laxconnector.com

Date: 6/29/2016
Time: 11:21AM
Name: Mehmet Berker
Affiliation:
Contact Info:
Question/Comment:

To Whom it may concern: I am concerned about a lack of clarity on the differences between the two ITFs (Intermodal Transit Facility) and the proposed 96th St Station. It is not clear through anything the public has seen yet from Metro or LAWA which services will go to which locations. The only reason I kind of know anything is because I pestered LAWA about where FlyAway would pick up and drop off and they finally told me ITF East. While having multiple locations for private auto pick up and drop off makes sense to relieve traffic from different approaches, having multiple locations for different transit connections might make less sense. So, for instance, relocation bus connections to the proposed 96th St Station makes sense, but then why would FlyAway have to be there too (ITF East)? Couldn't FlyAway and other point-to-point services connect to ITF West (which is closer) or even through World Way and the CTA? I understand that the ITF questions are LAWA questions, but it would be helpful for the public to learn what the overall vision is before the project is finalized. With two agencies working on the two large features of a new way to get to the airport (the APM and the Crenshaw/LAX and Green Lines)--it would be nice to know that the silos are down and the project is being thought of in a holistic way. Thanks so much, Mehmet

60-1

LETTER NO. 60 RESPONSE

Mehmet Berker

- 60-1 The proposed project includes a new multi-modal transportation center with three at-grade light rail transit platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building to connect passengers between multiple transportation modes. The proposed project would provide an improved connection between the regional rail and bus transit system and LAX as well as the surrounding area. Under the proposed project, the FlyAway bus routes are assumed to drop-off airport-bound passengers directly at the LAX airport terminals and then proceed to the project site.

Metro's project is designed to operate independently of LAMP should that project not be implemented. The two ITFs you mention are being proposed by LAWA as part of the LAMP. As discussed in Chapter 5.0, Cumulative Impacts, of the Draft EIR, the cumulative traffic forecasts reflect the LAX Flyaway service, which may be consolidated onto the project site to provide a single location for bus transfers. As part of this operating scenario, the FlyAway bus routes are assumed to drop-off airport-bound passengers directly at the LAX airport terminals and then proceed east on Century Boulevard to Aviation Boulevard and into the project site. The buses would lay over at the project site and pick up outbound airport passengers before proceeding south to their destinations via Aviation and Century Boulevards, or north via Aviation Boulevard and Arbor Vitae Street or Manchester Avenue. The ultimate operating plan for the FlyAway services is at the discretion of LAWA and discussed as part of the LAWA's LAMP Draft EIR.

The comment related to the operation of FlyAway bus service has been shared with LAWA for their consideration.

COMMENT LETTER NO. 61



EMAIL
@laxconnector.com

Date: 7/8/2016
Time: 9:53AM
Name: Partho Kalyani
Affiliation:
Contact Info:
Question/Comment: Please build this immediately

61-1

LETTER NO. 61 RESPONSE

Partho Kalyani

61-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 62



EMAIL
@laxconnector.com

Date: 7/13/2016
Time: 10:48AM
Name: John Bailey
Affiliation: Southeast Torrance Homeowners Association
Contact Info:

Question/Comment: In 2013, I appeared before the LAWA Board and asked for a LAX Fly A Way bus between LAX and Torrance. A short time later, LAWA staff responded that projected ridership would be 80,000 riders in the first year. The delay in starting the service is due to the City of Torrance falling behind schedule in a Transit Ride Center. We don't need a Transit Ride Center to start a LAX Fly A Way bus. Start the LAX Fly A Way bus now so when the Transit Center is opened and when the Green Line is extended to Torrance, people will already be familiar with how much better it is not to be driving their cars.

62-1

LETTER NO. 62 RESPONSE

John Bailey

62-1 The comment related to the FlyAway bus has been shared with LAWA for their consideration.

COMMENT LETTER NO. 63



EMAIL
@laxconnector.com

Date: 7/13/2016

Time: 12:16AM

Name: Silvio Nunez Jr.

Affiliation:

Contact Info:

Question/Comment: Two stations (Century Blvd and 96th) are too close and don't make sense. People traveling from DTLA to LAX will have to transfer with their luggage from the Expo Line to Crenshaw Line. Then again to the LAX People Mover. Then carry luggage to the terminal. Therefore, Train line should go directly to LAX.

63-1

63-2

LETTER NO. 63 RESPONSE

Silvio Nunez Jr.

63-1 The two stations have independent purposes. Specifically, the Aviation/Century Station has been designed to primarily serve the businesses along the Century Boulevard corridor, while the proposed project is proposed to serve as a major transfer point for bus and rail transit riders, including airport bound passengers. The proposed project was selected as the LPA based on a combination of factors including passenger convenience, time savings and cost to airport and non-airport bound passengers. The proposed project would also better fit with future plans for airport-related projects in the area.

63-2 As discussed in Chapter 2.0, Project Description, of the Draft EIR, a detailed history of the alternatives studied to connect the regional transit system to LAX is provided. Refer to Response to Comment 63-1 related to selection of the proposed project.

COMMENT LETTER NO. 64



EMAIL
@laxconnector.com

Date: 7/13/2016
Time: 4:59PM
Name: Annemarie Pazmino
Affiliation:
Contact Info:
Question/Comment:

A Metro connection would be very helpful. Since the carpool lane was taken away for the toll road and as carpool users, we are required to pay for the transponder and a monthly use or reach a use average for carpool for it to be free, the convenient options of traveling to/from LAX have become nil. I use the carpool lane daily on the other side of the city and the fact that I can no longer use the lane to/from the airport makes very little sense. None of the carpool lanes I use daily require a transponder and so it makes no sense for me to purchase one to use ONLY when traveling to/from the airport.

64-1

LETTER NO. 64 RESPONSE

Annemarie Pazmino

64-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 65



EMAIL
@laxconnector.com

Date: 7/16/2016

Time: 9:59AM

Name: Richard Purdy

Affiliation:

Contact Info:

Question/Comment:

My comment is in regard to the proposed bicycle lockers at the transit station at 96th street. My concern is that it just one of those 'PC', 'Green' sounding initiatives that have to be included in every proposal nowadays so that they muster, with no regard to their practicality. The idea sounds appealing, however unless the streets in the area and bicycle friendly, i.e. safe dedicated bicycle lanes, etc., it is very likely that the lockers will not see enough use to justify their expense and use of space in the center. The streets don't need to be safe for just a couple of blocks from the center, they need to be safe all the way from surrounding communities to the center, and I am sure that falls within the purview of the transit center's authority. Speaking from the standpoint of practicality, regarding air travel, a bicycle is not a suitable vehicle for the transportation of luggage so the selection set of air travelers is already reduced to passengers traveling without belongings. Bus and light rail are far more practical for taking luggage since all your hands are free to manage the luggage, which is not the case on a bicycle. For instance, one can take the 102 bus from Inglewood to get to Parking Lot C. A little bit of walking with luggage, but far more practical than a bicycle. That brings me to a second concern. It was suggested at the meeting that some unknown number of airport employees would use the facility. Assuming that there was confidence that they could safely arrive at the center and used it, it seems that employee bicycle parking is really an issue that should be tackled by the airport authority which should be providing its employees secure bicycle storage more convenient to the airport if there is a need. They should also consider bicycle-only paths for electric bicycles

65-1

which are now becoming more popular. This is not an anti-bicycle rant. I am a cyclist and put a lot of miles on my bike every week. I'm also practical and concerned for my own safety (in any motor vehicle contact whether the cyclist is right or wrong, he is still the loser). For that reason, my preference for routes in descending order are: dedicated bicycle-only paths, quiet residential neighborhoods which parallel major arteries, painted bicycle lanes on surface streets. If there is any real intention of promoting bicycle usage, other than PC grandstanding, a dedicated bike trail that paralleled the light rail lines right-of-way's providing ingress from the communities it passed through would be an excellent demonstration of commitment by public authorities. Thank you for the consideration of public commentary and informational meetings, hopefully they are more than just requirements that will be steam rolled over by plans already in progress.

65-1
cont.

LETTER NO. 65 RESPONSE

Richard Purdy

- 65-1 The proposed project includes a new multi-modal transportation center with three at-grade light rail transit platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building to connect passengers between multiple transportation modes.

The City of Los Angeles is responsible for designating bicycle lanes, constructing sidewalks, and maintaining streets. LAWA's LAMP proposes amendments to the City of Los Angeles Mobility Plan 2035 to provide bicycle connectivity in and around LAX along with bicycle storage at ITFs. Metro and LAWA are coordinating to accommodate a multi-use path to provide pedestrian circulation and an off-street two-way bicycle facility along the eastern perimeter of the project site.

COMMENT LETTER NO. 66



EMAIL
@laxconnector.com

Date: 8/1/2016
Time: 11:37AM
Name: Jonathan Eldridge
Affiliation:
Contact Info:
Question/Comment:

It appears that, according to the DEIR, a sound Pro DL noise meter was used to record noise levels for the project. However, in the appendix, none of the outputs are included (I used to work as a noise/eq specialist for 10+ years in my past life and have used this meter-it provides very detailed outputs). It may help with transparency to provide these outputs for public review, as otherwise we are just taking the consultants word for it when they have merely provided a result that appears typed into a spreadsheet and PDF'd, which is fairly inappropriate in this matter.

66-1

LETTER NO. 66 RESPONSE

Jonathan Eldridge

66-1 As requested by the commenter, noise monitoring files have been added to an updated Appendix D in the Final EIR. Refer to Chapter 2.0, Correction and Additions, of this Final EIR for specific corrections.

