

# Airport Metro Connector 96<sup>th</sup> Street Transit Station

*Draft Environmental Impact Report – Appendices*

State Clearinghouse No. 2015021009



**APPENDIX A**  
**Public Scoping Meeting Report**



# Airport Metro Connector Transit Station Public Scoping Meeting Report

August 31, 2015

Submitted by:

◀THE ROBERT GROUP▶

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## 1.0 Introduction

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

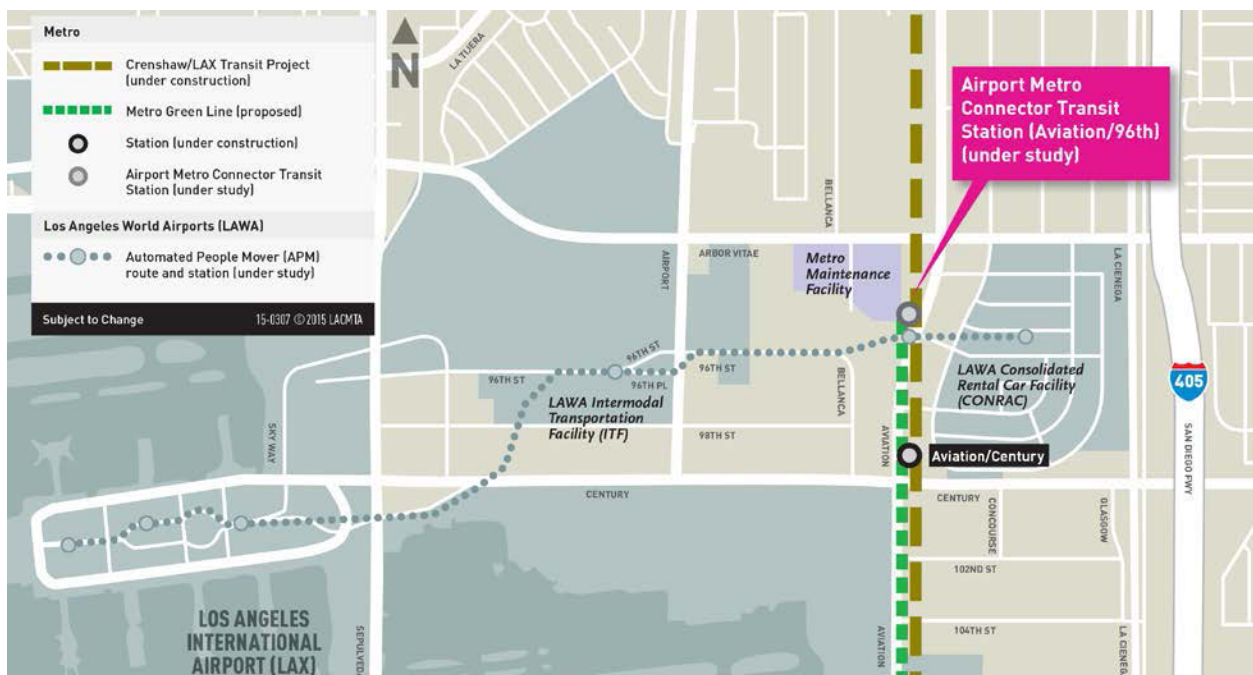
### 1.1 Background to Study

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

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

### 1.2 Study Area

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



AMC Transit Station Location Map

### 1.3 Purpose of Report

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

## 2.0 Scoping Process

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

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

### 2.1 Early Scoping Activities

#### 2.1.1 Public Participation Plan

A detailed Public Participation Plan (PPP) is being developed to ensure thorough, inclusive, and transparent communication will be conducted during key milestones of the project, which will include the Draft Environmental Impact Report (DEIR) and draft NEPA documentation through the Final EIR (FEIR) and final NEPA documentation processes. The PPP will be designed to identify and engage stakeholders, establish communication protocols, track public input, and maintain a schedule for public participation.

