



come from four different facilities and it was a real issue for us because having an operation of ocean, air, import, export, domestic under four separate facilities, it meant that we could not communicate well between each other.

An import operation has to give documents to a brokerage department. A brokerage department has to give documents to a domestic department. And when you're in four separate facilities, it makes it really impossible and really impacts our customer and our overall operation.

S45-14B

When you come to our facility and we give you the tour, the first thing we say is we're so proud to be in one building where we can all be together, work in unison and support each other in a way that we could bunch in and, you know, provide excellent customer service.

S45-14C

I actually am married to someone at DHL Global Forwarding, so my husband and I are both very concerned that our jobs could be displaced. They could possibly be moving out of the Redondo Beach area which we love so much.

And this is the first time I've come to these presentations. I wish I'd have come to the others. I'm very happy to see many support from our colleagues



and others with DHL, and I can tell you that we have a wonderful group of people and there will be, I feel, issues if we move into another facility, whether four different sites again or one facility with double, triple the cost, and I hope you will reconsider our DHL site.

Thank you.

MR. JACKSON: Thank you.

I'd like to call up Peter Jorgensen, Cory Seibert, Rafael Galban, Steven Johnson and Gordon Michael Mego.

Our next speaker is Marc Gephart.

S45-15A

MARC GEPHART: Thank you. Marc Gephart, G-e-p-h-a-r-t. I am also from DHL, also known as Site 17. I'm here to voice my opposition to the acquisition of Site 17 and as an occasional Metro Green Line rider myself and representing the 350 approximate employees that we have at DHL, we are very opposed to this.

S45-15B

As Kim mentioned, we did consolidate from four large facilities into one major facility for us to be able to do our operation. There is nowhere adjacent to the airport that we can relocate to without significant cost. And in a recession and in an environment where we are competing for nickels on every shipment that we



S45-15C

do, we cannot absorb the cost it's going to take to relocate us.

Additionally, we have to consider the employees that work at DHL that come from various parts of the southland. There is no access to Green Line anywhere else we may relocate to, and we have a significant number of riders on the Green Line who are also a green partner with the South Bay Economic Committee and we take our responsibility as a citizen in the city of Long Beach -- Redondo Beach very seriously.

We are opposed adamantly to Site 17. We don't feel it is the best use of the Metro's money and we hope you will take us off the consideration list.

Thank you.

MR. JACKSON: Our next speaker is Peter.

PETER JORGENSEN: Good evening. My name is Peter Jorgensen.

S45-16A

Mr. Diaz, I know we've talked a few times. I just want to -- I already did my public last time, but I just want to say -- I'll spare you the repeat, but one of our big concern is that we had a very hard time to find this location for all of our employees, and we will have a very hard time finding a new site, at least consolidate all the different operations.



I'm very concerned with our employees due to being very competitive now in one building and, approximately, we also have 200 members with agents and council members which have all been affected by moving out of this area if we have to find another location.

So, again, I certainly hope you can consider us removed for this site.

Thank you.

MR. JACKSON: Thank you.

Next speaker's Cory Seibert.

CORY SEIBERT: I'm Cory Seibert. I'm a resident of the area and also an employee of DHL Global Forwarding.

S45-17A

From what I understand from this project, you guys have an overall goal of helping the community and helping all of us improve our lifestyles both with reducing traffic and also creating some jobs.

I think those are great, great goals to have, and I'm really happy to hear that we're trying to do something about the traffic, since I drive on the 405 all the time and it's packed all the time.

S45-17B

But what I'd like to say and point out is that there's about 350 employees at DHL and if one of our goals is to create jobs and from what the -- what it was stated is about 100 to 200 jobs we're going to



create, but if we're taking away our facility with 350 people plus the site next to us with another 50, we're going to damage the jobs of about 400 of us to create 100 to 200 jobs which I think really defeats the purpose of this project.

S45-17C

And so what I'd ask is that you guys reconsider and think about the lives you're going to affect by taking away our facility and our jobs, because a lot of us here at DHL today are worried about, you know, are we going to be able to maintain our employment if you take away our facility, and so I ask that you reconsider taking away Site 17.

Thanks.

MR. JACKSON: Rafael Galban.

S45-18A

RAFAEL GALBAN: Good evening. My name is Rafael Galban. I'm an employee of DHL Global Forwarding for 36 years. I actually -- we initiated the move into 4000 Redondo Beach approximately six years ago and it was hard work to actually find that facility.

As stated by my colleagues prior me here, it was very hard to find facility and put a operation, which is world-class operation, together which affects many lives, and I'm here to express my concern of the employees that are currently with us, which is



S45-18A

approximately 350, a hundred of those within the warehouse, and their families, which we count is approximately 1500 people that will be affected. And that's not only the people that will be affected.