COMMENT LETTER NO. 67



EMAIL
@laxconnector.com

Date: 8/2/2016

Time: 2:23pm

Name: Jonathan Baty

Affiliation: Lime Energy

Contact Info:

Question/Comment: After decades of waiting it is fantastic to see LA Metro is finally connecting to their airport with rail! It cannot be done soon enough.

67-1

LETTER NO. 67 RESPONSE

Jonathan Baty

67-1 The comment expresses support for the proposed project.

COMMENT LETTER NO. 68



INFORMATION LINE:

Date: June 23, 2016

Time:

Name: Chris Wilson, City of Lawndale

Contact Info: 310-973-3240
cwilson@lawndalecity.org

Reason for Call: Chris Wilson called to request a copy of the EIR. He can be reached the number and email provided.

68-1

Translation (if needed):

Follow-up: Courtney Thomas sent him a link to the DEIR and the project

LETTER NO. 68 RESPONSE

Chris Wilson, City of Lawndale

68-1 The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 69



INFORMATION LINE:

Date:	July 4, 2016
Time:	10:25 am
Name:	Unknown Female
Contact Info:	External Phone
Reason for Call:	Se cortó la tarjeta, ya ves que [U]. O sea que te llamo después, porque ahorita te llamé de la casa, pero de la casa en el día sale mucho. Eh... La tarjeta que tenía se me fue. Yo te llamo después, ¿de acuerdo? No pienses mas. Va, pues. Adiós, pues.
Translation (if needed):	The card got cut off, you see [U]. So I will call you later, because just now I called you from the house, but it is expensive to call from the house during the day. The card I had ran out. I will call you later, okay? Don't think anymore. Alright. Good-bye.
Follow-up:	After reading the translation, this comment does not concern the project.

69-1

LETTER NO. 69 RESPONSE

Unknown Female

69-1 The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 70



INFORMATION LINE:

Date:	July 6, 2016
Time:	1:44 pm
Name:	Gordon Mise, South Coast Air Quality Management District, CEQA Department
Contact Info:	909-396-3302
Reason for Call:	Gordon Mise left a message asking about a notice that he received concerning the EIR. He says that it looks like it will be released in June. However, it could be a Notice of Preparation. He says that they may send a different letter if we are seeking general input. He also said that he would check the project website to see if the EIR was released. He asked that someone call him.
Translation (if needed):	
Follow-up:	Randal sent Danielle and Meghna email with question. Danielle followed up and spoke to Mr. Mise and explained he received a flyer and take one and possibly an NOA (not an NOP). He was very appreciative of the call and their agency will be reviewing the DEIR online on AMC website and submitting a formal comment before the August 6 deadline.

70-1

LETTER NO. 70 RESPONSE

Gordon Mise
South Coast Air Quality Management District,
CEQA Department

70-1 The SCAQMD coordinated with Metro regarding reviewing the Draft EIR. No further communication was received from the District.

COMMENT LETTER NO. 71



INFORMATION LINE:

Date: July 18, 2016

Time: 11:15 am

Name: Mrs. Robinson

Contact Info:

Reason for Call: Mrs. Robinson called to say that she had received the brochure but would be unable to attend the meeting. She also stated that she will send in her written comment. She wants to know how to address Meghna Khanna on the address. Mrs. Robinson has requested that we call her back and after the 6th ring, we have 3 minutes to speak to leave a message.

Translation (if needed):

Follow-up: Courtney Thomas called and left a message telling Mrs. Robinson that Meghna Kanna is a Ms.

71-1

LETTER NO. 71 RESPONSE

Mrs. Robinson

71-1 The commenter stated that she would be unable to attend the public hearing and requested a response related how to address her comments. Metro returned the call and left a message telling Mrs. Robinson that Meghna Khanna is a Ms.

COMMENT LETTER NO. 72



ON-LINE COMMENT CARD:

Date: August 2, 2016

Time: 3:02 PM

Contact Info: Todd Lowenstwin

Response:

Follow up: I am glad this is finally happening. I would also suggest that you find a way to connect Metro to the Expo Line so that commuters from the airport and South Bay can avoid the 405 and use Metro Rail to commute to Santa Monica. The 405 is the busiest freeway in the nation and I cannot understand why we don't have a adequate light rail alternative to this horrible commute.

72-1

LETTER NO. 72 RESPONSE

Todd Lowenstwin

- 72-1 The comment expresses support for the proposed project. The Crenshaw/LAX Line, scheduled to open in 2019, will connect the South Bay to the Expo Line. The Expo Line terminates in the City of Santa Monica. The new line will serve the Crenshaw District, Inglewood, Westchester and surrounding area with eight stations. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

COMMENT LETTER NO. 73



EMAIL
@laxconnector.com

Date: **July 13, 2016**
August 6, 2016

Name: Linden Nishinaga

Affiliation: Member, Asian American Architects/Engineers Association of Southern California

Question/Comment: Dear Madam/Sir:

Here are my comments as per the subject project's DEIR:

- The apparent main reason for the subject Airport Metro Connector (AMC) project is to duly serve the thousands of Los Angeles County **air travelers** who have long needed a viable way to get to our huge international LAX airport other than by automobile. 73-1
- Due consideration therefore needs to be primarily placed on the needs, comfort, and convenience of the said airport travelers via the subject facility, many of whom will be traveling afar and/or overseas with full sets of luggage (such as two 50 lbs. suitcases) in their possessions. Accordingly, the **AMC** needs to be properly planned, deftly conceptualized, and appropriately **sized** now for the situation. This involves substantial building floor areas, escalators, elevators, aisle widths, paths of travel space from the LRT, etc., etc. etc. These vital and basic parameters need to be duly sized and conceptually designed now. To put these matters off later onto the detailed design architects and engineers would seemingly be too late. Accordingly Metro's current staff architects need to be effectively involved and proactive on this matter presently. 73-2
- With all due respect, close collaboration will be needed between Metro and LAWA in terms of the compatible design of the **AMC/APM transition point** and the two projects' scheduled construction completions. It would make little sense to the public and said air travelers if the Metro AMC project is completed by say 2021 whilst LAWA's APM project is not at all yet ready (or vice versa). Both projects should be duly completed asap in near concurrent fashion. 73-3

With best wishes,

Linden Nishinaga
Member, Asian American Architects/Engineers Association of Southern California

LETTER NO. 73 RESPONSE

Linden Nishinaga

Mr. Nishinaga submitted two comment letters dated July 13 and August 6, 2016. The content of the letters were exactly the same. The only difference was that the August 6 letter includes the bolded words noted above. Both letters are addressed below.

- 73-1 The proposed project will include three new LRT platforms, bus plaza, bicycle hub, passenger pick-up and drop-off area, and transit center/terminal building that will connect passengers between the various modes of transportation. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.
- 73-2 The proposed project will include vertical transportation elements including escalators, elevators and stairs. These elements will be appropriately sized to accommodate passengers traveling with luggage. In the cumulative condition, LAWA's APM would connect to the proposed project.
- 73-3 Metro coordinated with LAWA representatives on the environmental efforts for both the proposed project and the LAMP program, which are on parallel schedules. Metro consulted with LAWA staff on public comments related to the LAMP program, which were submitted during the public review period for the proposed project. Metro is committed to continued coordination with LAWA throughout implementation of the proposed project. Metro and LAWA are coordinating to ensure that the two projects operate well together and have an integrated design in the cumulative condition. The proposed project is scheduled to open in late 2023 and LAWA has stated that the APM would open in 2024.

COMMENT LETTER NO. 74



EMAIL
@laxconnector.com

Date: August 6, 2016
Name: Jacqueline Hamilton
Affiliation: Tuskegee Airmen, Inc. Los Angeles Chapter, Hamilton Consulting and Services, LLC

Question/Comment:

The current Environmental Impact Report (EIR) Draft is actually over 4000 pages long and needs to be analyzed carefully. In being a member of the Los Angeles International Airport (LAX) Master Plan Stakeholder and LAX Focus Groups and attending several of the meetings and sessions for the redesign project, I should receive a copy by mail.

In my analysis of the EIR Draft, I have realized that the staff needs to consider more humanistic needs such as housing and medical impact. This would include the actual impact of the residents in the area of LAX who have moved to the area due to their careers and the impact on their housing and any associated medical ailments such as the development of any breathing difficulties and many of us are being diagnosed with the onset of adult asthma and reoccurring cardiovascular ailments.

74-1

The report indicates that there is minimal or no impact on housing, however, there are those of us who lived in the vicinity of LAX's Manchester Square area who were directed to the area by Property Managers of several apartment complexes including the Inglewood, CA areas where there are property owners of apartment complexes in both areas who are illegally and intentionally trying to cause severe housing displacement for many. In completing the rental agreement applications and describing our career and work responsibilities, along with our earned professional, personal, educational, and financial attributes and future goals, and other information required for the application, we were still referred to the Manchester Square area, and after being approved and moving into the Manchester Square area we were told of the LAX redesign project and our ability to receive a relocation award due to the need to later relocate because of the expansion of the airport. We were also informed of attending meetings to receive status on the project and to discuss any problems that we were experiencing. When I wrote the Mayor of the City of Los Angeles, CA: Antonio Villaraigosa, to indicate the crime victimization I experienced I received a letter response from him and a case number and was told to meet with his staff for assistance. By telephone and in person, his staff was illegally evasive about the case number shown and indicated to them and was also illegally denying the assistance that the

74-2

Mayor indicated. I have also wrote and spoke to Maxine Waters at one of the meetings about the crime victimization that I was experiencing and also indicated that the Property Managers, Lillian Fogelbach (off site) and Maria Estrada (on site), continued to indicate that I was to receive over \$20,000.00 in relocation awards once the property was sold to LAX since I had a good record of paying the rental fees, and not doing or causing any crime, and was requested to remain living at the property to receive my relocation award.