#### 2.1.2 Stakeholder Database

The project team developed a stakeholder database, of over 1,500 contacts, to coordinate communication with the community; the list will be maintained and updated throughout the duration of the project. The stakeholder database for the project consists of opinion leaders and local stakeholders in and around the project area, including neighborhood and community groups, civic clubs, industries, agencies, businesses, and employment centers, elected officials, and the media. The database is managed in an Excel spreadsheet to store information, as well as

in MailChimp to track correspondence. The database combines Metro’s existing project contacts for the study area, LAWA’s community database, as well as contacts in the project area from the public outreach consultant. A summary of the number of stakeholders contacted are included in the table below:

Stakeholders	Quantity
Community Stakeholders	1,255
Elected Officials	73
Media	200
<b>Total</b>	<b>1,528</b>

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

### 2.1.3 Fact Sheet

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

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

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



metro.net/laxconnector

## Metro is making connections at LAX.

FEBRUARY 2015  
FEBRERO DE 2015

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### Contact Us/Contáctenos

Please use the following contact tools to access more project information, ask a question or provide comments.  
*Para obtener más información acerca del proyecto, resolver dudas o hacer comentarios, comuníquese a través de alguno de los siguientes medios de contacto.*

- Airport Metro Connector Metro  
One Gateway Plaza, M/5 99-13-1  
Los Angeles, CA 90012
- [laxconnector.metro.net](http://laxconnector.metro.net)
- 213.922.4484
- 213.922.6996
- [metro.net/laxconnector](http://metro.net/laxconnector)
- [twitter.com/laxconnector](https://twitter.com/laxconnector)
- [facebook.com/laxconnector](https://facebook.com/laxconnector)

### AIRPORT METRO CONNECTOR

CONEXIÓN DE METRO AL AEROPUERTO

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### Make Your LAX Connection!

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

Once complete, the Airport Metro Connector (AMC) transit station (near Aviation Blvd/66th St) will provide the connection to a future Automated People Mover (APM) to be built and operated by Los Angeles World Airports (LAWA). In June 2014, the Metro Board of Directors approved adding a station to the Crenshaw/LAX Line (currently under construction) at Aviation Blvd/66th St that will serve as a transit "Gateway" to LAX. The AMC transit station is envisioned to include the following basic components:

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

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

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

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

### ¡Haga su conexión a LAX!

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

Una vez que se termine, la estación de tránsito del conector de Metro al aeropuerto (Airport Metro Connector, AMC), cerca de Aviation Blvd/66th St, proporcionará la conexión a un transporte de personas automatizado (Automated People Mover, APM) que será construido y operado por Los Angeles World Airports (LAWA). En junio de 2014, la Junta de Directiva de Metro aprobó la adición de una estación a la línea Crenshaw/LAX (actualmente en construcción) en Aviation Blvd/66th St, que servirá como una "puerta" de tránsito hacia LAX. Se prevé que la estación de tránsito del AMC incluya los siguientes componentes básicos:

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

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

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

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

### Study Area Map

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

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

Improving the connection between LAX and Metro's regional rail system is a key priority. Metro is beginning formal environmental review for the new AMC transit station (near Aviation Blvd/66th St) and continuing to coordinate with LAWA as they plan the APM. Throughout the review process for the AMC transit station, there will be opportunities for you to provide your comments, and we encourage your feedback.

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

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

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

Mejorar la conexión entre los sistemas de trenes regionales de LAX y Metro, es una prioridad clave. Metro está empezando la revisión medioambiental formal para la estación de tránsito del AMC (cerca de Aviation Blvd/66th St) y sigue coordinando con LAWA durante la planificación del APM. Durante todo el proceso de revisión para la estación de tránsito del AMC, usted tendrá oportunidades de proporcionar sus comentarios e invitamos a su retroalimentación.

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

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

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

AMC Fact Sheet

### 2.1.4 Introductory Mailing

Informational tri-folds were mailed to 1,415 project stakeholders on February 6, 2015. The mailers, shown below, informed the community of the Public Scoping Meeting and the request for input on the project. The tri-folds were also used as “take ones” on public transportation throughout the city. Similar to the fact sheet, the information was provided in both English and Spanish.