We are a gateway, the major gateway of DHL which is north America. We have a 24-hour, seven-day-a-week operation bringing in cargo into United States and shipping cargo overseas and domestically.

S45-18B

Major accounts are handled in that business -- in that building and a lot of people here have cell phones and computers. Well, we bring those in on a daily basis and we have a perfect site with employees, you know, very good people and they don't deserve to lose their jobs.

Currently, we have no other site that would fit our business in the area. We try, you know, to express our concern and for the committee to reconsider another site instead of our site.

Thank you.

MR. JACKSON: Thank you.

Next speaker is Steven Johnson.

S45-19A

STEVEN JOHNSON: Hi. Steven Johnson. I'm on the board of directors for Fusion; been very involved in this for the past two months now.



S45-19A

Yeah, just thinking of this from a purely business -- I'm a very business-minded person and looking at a 15-, 20-year strategy, if I was looking at a property at Fusion with three and a half acres versus a property that has 15 to 20 acres and I have growth potential, I have, easily, expansion from moving to -- maybe we have another four lines that are added or maybe we need to add another hundred cars that we'd have to do maintenance on, I would look at what my cheapest expansion alternative would be.

S45-19B

At Fusion we are contained. There's not really any more unless they try to do eminent domain on 280 units, which I don't see happening very cost effectively or even being possible.

So I would always look at, okay, I can take this expansion, I have this area, maybe I'll build a park right now, but now I have another 10 acres that I can later on remove and add, you know, another two lines, another 50 cars coming in.

It is already within our community. My personal house faces the open area of the maintenance yard. They honk their horns at night, they bang, they do other things.

I knew about this coming into it. I live with it. But trying to double that or triple that of the



S45-19C

amount of vehicles or cars that keep moving in, it'll be nonstop. I mean, there will be never any times when it's going to be open during day or night due to that maintenance and the amount of traffic that runs through.

S45-19D

The opposition here has been 95 percent, probably, 90 percent, at least, between 17 and our D22. The other ones we've been hearing very little about from an overall perspective so -- and there's clearly -- I think we have a big car lot. There's clearly easier spaces for it to move out, so it should be removed from the list and we'll be pursuing this further and the City of Hawthorne is behind us, as you've heard before, with a resolution against this project.

Thank you.

MR. JACKSON: Our next speaker is Gordon Michael Mego.

S45-20A

GORDON MICHAEL MEGO: Hello, everyone. My name's Gordon Michael Mego. I'm a native and resident of Hawthorne since October the 8th, 1952, and I have a mechanical engineering background and currently I am working with the City of Hawthorne.

I come from a large family, grew up on, you know, the southwest side and I've just seen like a



S45-20A | steady decline in the quality of life, whether it's related to, you know, infrastructure expansions, some of which we're talking about here tonight, the rail line would exacerbate that and for a number of reasons.

The District 22 would be the least desirable choice and should be eliminated from consideration, you know, especially the residential aspect. You know, that's the primary concern. Quality of life, property values, etc., a number of people have mentioned that.

S45-20B | Businesses that would be greatly affected that are very large concerns and they generate a lot of revenue in the area that -- jobs and so forth that is very, very important to this region and to disturb that would be, you know, just wrong, you know.

S45-20C | And then when I look at the different other locations that are out there, you really need to look at a site that can be encompassing a large enough area that can be done right.

And if you're talking about 45 and even maybe, you know, 70 cars, obviously, Hawthorne's not going to do it, so it's like it should be a no-brainer. Why even consider it.

And there's a whole host of other problems whether it's pipelines or, you know, traffic considerations. And now, like, I have a sister who



works for DHL Global Forwarding, although not at this site here.

MR. JACKSON: Thank you. Time is up.

I have four last -- okay -- five remaining speaker cards.

Is there anyone else that would like to speak? Please fill out a speaker card and give it to staff.

Okay. So I'm going to call up next Tut Hayes, Victor Taylor El, Honorable Councilwoman Judy Dunlap and Ken Alpern. Will you please come in that order, as well as John Koppelman.

Mr. Hayes, you have two minutes.

TUT HAYES: You can't trust these people. Don't worry about what they're going to do. Let's look at what they have done.

S45-21A

Before the Blue Line was constructed, I told them the platforms were too short. They took the short ones anyway. Many years later they extend the platform at the cost of the entire platform.

They make a map of their transit system; a full-color map. They had UCLA three miles away from where it's located. Same thing, too, with Santa Monica airport.

S45-21B

The Red Line trains have a decal showing where you should put your wheelchair, your bicycle and your



S45-21B

baby stroller but it's at the opposite end of the place where you put them.

Each coach has spring doors but they don't put that indication at the door where it belongs.

Now, what they will do is operate with such stupidity, incompetence and opposition to public needs is incredible.