I later learned of the disputes between both Property Managers, the owner Jesus Lozano, the residents, LAX, and Los Angeles World Airports (LAWA) in regards to the selling of the property when owner Jesus Lozano indicated to me at his office (also where Lillian Fogelbach has a desk), that is located at one of his apartment complexes on the Glasgow street in the Manchester Square area, that he was refusing to sell his properties because he was not being offered enough funds. When I inquired about the laws of eminent domain, Jesus Lozano also indicated that he would appeal eminent domain decisions. I was being severely victimized by severely illegal crimes such as stalking with attempted verbal and physical assault by a homeless and mentally deranged White Man who was illegally hanging around and residing in a vacant apartment complex next to ours who appeared at my fully owned locked vehicle on a Saturday morning while I was sitting in it with the doors locked and who tried to pull on and open my passenger door and later pulled out a black strap that he had hidden and concealed in his shirt, severe and complex Identity Theft, offering of slumlord and uninhabitable living conditions, illegally increased rental fees, requests for illegally repeated entrance into my apartment unit during my normal working hours and while I was not present that included wrongfully repaired appliances (a dishwasher that caught on fire and burned while in use and a replacement one that was not fully installed and fell out when I opened the door to use it) and other negligence by on site/off site management and maintenance staff, illegal denial of liability by Property Management staff of the stalking and attempts of verbal and physical assault, severe mail fraud to include missing and torn open mail received and illegal use of my name and apartment unit information for illegally fraudulent use of my credit information to order and ship items such as weaponry, vehicle break-in and robbery at my place of employment in Mission Hills, CA, illegal exploitation, severe and illegal housing displacement, illegal denial of disability and workers compensation benefits after receiving medical and doctor advice to take time off work, illegal denial of unemployment benefits, illegal swindling and denial of the owed relocation awards, illegal confiscation and lien sale of highly valued earned and inherited family and other items, illegal and fraudulent use of earned platinum credit status, illegal referral to agencies that perpetuate illegal practices such as illegal request of personal and financial information with illegal evasiveness and denial of proper assistance and illegally repeated forced housing displacement, illegal attempts at verbal and physical assault by psychotic repeat felons and drug abusers, and illegal criminal Identity Theft by criminals using the Internal Revenue Service (IRS) and Franchise Tax Board (FTB).

Pictures and video of the illegal deranged man who tried to assault me was shown to the LAPD police officer who was specifically sent to handle the Manchester Square area and both of the Property Managers. I also took photos of the suspect to the LAPD station that handles the jurisdiction of the Manchester Square area and discussed the crime victimization happening to several of us who resided there. My cases are also reported to several different types of law

74-2
cont.

enforcement and other agencies due to these crimes also happening while I was a member of the Tuskegee Airmen, Inc. Los Angeles Chapter and while the 12 by 60 foot mural of the Tuskegee Airmen by artist Stan Stokes (that is on permanent display in a museum in the area Palm Desert, CA) was created and posted as an art exhibit at LAX in one of the terminals, along with pamphlets being distributed that contained information on my father, Tuskegee Airman Lt John L. Hamilton. These crimes have impacted my housing and I am sure that I am not the only one who has been illegally impacted. As I have witnessed others who have gone to the Santa Monica, CA courts to settle their residential problems in living at one of the complexes owned by Jesus Lozano who changed his company names from Venice Way Apartments to other names while disputing with LAX, LAWA, and possibly the City of Los Angeles for his staff (including his legal staff who are also relatives and people of his surname) to illegally swindle those of us who honestly sought residency in areas that were conducive to our careers. I was seeking residency that was conducive to my career work and headquarters office with Unicom Systems, Inc. in Mission Hills, CA, having to deliver and pick-up computer items from the company Axiom (or Axiom) in the vicinity of LAX of which we had a shared mainframe computer system, and also having to travel to my second office in the Costa Mesa, CA area to work with the Research and Development staff. This was while working as a Merger/Acquisitions Consultant, Software Engineer (and Development), Customer Services Manager (CRM), Administrator of the Technical Support System, and handling 24 Hour Emergency Technical Support. I also assisted to train staff such as those in the technical services, legal, marketing and advertisement, and customer services departments, including the owner's nephews because many of the staff did not know computer mainframe products. It was also after working as a 6 Figure Contract Programmer/Analyst on Year 2000 (Y2K) Compliance Projects for the company Technical Aid Corporation and client Farmers Insurance Group.

74-2
cont.

The illegal crimes and severe losses many of us suffered and continue to be victimized by prior to, while living in the vicinity of LAX, and afterwards should not exist and especially while our parent's military information is being displayed in the vicinity of the airport and at many other locations, as my deceased father is Lt John L. Hamilton, a WWII USAAC/USAAF Pilot and Tuskegee Airman, a WWII Purple Heart Medal recipient who was also a military trained Officer and whose information is in several museums, institutions of learning and colleges, newspapers, books, documentaries, films, libraries, the Library of Congress, and other sources and locations of highly valued military material including the National Museum of the United States Air Force at Wright Patterson AFB where his WWII Army Service Blazer is still being displayed.

My relocation awards for residing in the LAX Manchester Square area of LAX and being a severe victim of crimes and complex Identity Theft are still due to me and I am continuing to attend meetings in regards to the status of the LAX expansion project to honestly speak on the matters that are illegally causing housing displacement for several of us who resided there. This is why I spoke in the previous meeting held during February, 2015 and why I am continuing to propose that a platform for the new LAX/Metro Connector Train be named after my father's military group, The Tuskegee Airmen, and for it to have actual pictures of them leading up to the platform, on the platform, and after departing from the platform, along with a gold display of the Congressional Medal that was awarded to them by President George Bush, and their other

74-3

earned medals. I am also proposing that the funding being created by extra taxes by the legislative measures for the expansion of the Metro train s be used to install restrooms for riders and that there be proper law enforcement/security (military) staff who can honestly understand and can guard for human resources and needs, and for a highly secured area of the airport where the platform named after my father's military group, The Tuskegee Airmen, will be.

74-4

Jacqueline Hamilton
Tuskegee Airmen, Inc. Los Angeles Chapter
Tomorrows Aeronautical Museum
National Museum of the United States Air Force/Wright Patterson AFB
LAX Master Plan Stakeholder Group
LAX Focus Group
USC Med Cor
*** Dallas Cowboys ***
Say No To Drugs Race Group
etc.....

LETTER NO. 74 RESPONSE

Jacqueline Hamilton

- 74-1 The proposed project does not include the relocation of residences in Manchester Square. Regarding the health condition of current residents of Manchester Square, the air quality section has been prepared in accordance with the CEQA Guidelines. The analysis was based on guidance published by the SCAQMD. The SCAQMD devised Localized Significance Thresholds (LST) methodology to support local governments in making land use decisions and preventing the exposure of sensitive receptors to substantial pollutant concentrations. The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and were developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. As discussed in Section 3.1, Air Quality, the proposed project would not expose sensitive receptors to significant localized pollutant concentrations during construction or operations. In addition, Metro has a Green Construction Policy, which includes Tier 4 emission standards for off-road diesel-powered construction equipment greater than 50 horsepower and restricting idling to a maximum of five minutes. Tier 4 equipment significantly reduces toxic air contaminant emissions associated with construction activities.
- 74-2 The proposed project does not include the relocation of residences in Manchester Square. Residences located in the Manchester Square area will be relocated as part of LAWA's Aircraft Noise Mitigation Program. The comment has been shared with LAWA for their consideration.

74-3 Metro acknowledges the suggestion related to naming the platform. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

74-4 As discussed in Chapter 2.0, Project Description, the bus plaza would include public restrooms. Regarding safety at the restrooms and the project site, as discussed in Section 3.6, Transportation and Traffic, Metro contracts with the Los Angeles County Sheriff's Department (LASD) to provide law enforcement across the entire Metro system. Patrol of transit stations is performed by LASD security personnel and deputies overseen by the Transit Services Bureau part of the LASD's Office of Homeland Security. A security office is proposed to be located on the project site. The other two closest LASD stations are the Marina del Rey Station (approximately 4 miles to the northwest) and the South Los Angeles Station (approximately 5 miles to the southeast). The County of Los Angeles has a mutual aid agreement with the Los Angeles Police Department (LAPD), such that in the event of a significant event which requires immediate response by more law enforcement personnel, police responders from the Los Angeles Police Department may be called upon to respond to emergencies at the proposed project.

The LASD patrols transit stations and trains on a regular basis. Response times would be minimally affected by the proposed project due largely to the fact that most officers respond to calls for service from the field, and not from the station. In addition to regular LASD patrols at stations and on trains, the proposed project would incorporate security features to provide for the safety of visitors and employees.

3.7. RESPONSES TO PUBLIC HEARING SPEAKER COMMENTS

PUBLIC HEARING COMMENTS

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BEFORE THE
AIRPORT METRO CONNECTOR 96TH STREET TRANSIT STATION
PROJECT TEAM

Public Hearing in the Matter of:)
AIRPORT METRO CONNECTOR 96TH STREET)
TRANSIT STATION DRAFT ENVIRONMENTAL)
IMPACT REPORT)

TRANSCRIPT OF PROCEEDINGS
Los Angeles, California
Wednesday, July 13, 2016

Reported by:
MARCENA M. MUNGUIA,
CSR No. 10420

Job No.:
10701ROB

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BEFORE THE
AIRPORT METRO CONNECTOR 96TH STREET TRANSIT STATION
PROJECT TEAM

Public Hearing in the Matter of:)
AIRPORT METRO CONNECTOR 96TH STREET)
TRANSIT STATION DRAFT ENVIRONMENTAL)
IMPACT REPORT)

TRANSCRIPT OF PROCEEDINGS, taken at
Flight Path Museum, 6661 West Imperial Highway,
Los Angeles, California, commencing at 6:30 p.m.
on Wednesday, July 13, 2016, heard before
the AIRPORT METRO CONNECTOR 96TH STREET
TRANSIT STATION PROJECT TEAM, reported by
MARCENA M. MUNGUIA, CSR No. 10420, a Certified
Shorthand Reporter in and for the State of
California.

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1 APPEARANCES:
2 Metro Presenter: CORY ZELMER
3 Transportation Planning Manager
4 Metro
5 Facilitator: DANIELLE VALENTINO
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8 The Interpreter: ALEX VARELA
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2 PUBLIC SPEAKERS: PAGE
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4 John Koppelman 25
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1 Los Angeles, California, Wednesday, July 13, 2016
2 6:30 p.m.

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5 MS. VALENTINO: Good evening, everybody. My name is
6 Danielle Valentino with Metro community relations. It's
7 a pleasure to be here this evening. We really appreciate
8 you all making the time in rush hour to make it to the
9 meeting.

10 This is the meeting for the Airport Metro
11 Connector 96th Street Transit Station, specifically on
12 the Draft Environmental Impact Report. So if you are
13 here for that purpose, you are in the right place and, as
14 I said, we're very, very grateful you're here. We hope
15 you enjoy this lovely venue. It's an exciting place to
16 be on a Wednesday night.

17 Before we get into the meeting, I just want to
18 do a little bit of housekeeping with you. We do have
19 comment cards in the back of the room. So in terms of
20 format for tonight, we want to make sure if you're
21 thinking you might speak or say something on the record
22 tonight, please go ahead and take a public scoping -- I'm
23 sorry -- a public comment card from the back of the room
24 and put your first and last name on there and then add
25 your organization name if you can and then make sure you

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1 get it to staff. I'm going to ask them to raise their
2 hand in the room.

3 If you're staff from the outreach team, please
4 raise your hand, or just staff is fine.

5 Get it to anyone with their hand raised. We
6 will take it from you.

7 We are going to have a hearing. That will be
8 after the formal presentation. Each speaker will get two
9 minutes to say your comment, and -- but preceding that,
10 we will have a brief presentation for you that will
11 provide an overview of the project.

12 And, again, the project is the Airport Metro
13 Connector Station. We are thrilled to present to you
14 tonight the status of that project, where the plans stand
15 for that. It does propose to connect the Green Line, the
16 Metro Green Line, and the Crenshaw LAX rail line to a
17 station from which you can then connect to a future
18 potential automated people mover which would then be run
19 by the LAWA, the L.A. World Airports.

20 So we really want to focus tonight on the
21 station itself. That is the project that Metro is
22 clearing and doing the environmental process for, which
23 is why we really need your comments this evening.

24 We did have scoping as well on this project.
25 Scoping was what kicked off the formal project of the

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1 environmental clearance. That was -- preceded this step
2 tonight. So you will see hopefully a lot of the previous
3 work in this presentation tonight.

4 And we will be having a 45-day comment period,
5 so we're already under way with that 45-day comment
6 period. It started June 22nd and it ends August 6th. So
7 you have between now and August 6th to review the
8 Environmental Impact Report on the Metro website. It's
9 also available in eight different libraries. So if you
10 visit our website, you will see on the website there --
11 in your packets of materials, you will see the website
12 link to the EIR and you'll see the eight different
13 locations where the document is actually available in
14 hard copy. We also have a hard copy here this evening,
15 so we encourage you to look at it there.

16 But, again, I believe this presentation should
17 hopefully give you some starting point and a great
18 baseline of information for you so that you understand
19 the project and you understand the footprint that the
20 project team is trying to clear so that you can make an
21 informed comment on the record. And we will be replying
22 to all of your comments once we reach the final
23 environmental document phase, once we complete
24 August 6th. Once we get through August 6th and we've
25 received all comments, we will be providing formal

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1 responses to your comments.

2 So with that, I'm going to actually turn it over
3 to Cory, who's our project manager, and we will be coming
4 and turning it over to you at the end of Cory's
5 presentation. We will be leading you through a public
6 hearing after he presents this evening and each of you
7 will have two minutes to say something on the record.
8 And if you don't want to speak on the record on the
9 microphone which is in the middle of the hallway here, in
10 the walkway, you can also just submit a comment form. So
11 in the back of the room, there's just a comment form. If
12 you prefer to do your comment in writing, please just
13 fill that out. You can also submit your comments on
14 Facebook and Twitter. So our project materials will tell
15 you our Facebook and Twitter. If you prefer to just
16 Facebook or send something on Twitter, please do. So we
17 encourage all of those ways for you tonight to submit
18 comment. Thank you. Have a good evening.

19 I am so sorry. I made a mistake and didn't
20 introduce our translator for the evening. Alex is our
21 translator for the evening. He's -- (Spanish
22 translation). Alex?

23 THE INTERPRETER: (Translation given)

24 MR. ZELMER: Good afternoon, everyone. Thank you so
25 much for being here tonight. We do appreciate your time.

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1 On behalf of the entire project team, we thank you for
2 your participation tonight.

3 What I'd like to do is start by going through a
4 presentation here tonight before we get into the public
5 comment period portion of the meeting and what I'll do is
6 I'll just go over an overview of the project, give you
7 the highlights of what the project entails; and then at
8 the end of that, Danielle will transfer over to the
9 public comment period.

10 We also do have a number of meeting boards
11 throughout the room. If you haven't had a chance to look
12 at them, there's a lot of great information on those
13 boards and after the presentation and after the comment
14 period, staff will be available at those boards to answer
15 more questions or talk to you more about the project
16 itself.

17 So to start things off, we kicked off this
18 project in 2011. As Danielle noted, we actually started
19 the environmental process in the beginning of 2015,
20 February to be exact. And at that time, we developed a
21 set of project objectives and those objectives were meant
22 to be the guiding principles as we developed the project
23 and they're listed here.

24 Number one is we wanted to provide a reliable,
25 fast and convenient connection for passengers traveling

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1 between LAX and the regional transit system, both bus and
2 rail. We also wanted to integrate with existing and
3 future infrastructure. And lastly, we want to increase
4 the share of transit trips that are actually accessing
5 LAX without impacting existing airport facilities or
6 planned airport facilities or communities adjacent to the
7 airport. And also where we can, help reduce overall
8 pollution.

9 So here's a picture of the project area. It's a
10 map of the project area. And if you look in the very
11 center of the map, you'll see a pink dot and that dot
12 represents the Proposed Project site. On the right side,
13 you have the 405 Freeway. Down the middle we have the
14 Century corridor here, up here we have Arbor Vitae
15 Street, and then right here is Aviation Boulevard. The
16 project site is immediately west of Aviation Boulevard
17 between Century and Arbor Vitae Street.

18 Also on this map you'll see a couple of dash
19 lines. The gold or brown dash line represents the
20 Crenshaw/LAX project, which is currently under
21 construction. It's an 8-mile light rail system or light
22 rail line that operates from the Expo line on the north
23 down to the Redondo Beach station on the Green Line in
24 the south. And then the green dash line represents the
25 Metro Green Line service, which currently operates on the

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1 105 Freeway. This line would operate from Norwalk on the
2 east and then terminate at the proposed project site
3 before returning back to Norwalk.

4 And then lastly, you'll see this dotted gray
5 line here (indicating). This represents the Automated
6 People Mover system which is being proposed and planned
7 by the Los Angeles World Airports. That People Mover
8 system would be the connection to get to the Central
9 Terminal Area. So transit passengers who will be
10 accessing our project site would transfer to this APM
11 system in order to reach the terminals here at LAX, and
12 there will be more details in just a second on that, on
13 that Proposed Project.

14 So as part of the Environmental Impact Report,
15 we identified key project components as a way of
16 describing what entails our project and there is six of
17 them here that we'll list out. The first one obviously
18 is new light rail platforms, up to three new light rail
19 platforms which would be located at grade or at street
20 level. Those would be served by both the Crenshaw/LAX
21 Line as well as the Metro Green Line, as I said. We're
22 also planning a new bus plaza, a very large bus plaza,
23 which we'll show details in a little bit, what would
24 accommodate up to 20 operating bays as well as layover
25 spaces on-site for the buses. We're also proposing a new

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1 bicycle hub. This is envisioned to be a enclosed,
2 secured-access bicycle hub housing up to 150 bicycle
3 parking spaces. Also, we want to provide pedestrian
4 plazas for passengers who are coming through and
5 connecting through the station. We'll also have an area
6 for private auto pick-up and drop-off. So if you want to
7 just be dropped off to access transit, you can do so here
8 or be picked up. Lastly, we have a new Transit Center
9 Building, what we're calling the Metro Hub, and it's at
10 the center site and it's intended to be the main space by
11 which people would transfer through in order to make
12 their connections between the different modes that are
13 offered at the site.

14 So I mentioned this Automated People Mover
15 system, and this map here shows you what is called the
16 LAX Landside Access Modernization Program, or LAMP for
17 short. This is a program that's being implemented by
18 Los Angeles World Airports and it includes the four items
19 you see here.

20 The number one at the top is the one I mentioned
21 earlier, the Automated People Mover system. It does
22 include six new stations. Plan -- three are planned for
23 the terminal area itself and then there will be one near
24 Parking Lot C at an Intermodal Transportation Facility.
25 There will be another at the Metro station and there'll

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1 be a third at what is called the Consolidated Rental Car
2 Center, which is where all the rental cars become housed
3 out of one roof and operate out of a central location.
4 And then also as part of LAMP, there are a number of
5 roadway improvements proposed in the LAX area to improve
6 vehicular movements between the 405 and the LAX terminals
7 as well as the different new facilities that are
8 introduced as part of the program.