This train doesn't go to the airport. No train does. Why not? Get an aerial view of the airport facility. You'll see hundreds and hundreds, maybe thousands of parking which you pay for, eight bucks a day or more, and they have shuttle services that take you back and forth to the airport.

S45-21C

Now, they say they didn't put in an airport -- allow it to go to the airport to begin with because it might obstruct the airplane flights. Put it underground. They call that a subterranean. All right?

In Washington they go to the airport, Baltimore they go to the airport, but not in L.A. Not with these people.

And you're not going to run this train past Crenshaw High School. Now, that's a definite. I'm not asking you. I'm not pleading. I'm telling you. All right? You can do anything you like but you're not



going to run it past a high school.

Thank you.

MR. JACKSON: Thank you.

Next speaker is Victor Taylor El.

Going once.

Victor Taylor El, going twice.

Okay. Our next speaker is Honorable  
Councilwoman Judy Dunlap.

COUNCILWOMAN JUDY DUNLAP: Thank you very  
much. Councilwoman Judy Dunlap, City of Inglewood.  
I'd like to welcome all of you to our city. Thank you  
very much for participating in this very critical  
public hearing this evening.

S45-22A

I would like to, I'm going to say,  
congratulate MTA staff because of the 200 people here,  
no one is supporting any of your project areas. Zero.  
So I don't know how much money it cost to get to this  
point, but I think you're batting a zero at the moment.

With regard to -- I'm going to speak on behalf  
of Hawthorne because it's a neighboring city. When I  
see how close that is to the residential properties, I  
just can't even believe it. That should never have  
even been considered.

I don't think my colleagues on the -- my peers  
on the Hawthorne city council would mind you speaking



S45-22B

to that because I couldn't believe what I'm seeing and what I'm hearing with regard to the proximity to residential properties. It's a tremendous impact. It has to be a no and I agree with them.

How it got added, I have no idea because it doesn't fit anything and it's just an affront to any homeowner anywhere to see that any governmental agency would even consider a project of this magnitude so close to where people are living and raising their families.

S45-22C

And with regard to the site for Inglewood, with the speaker who said no one else seems to want it but they seem to want it in Inglewood so put it there, no, no, no. I don't want it. We don't have any resolution either way with regard to the city but I'm speaking for myself.

S45-22D

I do not want it in the city of Inglewood. We have businesses there that we don't want to have to be relocated because they are functioning just fine the way they are. And our city staff will be preparing in-depth comments for planning and our other departments, traffic and economic, all of that prior to the deadline.

But, once again, I want to thank all of you. Please continue to participate because you are making a



difference.

Thank you.

MR. JACKSON: Thank you.

Our next speaker is Ken Alpern.

S45-23A

KEN ALPERN: Good evening. My name is Ken Alpern and I co-chair the Council District 11 Transportation Advisory Committee for Bill Rosendhal and I chair the nonprofit transit coalition.

First off, I'd like to thank Metro, LAX, City of Inglewood, Roderick Diaz, Allen Pitasniak (phonetic) and Wendy Berlin (phonetic) for all the work they've done.

And I really want to emphasize that this has the potential to be something big, something huge. This is the first major north-south light rail line that will connect, potentially, the mid-city to the South Bay.

S45-23B

This is very, very important and I'm meaning no disrespect to the previous speaker. I want you to recognize that these maintenance site facility meetings, they don't attract people who want it. They only attract people who don't want it. And with that in mind, it's pretty obvious as to who is here but you must listen to who is not here.

There is only one person from Inglewood who



just spoke opposing the Sites 14 or 15. Just one. And no one from Westchester or the city of L.A.

S45-23C

There's been outreach, so please recognize, read into who is not here because the Century Boulevard corridor is a wonderful place for industrial job development.

I'm going to focus on what I'm for. Clearly, the South Bay isn't that densified. You know, trying to build a whole bunch of concentrated industrial land really doesn't work there but it does on the Century Boulevard corridor. It's next to LAX. It's a jobs magnet. It's the one place secondary to downtown that we need more jobs.

S45-23D

This line's going to go someday to Wilshire, down to Torrance. We need to have it go to the west side as well. I've made it clear on many occasions my agenda is to get this also to the originally planned Playa Vista up to Lincoln Boulevard corridor.

Someday we may see a 405 Sepulveda Line go under or along Sepulveda. We need to have it atwixt of the light rail line. Make it at least a parking lot at Sepulveda and Lincoln. Please, let's focus on Sites 14 or 15. They are our best investment.

Thank you very much.

MR. JACKSON: Thank you.



Our next speaker is John Koppelman.

JOHN KOPPELMAN: Good evening. My name is John Koppelman. I am the president of the Del Aire Neighborhood Association. I currently represent 207 homes in my community.