9 So there is essentially six phases of project
10 development that we follow here as part of our project
11 development process. We are currently in Phase II. We
12 completed Phase I over the prior four years. That was an
13 Alternatives Analysis phase where we looked at a wide
14 range of alternatives. We begin to narrow those down.
15 We worked extensively with Los Angeles World Airports to
16 coordinate the different options that were available for
17 connecting transit passengers into LAX and we were able
18 to narrow those down over time and eventually we selected
19 a Locally Preferred Alternative, which the Metro Board of
20 Directors did in 2014 and that is the project we're
21 presenting tonight as part of the Draft Environmental
22 Report.

23 Again, we're in the second stage here, which is
24 CEQA, which stands for the California Environmental
25 Quality Act. It's what requires the Environmental Impact

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1 Report that we're presenting tonight. We're also
2 conducting conceptual design of the station, which you'll
3 see some of the early sketch drawings of those designs
4 here on the boards tonight and in the presentation.

5 And then following this, as Danielle mentioned,
6 following the draft phase, we'll move into the
7 preparation of the Final Environmental Document. And
8 then after that, the Board of Directors from Metro would
9 consider certification of that document.

10 The subsequent phases would be preparation of a
11 NEPA, which is the National Environmental Protection Act,
12 which is the federal environmental document and clearance
13 process that we would follow. After that, we would do
14 final design, construction, and we're looking to open the
15 new station for service in the range of 2021 to 2023.

16 So let me go over some more detail about the
17 Proposed Project site itself. So here is a ground-level
18 conceptual site plan we have. Again, just to orient you,
19 we have Aviation Boulevard here. North is to the right.
20 We have Arbor Vitae Street on the north side. Aviation
21 is on the east here. This is a triangular site here that
22 we're proposing to build the new project, and I'll just
23 walk through the different station components in no
24 particular order.

25 I'll start with item three there, which is the

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1 largest area, which it comprises the bus plaza. Again,
2 this is up to 20 bus bays, operating bus bays, for
3 passengers to either connect to rail or transfer between
4 different bus operators in the area. This is meant to
5 serve both the Metro bus operations as well as the other
6 municipal bus operators who operate in the LAX area such
7 as Santa Monica Big Blue Bus, Gardena, Culver City bus,
8 et cetera.

9 UNIDENTIFIED SPEAKER: Torrance transit.

10 MR. ZELMER: Torrance transit is another one,
11 correct.

12 Item four on the map are the new light rail
13 platforms, which would be built on the existing
14 Crenshaw/LAX light rail tracks. They're shown here;
15 again, up to three of those platforms for passengers to
16 transfer either between the Crenshaw and Green Line or to
17 transfer to buses or also to the APM.

18 Item two is the location planned for the bicycle
19 hub currently; again, a fully enclosed bicycle hub.

20 Item five is the pick up and drop off area.
21 It's on the west side of Aviation Boulevard, accessible
22 for southbound traffic currently. That's for pick-up and
23 drop-off only.

24 And then item one here is actually the new
25 Transit Center Building that I mentioned, what we're

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1 calling Metro Hub, and that is the area that passengers
2 would pass through in order to transfer to any of these
3 different areas on the project site. It's here that we
4 would incorporate a lot of the ticketing, any kind of
5 passenger information, potentially some retail in that
6 space. That would all be located here. And then what
7 maybe is a little harder to see are these dash lines
8 which overlay the map. Those are actually an elevated
9 walkway system and the intent is actually so that
10 passengers who are on the bus island would move up to an
11 elevated walkway, connect into the Metro Hub, and then
12 stay elevated to drop down onto the light rail platforms.
13 The goal there is to make sure that pedestrians and
14 passengers are not walking across the busway or across
15 the tracks in order to access the platforms. We want to
16 separate those to the extent possible for safety
17 concerns, obviously.

18 We also were looking at the distances that we
19 would be asking passengers to travel if they were to be
20 using the facility. So we're looking at preliminary --
21 these are just preliminary walk distances, and they're
22 all approximate and they're all at the greatest distance
23 obviously, but we're all basing it off the center point
24 of the Metro Hub, the main terminal building.

25 You can see here that the walk distance to the

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1 very end of the bus plaza is the longest, just over 600
2 feet. We have about 200 feet to the light rail, 200 feet
3 again to the bike hub. All those are approximate, but it
4 gives us an idea of how far you'd be traveling as you
5 transfer between the site.

6 So we have two conditions. We have the With
7 Project condition which is just focused on what Metro is
8 doing as part of the project that is included in the
9 environmental document. We also have a condition which
10 we're calling the Cumulative scenario, and that
11 Cumulative scenario takes into account the Automated
12 People Mover system that is being implemented by the
13 Los Angeles World Airports.

14 So this site plan here shows that Cumulative
15 condition and the blue area here that's shaded shows the
16 approximate location of the APM system, the Automated
17 People Mover system, and how it would pass across our
18 project site, above our project site to be specific, and
19 its general vicinity or its general proximity to the main
20 elements of our project site.

21 So you can see here it passes over Aviation
22 Boulevard, the station itself will be located here, and
23 then you would connect in to the main Metro Hub to
24 transfer to light rail or transfer to buses, so very
25 closely located in order to reduce hopefully the walk

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1 distances between the different transit services.

2 Again, we looked at walk distances. This new
3 variable here is the walk distance to the APM, which is
4 approximately 170 feet from the center of the Metro Hub.
5 But, again, you begin to look at the walk distances in
6 total when moving between the different transit modes on
7 the station site.

8 So we also wanted to show what we call a cross
9 section. It gives you a better view of the different
10 elevations of the station. So as I mentioned before,
11 this is looking actually south. Aviation Boulevard is
12 here on the left. You're looking south towards Century
13 Boulevard. The cross section shows on the right here,
14 this would be the new light rail platforms beyond the
15 west side of the project site. Again, they're at street
16 level. Passengers would need to walk up to a -- or take
17 escalators and stairs, elevators, to this walkway,
18 elevated walkway mezzanine level, connect into the Metro
19 Hub and then from here make a decision to go to the APM
20 facility or to the bus plaza or down to the pick-up and
21 drop-off area or the bike hub.

22 This gives you an idea of the different
23 elevations. And then if I move forward, we show the
24 Cumulative scenario again. This takes into account the
25 APM system. It shows you that these -- all the elements

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1 that we are doing that stay the same and then when you
2 add in LAWA's APM station, you see again that it's above
3 our facility. So from the Metro Hub you would need to
4 transfer up to their platform in order to connect with
5 the new APM system.

6 We also have some sketch drawings that we did to
7 kind of give you an idea of the scale and size of the
8 facility and general location. This is on Aviation
9 Boulevard. You're looking northwest, pretty much from
10 the east side of Aviation. This is the before picture
11 here. There's currently a clean-energy gas station
12 there. The rest of the site is operated by Hertz Rental
13 Car company. But here, this is before and this is the
14 conceptual sketch rendering of the facility. This is the
15 bike hub on this side and the Metro Hub in the distance.

16 Another view, again, but this is the Cumulative,
17 so we're layering in the APM system that the airport is
18 planning. So, again, the same view before and after, but
19 instead we have this new APM system that's located above
20 our station site.

21 Here's another view. It's actually looking
22 southwest on Aviation again. You're on the east side of
23 Aviation. This is before and this is looking across
24 Aviation at the new Metro facility. On this side we have
25 more of the bus operations and the main Metro Hub is this

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1 area here.

2 Another view, but again we're taking into
3 account the APM. Everything stays the same, but you see
4 the APM system again elevated above our station site in
5 this location.

6 So as part of the Draft Environmental Impact
7 Report, we do look at a number of environmental topics as
8 part of the document and they're all listed here. I
9 won't go into detail on all of them but we did evaluate
10 all of these as part of the document and we wanted to
11 identify any potential significant impacts that were
12 associated with these different topic areas, and that is
13 essentially what is presented in the Draft Environmental
14 Impact Report that we released for public review
15 currently.

16 So a summary of impacts is shown here in this
17 table and what you'll see is that the majority of the
18 environmental topics fall in these first two categories
19 of significance of impact. The first one is No Impact.
20 So all of the topics you see here had no impact or the
21 project resulted in no impact for those environmental
22 topics. Here, these were Less-Than-Significant Impacts.
23 Those are terms that are common to the CEQA language,
24 which means that they're less than significant
25 essentially. And in the last two, this one is less than

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1 significant when we take into account the regulatory
2 requirements that we would implement as part of the
3 project. So with those requirements, the environmental
4 topic or that area would become less than significant in
5 the impact associated with our project.
6 And then the last column is -- or the
7 environmental topic is Hazards and Hazardous Materials.
8 That is the one topic that did have significant impact
9 without mitigation, but with the incorporation of
10 mitigation measures as part of the project, we would
11 reduce the impact to less than significant. Those
12 mitigation measures are listed here. Essentially, it's
13 to conduct a Phase II environmental site assessment. We
14 would retain a certified asbestos consultant to determine
15 the presence of asbestos in soil or building materials.
16 We'd also conduct a geophysical survey. That's to look
17 at things that are underground such as underground
18 storage tanks or hydraulic lifts, et cetera, any type of
19 unauthorized chemical releases associated with
20 underground or aboveground structures. And then lastly
21 is to conduct a soil vapor gas survey, which is
22 associated with interior vapor conditions, more inside of
23 a structure, making sure those are below acceptable
24 levels.
25 So these are the mitigation measures that would

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1 be implemented as part of the project in order to reduce
2 that environmental topic, Hazards and Hazardous
3 Materials, to a less-than-significant level.
4 Also as part of the project, we did a ridership
5 forecast estimating what would be the potential ridership
6 number for people using our project. We've broken it out
7 into three different scenarios here on the left and then
8 there are three different categories of transit riders.
9 The first scenario is in the opening year. Again, that's
10 around 2023 for the opening year and then we've broken it
11 out by bus boardings, rail boardings, and then the last
12 column has to do with the Automated People Mover
13 boardings. So here are the numbers for the opening year.
14 Also in the horizon year, which we estimate is 2035, we
15 have numbers. And then when we look at the Cumulative,
16 which then takes into account people being able to use
17 the APM to get to the LAX terminals, we see this jump
18 here in both bus boardings, we see a little jump in rail
19 boardings, and then we have a significant number of APM
20 boardings associated with that.
21 So for next steps in our project, we do have
22 this open public comment period which is currently under
23 way. It's 45 days. It started July -- June 22nd. That
24 runs until August 6th. Once that closes, we will collect
25 all comments and begin preparation of the Final

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1 Environmental Impact Report. After that, we will take
2 the Environmental Impact Report, the final, to the Metro
3 Board of Directors for their possible certification of
4 the document.

5 So there are a number of ways to make comments.
6 As Danielle said, we have a copy of the document here
7 tonight. It's available online in our project website.
8 You can mail a comment to us. The address is listed here
9 and it's also in the materials that we have at the table
10 in the front. You can call and leave a voice comment
11 message. We have e-mail. We have a project website that
12 you can leave a comment; Facebook, Twitter, obviously.
13 And then, again, all comments we request be received by
14 5:00 p.m. on August 6th in order to be included in the
15 Final Environmental Impact Report.

16 So that concludes the presentation. What I'd
17 like to do is turn it back over to Danielle, who will
18 start us on the public comment period. Thank you all.

19 MS. VALENTINO: Thank you, Cory.

20 Well, hopefully that was informative for
21 everybody. We want to start the public comment period
22 and I want to just briefly acknowledge there's a few
23 elected official offices in the room. We appreciate you
24 being here. Olivia Valentine, Councilmember Olivia
25 Valentine. Thank you so much for being here, from the

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1 City of Hawthorne. Thank you.

2 And Omar Pulido from Councilmember Mike Bonin's
3 office, L.A. City Council. Thank you for being here.

4 And so far we have three comments submitted to
5 speak on the microphone. So we'll go ahead and get
6 started with that. And in the meantime, if I could get
7 all three to stand in line behind the microphone, that
8 will save us some time. And then for those of you who
9 get inspired from those to also make a comment, please
10 feel free to raise your hand. We'll give you a form to
11 fill out so you can make your comment on the record.

12 And, again, for those of you who are wanting to
13 submit a written comment tonight, we have comment forms
14 if you'd prefer to do it in writing and not speak on the
15 microphone.

16 So with that, Robert Acherman from ARSAC, if you
17 could get to the microphone, and John, John Koppelman
18 with Del Aire Neighborhood Association, you're number
19 two. And Andrew Wang from Los Angeles County Bicycle
20 Coalition. Thank you. You each get two minutes.

21 So we will have you start. There is the screen.

22 MR. ACHERMAN: All right. Two minutes is not a lot
23 of time. My name is Robert Acherman. I'm vice president
24 of ARSAC. We're a grass roots community group involved
25 in LAX issues for two decades now and I thank Metro for

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PH-1

1 holding this meeting here tonight in Flight Path and in
2 the evening so that the public can very much participate.
3 And I also want to thank Metro for working with LANA to
4 bring rail transit to LAX. It's about time.

PH-1
cont.

5 We will submit written comments, but we just
6 wanted to articulate our concern about the safety of the
7 grade crossing at Arbor Vitae. As we've seen on the Blue
8 Line in Long Beach, there's people that like to drive
9 around the crossing arms when a train is coming and
10 anything that Metro can do to help prevent those kind of
11 accidents until a grade separation can be built would be
12 very much appreciated. So whether it's stripes or curbs
13 or barriers or signage, you know, little popsicle sticks
14 that stick up from the ground to help prevent drivers
15 from going around the barriers would be great.

PH-2

16 And we also want to thank Metro for implementing
17 our idea of digging the trench along Aviation to bring
18 the trains past the LAX runways. We came up with that
19 idea more than ten years ago and we're glad to see it
20 actually went somewhere. So thank you very much and have
21 a good evening.

PH-3

22 MS. VALENTINO: Thank you. John Koppelman.

23 MR. KOPPELMAN: Hello. My name is John Koppelman.
24 I'm the president of the Del Aire Neighborhood
25 Association and the reason I'm here is because I've been

PH-4

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1 in talks with the City of El Segundo for a few -- the
2 last few years and we've been discussing the old railroad
3 right-of-way that travels down Aviation and that they're
4 now building the Crenshaw Line on; and where the new
5 Crenshaw Line stops at the Green Line, there's nothing
6 going further south from there on that right-of-way and
7 we've been talking about turning that into a bike path
8 and I'm very confident that that's going to happen, and
9 it would be a real shame to have that end at Imperial
10 Highway and then begin again where you put your little
11 bicycle thing over on -- at the -- at the new People
12 Mover and not have anything in between.

PH-4
cont.

13 When the -- when the -- when the Crenshaw Line
14 is finished, that will be -- most of that will be
15 subgrade and it will be buried up and there will be a
16 real wonderful opportunity to connect your project with
17 everything south of Imperial as a bike path and it would
18 just be a darn shame to miss that opportunity. It's kind
19 of a no-brainer. Thank you very much.

20 MS. VALENTINO: Thank you very much. Andrew Wang.

21 MR. WANG: Yeah. Hi. I'm Andrew Wang and I'm a
22 volunteer of the Los Angeles County Bicycle Coalition and
23 I'm currently also an environmental science student at
24 University of Phoenix and the reason why I'm here today
25 is because I feel that this project does happen to mean a

PH-5

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1 lot to me in terms of what I am studying right now and I
2 remember thinking -- yeah. Actually, yeah, I was
3 thinking that a good idea will be to put in bike lockers
4 at the stations, 'cause that's a good -- which is
5 something that I'm thinking that would do well.

6 And one other thing is also that, yeah,
7 regarding that grade-level crossing that one of them just
8 mentioned, I was thinking that either those options that
9 I said or another -- another thing to do would be that to
10 put the crossing arms that will cover the entire street
11 instead of only just one side of the street.

12 MS. VALENTINO: Thank you very much.

13 We have another one, Richard Purdy, interested
14 citizen. Thank you.

15 MR. PURDY: Yes. My name is Richard Purdy. I live
16 in Inglewood, California, and this is my first view of
17 the facility. I'm a bike rider and I think, well, yeah,
18 it's great to have a bike locker; but as a bike rider, I
19 would not ride to that facility. I intend to live much
20 longer than I do now. So my concern is what kind of bike
21 lanes or routes are going to get you there to that
22 station if you're on a bicycle? If you can't provide
23 decent bike lanes or routes, you might as well turn it
24 into a perfume counter. So anyway, I just don't know.
25 Maybe it's in the plans, but without routes that can get

PH-5
cont.

PH-6

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1 me from Hawthorne or Inglewood or anywhere except maybe
2 Westchester, up the Westchester Parkway -- maybe I could
3 access it without dying -- I'd just like -- that's my
4 concern. Thank you.

5 MS. VALENTINO: All right. Thank you very much. I
6 appreciate the comments.

7 Is there anybody else who wanted to make their
8 comment on the microphone? We're here until 8:00, so you
9 can -- you have time to decide. Well, listen. Oh, you
10 have one more. I don't have a comment form.

11 MR. NISHINAGA: No, I don't.

12 MS. VALENTINO: Would you like to fill one out and
13 then we'll make sure you come on up?

14 We really do appreciate the feedback and I just
15 want to be clear since it's a public hearing and it's a
16 legal hearing, we are not engaging in conversation with
17 you tonight as much as we are taking your feedback and we
18 do promise to respond to all of your comments after we
19 close the formal comment period on August 6th.

20 We've got a couple more working their way up,
21 maybe two more, maybe not.

22 Anyone else with a comment here? Okay. I'm
23 sorry. Your name, I don't know. I don't -- we can take
24 your comment any time you're ready. Thank you.

25 Linden Nishinaga.

PH-6
cont.

28

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1 MR. NISHINAGA: Nishinaga, yes.

2 MS. VALENTINO: And you're with the Asian-American
3 Architects/Engineers Association?

4 MR. NISHINAGA: Yes, of Southern California. There's
5 another organization in Northern California, AAA, but
6 we're in Southern California. But my comments was --
7 this is my first time, as with the gentleman to the left
8 of me. This is my first time. I haven't read your
9 report yet and this is my first exposure to this project,
10 but I've been wanting to have this connection to the
11 airport for the last 30 years and I was very disappointed
12 when it didn't happen I guess it was 27 years ago when
13 the Green Line bypassed this.

14 But my suggestion is that the People Mover be
15 very adequate to take people that are international
16 travelers because, you know, a lot of people here like to
17 travel to Asia and we have big bags, big maximum-sized
18 bags. That People Mover needs to be able to accommodate
19 people that are traveling overseas. And, also, I noticed
20 it's elevated. So, therefore, you probably have elevator
21 and escalators. They have to be substantial, not small
22 and crowded. So that's kind of an inconvenience that
23 people have to get off the Metro and get onto another;
24 but if the People Mover was adequate sized, then that
25 would somewhat mitigate the travelers.

PH-7

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1 So it's all about -- for me, it's all about the
2 passenger convenience. The whole purpose of this project
3 is the convenience for the passengers. So if you do not
4 adequately address that, then maybe the project is not as
5 good as it could be. So just put yourselves in the shoes
6 of a passenger having to come to the airport and going to
7 the terminals with two big, heavy bags, maximum size, and
8 traveling overseas, and that's my main comment to you
9 all.