S45-24A

We stand in support of the City of Hawthorne and their opposition to this project. I personally have worked in a career for 35 years and I'm very familiar with heavy maintenance facilities. I know what kind of noise and dust and what kind of negative impact they do create. It's entirely an inappropriate use within the close proximity of residences and we oppose this.

And I'd also -- I can't help but -- I just can't let it go. You need to listen to the people who are here because the people who aren't here didn't find it necessary to show up, so I can't help but add that. Please listen to the people who are here.

Thank you.

MR. JACKSON: Thank you.

Our next speakers will be in this order: Mr. James Burt, Jacqueline Hamilton and then Charlotte Lee Gunter.

Will you come in that order.

Please state your name.



anybody else that wishes to speak this evening?

Okay. Our last speaker shall be Charlotte Lee Gunter.

CHARLOTTE LEE GUNTER: My name is Charlotte Lee Gunter and, frankly, I had not planned to speak this evening but I'm rising to the challenge.

I really am in sympathy with what I've heard here from you Fusion people. All I can say is have courage. I really don't know where this is going to go, but I can tell you that Kenwood Players and the Westchester community got together and we have attended -- I have attended every meeting since the inauguration of this process and we were listened to and it is my sincere hope that you will be listened to also or that a resolution will come about.

As I said, I wasn't planning to speak because we have been resolved and resolved in a way that we're very pleased with. Hopefully, in the end, you, too, will be pleased.

S45-27A

- CLOSING REMARKS -

MR. JACKSON: Thank you.

Again, thank you for attending this evening and providing your input to our process. If you have



S45-25A

JAMES BURT: Thank you for letting me come and speak. I'm a welder by trade. I'm an electrician by trade. I have never seen -- the only thing I want them to leave (unintelligible) where it is, leave Walgreens where it is and put that station somewhere else. That's all I want.

The maintenance station's going over near the airport. Who's been over there lately? It's nothing over there. Planes flying too low. That's why they're putting a maintenance station. That's where I'm a welder for the next two years. That's where I'll be an electrician for the next two years.

Now, I want to know how can I get one of them good jobs like you got when they first start off. Now, that's all I want to know.

I'm waiting for my answer. I got one minute, 14 seconds, 13.

MR. JACKSON: This is the comment period.

S45-25B

JAMES BURT: The reason I ask you that, I asked you before, because my grandson want to be an engineer. I'm looking out for my grandson because I ain't got much time left.

So the most of you people that never rode on the light rail, go down there and buy you a day pass or two-day pass. Go from one to the other. We call it



S45-25C

the silent killer because (unintelligible) and we can't hear it coming. It's so quiet.

Anybody stay in a place for 30 years, that's bad. You don't know what's happening on the outside. I keep moving from state to state, sometimes from country to country. Everybody got (unintelligible) and got stuck because I don't have no way out of here.

And look what happened in Japan. All them beautiful trains they lost.

Let's build this subway so I can get it before I die, make this money and get my grandson a job with that man there being an engineer; okay?

Thank you.

MR. JACKSON: Thank you, Mr. Burt.

Jacqueline Hamilton.

S45-26A

JACQUELINE HAMILTON: Hello, everyone. I'm Jacqueline Hamilton. I'm with the Tuskegee Airmen Incorporated Los Angeles Chapter organization. I'm also with the LAX Focus Group and the LAX Master Plan Stakeholder Group. I am someone who formerly lived in the Manchester square area of the LAX redevelopment project.

This information is also part of the project. One of the things we're trying to do in being involved in several mentoring activities is to find out where



S45-26A

are we going to receive our safety in all of this.

Several of us have already been displaced in housing. We've been displaced in our employment, in living in the Manchester square area. When I lived there, I worked as a mergers and acquisitions consultant, software engineer and manager, customer services manager, for a company called Unicom Systems Incorporated. There are several of us who lived in that area who are direct descendents of World War II veterans.

S45-26B

My father's information has been displayed at LAX and we're trying to find out what's going on with these projects, so several of us are doing assessments.

I've actually worked for the census bureau. I worked for 2010 census. I was one of the ones who was immediately promoted to assistant manager of technology.

We all need careers that will last for decades. We all need the funds. We all need jobs. This state needs a rehauling of the economy. So what we're trying to do is meet with everyone now to find out what's going on and to also give our comments.

Thank you for listening.

MR. JACKSON: Thank you.

I have one last speaker card. Is there



**COMMENT: S.45-1. Mary Jo Farrell**

**Response to comment S.45-1A.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**Response to comment S.45-1B.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**Response to comment S.45-1C.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**COMMENT: S.45-2. Councilmen Daniel Juarez**

**Response to comment S.45-2A.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**Response to comment S.45-2B.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**Response to comment S.45-2C.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**Response to comment S.45-2D.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**Response to comment S.45-2E.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.