10 I hope this project goes well. Thank you very
11 much.

12 MS. VALENTINO: Thank you very much. I appreciate
13 it.

14 Anybody else? There's still time to decide.
15 While we're thinking about it, if anyone -- just to be
16 clear, we want to make sure any comment you share tonight
17 is valuable, so don't hesitate. And in terms of the LAWA
18 piece and the Automated People Mover, we do have staff
19 here from LAWA here this evening. So this is -- the
20 public hearing tonight is for the Metro Airport Metro
21 Connector 96th Street Transit Station and so that's
22 really the project we're here to discuss, but of course
23 that is certainly related to the LAWA's effort to the
24 LAMP project. And so the gentleman's comment about the
25 Automated People Mover, we would just really encourage

PH-7
cont.

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1 you to track LAWA's project, which is separate from the
2 Metro project that we're here to discuss tonight, but
3 obviously you saw earlier how they could interface with
4 each other. So we really appreciate you to track both
5 and make sure you're staying up with them.

6 MR. NISHINAGA: The People Mover, are they --

7 MS. VALENTINO: They're separate projects. They're
8 separate projects, absolutely.

9 Anyone else? We've got another comment here.
10 David Mach with Torrance Transit.

11 MR. MACH: Yes. Hello. Thank you for hosting this
12 public hearing tonight and two questions coming from
13 Torrance Transit: What will happen to the existing L.A.
14 city bus center that's currently being utilized by local
15 agencies on 96th Street, having the new transit center
16 that you are proposing?

17 Additionally, what are any of the traffic
18 impacts you are expecting along Sepulveda and 96th Street
19 close to that existing transit center right now,
20 especially during construction? And I know if -- the two
21 transit centers are far apart, but I do know, again, you
22 mentioning LAWA and the Automated People Mover that are
23 also working in conjunction with this, so maybe this is
24 also another question for LAWA as well. Thank you.

25 MS. VALENTINO: While we have more folks thinking

PH-8

PH-9

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1 about making a comment -- thank you for that one -- if
2 the LAWA staff wouldn't mind raising their hand just so
3 people in the room can see who you are. Thank you very
4 much. Lisa Trifiletti is here and I can't quite make
5 out -- and Diego Alvarez. They're in the back of the
6 room.

7 So, again, we are here for the Airport Metro project, but
8 we do have resources in the room for you. So if you'd
9 like to speak to them off-line or to the side or
10 specifically about the LAWA part of their project, please
11 feel free to do so.

12 Anyone else with a comment about the transit
13 station? If you can fill out a form, please.

14 MR. PURDY: I just have a question about dates.

15 MS. VALENTINO: Okay. Go for it.

16 MR. PURDY: The date for this is 2021 to 2023?

17 MS. VALENTINO: For operations for this station?

18 MR. PURDY: Right.

19 MS. VALENTINO: It is anticipated -- I'm looking at
20 Cory -- still 2021 through 2023 is the anticipated
21 operation year for the station.

22 MR. PURDY: And the People Mover, are they going to
23 meet together or is there separation?

24 MS. VALENTINO: You might want to ask that as a
25 formal question on the record so we can get back to you

PH-10

PH-11

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1 with a formal answer. I am not a hundred percent sure.
2 I know that there are efforts to -- it's a LAWA comment.
3 I have been clarified here. So that is a LAWA comment.
4 So for that specific question, if you'd like to speak
5 with Lisa in the back or Mr. Alvarez in the back, they'll
6 answer that question for you or, again, better yet, if
7 you could just put it in writing or state it on the
8 microphone tonight, we'll make sure to get you an answer
9 or lead you to the folks who can answer your question at
10 LAWA.

11 Anybody else?

12 UNIDENTIFIED SPEAKER: Here's one.

13 MS. VALENTINO: This is for John, I believe. I don't
14 have an organization name here, but --

15 MR. KOPPELMAN: John Koppelman from the Del Aire
16 Neighborhood Association again. I'd like to address
17 another --

18 MS. VALENTINO: Sure. One moment, please.

19 MR. KOPPELMAN: Sure.

20 MS. VALENTINO: John, can you come to the front and
21 speak on the microphone and we will start the timer for
22 you? Thank you.

23 MR. KOPPELMAN: All right. Thank you.

24 Again, I'm John Koppelman with the Del Aire
25 Neighborhood Association and I just would like to address

PH-12

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1 the parking issues, what happens in our community right
2 next to Del Aire right next to the Green Line station on
3 Aviation and Imperial. What happens is the airport
4 employees park in our neighborhood and use us as the
5 company parking lot, and it's -- there's been fistfights
6 in our streets in front of the houses over parking places
7 and what they do is they park in our community and then
8 they jump on the airport shuttle and ride it into work,
9 and the airport basically accommodates them using our
10 neighborhood as a parking lot. And it's gotten so out of
11 hand, it's just embarrassingly out of hand and we've been
12 pleading with the airport for five years to address it
13 and they give us lip service.

14 So I'm wondering what you're going to do to
15 prevent further abuse of our community as a parking lot
16 for the added passengers on the Crenshaw Line and they
17 all want to come in and ride the People Mover. There
18 will be more people using our neighborhood as free
19 parking and we'd like to know what you're -- what is
20 going to be done to prevent that.

21 Thank you.

22 MS. VALENTINO: Thank you for that. Thank you.

23 Anybody else here?

24 MR. BUCH: I just have a question. What is the money
25 situation? As you know, no money, nothing's going to

PH-12
cont.

PH-13

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1 happen. What is the situation? Is there funding already
2 guaranteed or is it in the process? Where is the City on
3 that?

4 MS. VALENTINO: I think for that you would want to --
5 I think I could answer a little bit, but we really do
6 want to encourage you to write it down. We have staff
7 here who can answer your question a little better, but if
8 you don't mind, if you would be willing to state your
9 question for the record so we can give you a formal
10 answer.

11 MR. BUCH: Here it is.

12 MS. VALENTINO: Absolutely. You can give it to
13 Clarissa. So please feel free to get to the microphone.

14 James, James Bush?

15 MR. BUCH: Buch. No Bush.

16 MS. VALENTINO: James Buch? James Buch with -- I'm
17 sorry. James Buch.

18 MR. BUCH: Buch.

19 MS. VALENTINO: You may come to the microphone and
20 ask your question, please. Thank you.

21 MR. BUCH: I already asked the question. I was
22 interested in the funding situation.

23 MS. VALENTINO: Right. And unfortunately it will not
24 be recorded unless you do it on the microphone. So
25 please, if you restate it on the microphone, we can make

PH-13
cont.

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1 sure we recorded it.

2 MR. BUCH: I don't want to be in Hollywood. I just
3 want to -- my son wants to go to Hollywood. He's the
4 Hollywood -- yes.

5 I just wanted a general idea of the funding,
6 because you know how the story goes. Without money,
7 nothing's going to happen. Money is everything, and just
8 a general idea of where is the situation on the funding?
9 Is it complete? Has it just been started? I mean, you
10 can have all the plans in the world, but without money,
11 nothing moves. So that's why I'm interested in it.
12 That's the whole heart of the situation.

13 Thank you.

14 MS. VALENTINO: Thank you. Any other formal comments
15 for the record this evening? And we will have a
16 continued, more informal dialogue next to the display
17 boards, so for folks who have questions and want to look
18 at display boards and talk to staff, please, please stay
19 for that. I think you'll find that useful as well.

20 Bernadette Nicholson with the Airport
21 Commissioners, City of Inglewood.

22 MS. NICHOLSON: Yes. Good evening and thank you on
23 behalf of the City of Inglewood for this presentation.

24 I'd like to know specifically has the Metro been
25 in any kind of negotiations with the City of Inglewood?

PH-14

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1 We are very much a bordering city to this whole
2 enterprise. And if so, what do those conversations look
3 like? I'm here on behalf of Councilman Morales from the
4 2nd District.
5 MS. VALENTINO: Great. Thank you.
6 MS. NICHOLSON: Okay.
7 MS. VALENTINO: And so you're asking what is the
8 engagement with the City of Inglewood on this project?
9 MS. NICHOLSON: Yes.
10 MS. VALENTINO: I'd be happy to work with you after
11 the meeting and see what we can do. Also, we should add
12 in addition to this formal hearing, we are here to
13 provide any additional information after this meeting.
14 This is not your last -- as you think of your questions
15 for tonight for formal response from Metro, we do have a
16 full project team that can be here as a resource for you.
17 So if you find that there's, you know, additional support
18 or outreach you'd like with your city, by all means,
19 please let us know after the meeting. Thank you.
20 Well, I'm thinking we might turn it over to the
21 display boards. I think -- I sense that we're done with
22 questions, but if anybody changes their mind, all you
23 need to do is look for myself or Clarissa in the back --
24 she's raising her hand -- and we will be sure -- and
25 Randal here. We will be sure -- we can turn the

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1 microphone right back on and have you state your comment.
2 We're here until 8:00. So, again, we really
3 encourage you to think about it and if you choose to --
4 if you missed your chance tonight or if you have your
5 family or friends or neighbors who missed their chance
6 tonight, we really encourage you to fill out the comment
7 form. It's also available on our website.
8 So as Cory mentioned, you can go on our website.
9 You'll see an option to submit a comment there through
10 the website on the comment form. You can also send it to
11 our e-mail address for the project, and that's -- Cory
12 went over that earlier tonight and you can also do it on
13 Facebook and Twitter. So that's the Contact Us page. So
14 at any point between now and August 6th, if you, your
15 constituents, your neighbors wish to submit a comment and
16 get a formal response for the record, this is what you
17 need to do.
18 And, again, we do encourage you to look at the
19 document if you haven't in full yet. It's available
20 online and, again, this is really between now and
21 August 6th that we're letting the public review the
22 document and we're making sure we capture your comments
23 so we can get back to you in writing.
24 Thank you very much for being here this evening.
25 And, again, look for us around the room. We're here for

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1 the rest of the evening to answer any other questions.
2 Thank you. Good night.
3 (Public comments concluded at 7:16 p.m. and
4 public hearing concluded at 8:00 p.m.)
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PH-1 (Mr. Acherman)	The comment does not relate to the adequacy of the Draft EIR, and no further response is required.
PH-2 (Mr. Acherman)	The grade crossing at Arbor Vitae Street was addressed as part of the Crenshaw/LAX Transit Project Final Environmental Impact Statement/Environmental Impact Report. The proposed project would not substantially alter the design or operation of this crossing.
PH-3 (Mr. Acherman)	The comment does not relate to the adequacy of the Draft EIR, and no further response is required.
PH-4 (Mr. Koppelman)	The City of Los Angeles is responsible for designating bicycle lanes, constructing sidewalks, and maintaining streets. LAWA's LAMP proposes amendments to the City of Los Angeles Mobility Plan 2035 to provide bicycle connectivity in and around LAX. Metro and LAWA are coordinating to accommodate a multi-use path to provide pedestrian circulation and an off-street two-way bicycle facility along the eastern perimeter of the project site.
PH-5 (Mr. Wang)	The grade crossing at Arbor Vitae Street was addressed as part of the Crenshaw/LAX Transit Project Final Environmental Impact Statement/Environmental Impact Report. The proposed project would not substantially alter the design or operation of this crossing.
PH-6 (Mr. Purdy)	The City of Los Angeles is responsible for designating bicycle lanes, constructing sidewalks, and maintaining streets. LAWA's LAMP proposes amendments to the City of Los Angeles Mobility Plan 2035 to provide bicycle connectivity in and around LAX. Metro and LAWA are coordinating to accommodate a multi-use path to provide pedestrian circulation and an off-street two-way bicycle facility along the eastern perimeter of the project site.
PH-7 (Mr. Nishinaga)	The preference related to the LAWA APM's circulation is outside of the scope of the proposed project. The APM is part of the LAMP. The comments related to the APM design have been shared with LAWA for their consideration. The proposed project includes three at-grade light rail transit platforms designed to accommodate travelers with luggage. Circulation elements would include elevators sized to accommodate luggage, escalators and stairs. In the cumulative condition, LAWA's APM would connect to the proposed project.

- PH-8 (Mr. Mach) The existing uses at the LAX City Bus Center (Lot C) site would be shifted to the project site as part of the proposed project. Lot C would no longer be used as a bus transit facility and the future use has not been determined. The cumulative condition assessed in the Draft EIR includes a new roadway on Lot C that provides access to ITF West and an APM station that would be constructed as part of the LAWA's LAMP.
- PH-9 (Mr. Mach) As detailed in Section 3.6, Transportation and Traffic, in the Draft EIR, no significant traffic impacts are expected during construction of the project. Truck haul trips are expected to primarily access the freeway system via Aviation Boulevard and Century Boulevard to the I-405, and therefore are not expected to impact 96th Street or Sepulveda Boulevard. Most construction worker traffic is also expected to follow similar routing, and therefore the effects of construction worker trips on 96th Street or Sepulveda Boulevard would be negligible. The potential for construction impacts associated with the LAMP is evaluated as part of LAWA's LAMP Draft EIR. As detailed in the Draft EIR, no significant construction traffic impacts are expected to be generated by the project at any study intersections, including on Sepulveda Boulevard and 96th Street.
- PH-10 (Mr. Purdy) The proposed project would open in 2023.
- PH-11 (Mr. Purdy) The APM that is being considered by LAWA as part of the LAMP would pass over the project site and connect to the Metro Hub. The LAMP is assessed as a related project in the cumulative condition in Chapter 5.0, Cumulative Impacts, of the Draft EIR.
- PH-12 (Mr. Koppelman) The Shuttle G Bus service at the Green Line station and Metro Line 625 allows airport employees and passengers to access the CTA, and has resulted in parking on adjacent neighborhood streets. The proposed project would not further exacerbate the existing parking issue within adjacent neighborhood streets. Rather, implementation of the proposed project would shift bus shuttle service serving the CTA from the Aviation/Imperial Green Line station to the project site. Airport employees and passengers that park in the Aviation/Imperial Green Line station vicinity would require two transfers to access the CTA (e.g., from the northbound Green Line train, exit at the project site and then transfer to a bus shuttle to the CTA). As discussed in Chapter 5.0, Cumulative Impacts, of the Draft EIR, the LAMP would be implemented by LAWA. It is Metro's

understanding that the LAMP would provide employee parking directly east of the project site at the ITF East.

PH-13 (Mr. Buch)

The proposed project is funded through Measure R and included in the Measure M Expenditure Plan. The proposed project recently received \$40 Million under the Transit and Intercity Rail Capital Program and the Congestion Mitigation and Air Quality Improvement Program.

PH-14 (Ms. Nicholson)

Prior to the Public Hearing on the Draft EIR, Metro hosted a briefing for local, state and federal elected officials. The briefing took place on June 20, 2016 from 1:30 – 3:30 p.m. at the Westchester Municipal Building Community Room, located at 7166 Manchester Avenue in the City of Los Angeles. The briefing provided a preview of the Public Hearing presentation to the elected officials and/or staff representatives noted at the end of the this comment . Notices for the Public Hearing and the project fact sheets were provided and Metro encouraged elected officials and staff representatives to distribute information about the Public Hearing to their constituents.

- City of Los Angeles, Council District 11
- City of El Segundo
- City of Lawndale
- State of California, Assembly District 62
- State of California, Senate District 30
- State of California, Senate District 35
- U.S. Senator for California, Barbara Boxer
- U.S. Senator for California, Dianne Feinstein

4. MITIGATION MONITORING AND REPORTING PROGRAM

4.1. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). Metro is the Lead Agency for the proposed project and is therefore, responsible for administering and implementing the MMRP. The decision-makers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the proposed project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

4.2. PURPOSE

Table 4.1 has been prepared to ensure compliance with all of the mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the proposed project. Each mitigation measure is identified in Table 4.1 and is categorized by environmental topic and corresponding number, with identification of:

- **Monitoring Action** – This is the criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- **Party Responsible for Implementing Mitigation** – This identifies the entity accountable for the action.
- **Enforcement Agency, Monitoring Agency and Monitoring Phase** – This identifies the agencies responsible for overseeing the implementation of mitigation and when the implementation is verified.

Table 4.1 Mitigation Monitoring and Reporting Program

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Transport, use or disposal of hazardous materials	HAZ-1 Metro shall complete a Phase II Environmental Site Assessment (ESA) at locations on the project site known to have contained hazardous substances and hazardous waste. The Phase II ESA shall include a geophysical survey that confirms the presence or absence of UST(s) and other subgrade features of environmental concern including former hydraulic lifts and clarifiers. The Phase II ESA shall identify if a Soil Management Plan (SMP) would be required. If prescribed in the Phase II ESA, Metro shall prepare a SMP for identifying, handling, storing and disposing of suspected soils with elevated levels of volatile organic compounds (VOCs). The SMP shall comply with SCAQMD 1166 (VOC Emissions from Decontamination of Soil). The SMP shall be prepared by the construction contractor and distributed to construction personnel. If a SMP is required, a Certified Industrial Hygienist shall certify a health and safety plan based on that SMP.	Verify for Compliance	Metro/Contractor	1. Metro/South Coast Air Quality Management District 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Accidental release of hazardous materials	HAZ-2 Metro shall retain a Certified Asbestos Consultant to determine the presence of asbestos and asbestos-containing materials (ACMs) within buildings to be demolished. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove ACM in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards and South Coast Air Quality Management District Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). ACM removal shall be monitored by a Certified Technician.	Verify for Compliance	Metro/Contractor	1. Metro 2. Metro 3. Construction
		HAZ-3 Metro shall test for lead-based paint (LBP) within buildings to be demolished. If LBP is discovered, a licensed lead-based paint/materials abatement contractor shall be retained to safely remove LBP in accordance with the U.S. Department of Housing and Urban Development Lead-Based Paint Guidelines.	Verify for Compliance	Metro/Contractor	1. Metro 2. Metro 3. Construction
		HAZ-4 If clarifiers and hydraulic lifts are identified on the project site in the required Phase II ESA in Mitigation Measure HAZ-1, Metro shall identify whether there have been any unauthorized releases. If the site assessment identifies a REC, Metro shall coordinate with the appropriate regulatory agencies to remediate hazardous condition.	Verify for Compliance	Metro/Contractor	1. Metro/Department of Toxic Substances Control 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Hazardous Project Site	HAZ-5 Metro shall coordinate with the responsible party (Honeywell International Inc.) under the direction of the Regional Water Quality Control Board to monitor potential disruptions to the existing groundwater monitoring wells at 9225 and 9601 Aviation Boulevard during construction activities or operation of the proposed project. If an existing well must be disturbed, Metro shall coordinate with the responsible party (Honeywell International Inc.) and the Regional Water Quality Control Board to relocate the monitoring wells.	Verify for Compliance	Metro	1. Regional Water Quality Control Board 2. Metro 3. Construction
		HAZ-6 Metro shall conduct a soil vapor gas survey of the project site where enclosed structures are planned for the purpose of establishing a baseline for potential indoor vapor concentrations. If the study identifies concentrations that exceed Office of Environmental Health Hazard Assessment California Human Health Screening Levels for soil or soil gas, Metro—in coordination with California Occupational Safety and Health Administration—shall prepare a remediation plan that demonstrates that interior vapor concentrations would be mitigated to below safety standards. This plan shall be prepared prior to building occupancy.	Verify for Compliance	Metro/Contractor	1. Metro 2. Metro 3. Construction