AMC Take Ones

### 2.1.5 Project Information Telephone Line

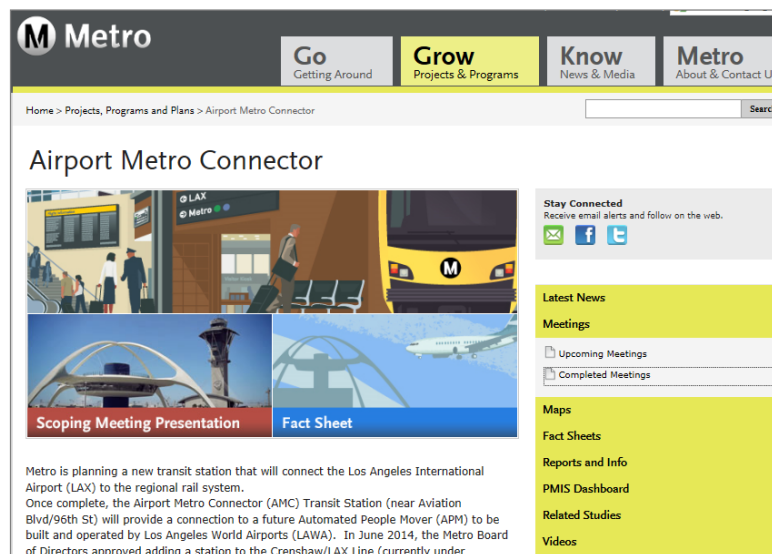
The Airport Metro Connector Project information telephone line was setup and monitored regularly by the project team. The information telephone line, (213) 922-4484, was published in all communication materials prepared for the project. A total of three public comments were received via the information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

### 2.1.6 Project E-mail Box

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

### 2.1.7 Project Web Page

The project web page, <http://www.metro.net/projects/lax-extension>, was used as an avenue for notifying stakeholders about the Public Scoping Meeting, providing a resource for project information (meeting presentation, fact sheet, and meeting notices), accessing comment forms, and housing the link to the scoping meeting webcast. Metro received 16 comments via the web page.



AMC Project Web Page

## 2.2 Initiation of Scoping

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

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

## 2.3 Elected Officials Briefing

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

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



*Elected Officials Briefing Meeting*

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

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

The main questions addressed were regarding the APM and the uses on the rest of the site (e.g. the consolidated rental car facility (CONRAC)). LAWA representatives were present at the meeting and addressed the questions and concerns specific to the LAX Landside Access Modernization Program (LAMP).

## 2.4 Participating Agency Invitations

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

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

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

Accepting the designation as a participating agency does not indicate project support and does not provide the agency with increased oversight or approval authority beyond its statutory limits.

## 2.5 NOP Mailings

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

## 2.6 Public Notices

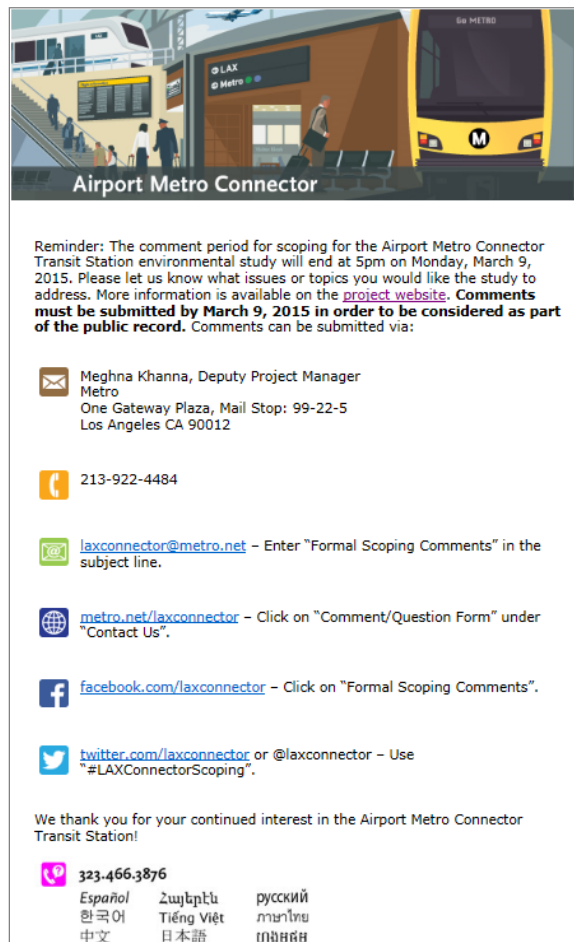
Targeted outreach was conducted to local, multi-cultural news media and blogs. The following list of media was contacted to encourage attendance and coverage of the Public Scoping Meeting:

Media
2Urban Girls
AirRailNews
Argonaut
Aviation Pros
Culver City Patch
CurbedLA
Daily Breeze Online
Daily Breeze Print
Herald Publications Print
ImpactoUSA (Spanish language)
Inglewood Today
LA Times
Los Angeles Sentinel

Los Angeles Wave
Our Weekly
Santa Monica Lookout
<b>Media (cont'd)</b>
Santa Monica Mirror
Streetsblog LA

### 2.6.1 Email Notifications

A total of three email notices (e-blasts) were sent out prior to the Public Scoping Meeting to over 1,200 stakeholders in the project database with email addresses. Following the Scoping meeting, two additional email notices were sent out: this included a “thank you” to stakeholders who attended, and a reminder to submit comments prior to the public comment deadline. The emails provided a link to the webcast video, the project website, and the methods to provide public comments. The reminder email was sent on March 6<sup>th</sup> and served as a final call for comments prior to the deadline.



*Example of e-blast sent to stakeholders*

### 2.6.2 Take-Ones

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

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

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

### 2.6.3 Legal Advertisements

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


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

### 2.6.4 Newspaper Advertisements

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

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

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



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

**Airport Metro Connector Scoping Meeting**

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

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


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

This meeting will be broadcast live online for those unable to attend in person. Visit [metro.net/laxconnector](http://metro.net/laxconnector) or [ustream.tv/channel/airports-metro-connector](http://ustream.tv/channel/airports-metro-connector).

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

☎ 323.466.3876

Español      Tiếng Việt  
 한국어      日本語  
 中文      русский  
 Հայերեն      עברית  
 తెలుగు



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*Example print ad published in local newspapers*

### 2.6.5 Display Advertisements

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

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



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

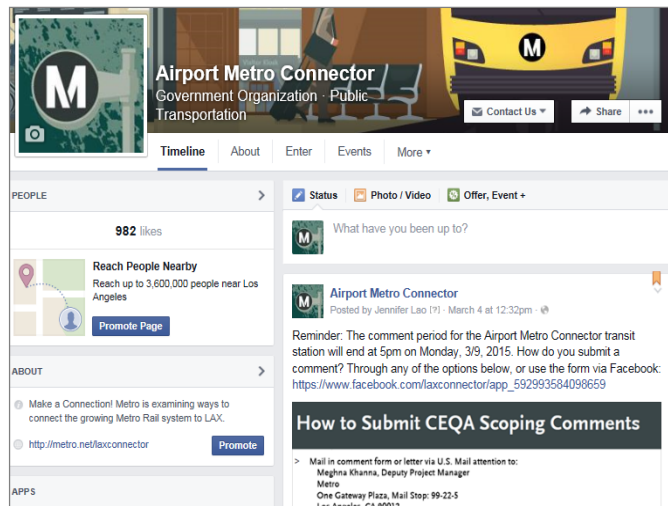


*English and Spanish online ad*

### 2.6.6 Social Media

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

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



*AMC Facebook Page*

### 2.7 Community Group and Agency Telephone Calls

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

## 2.8 Public Scoping Meeting

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

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

### 2.8.1 Public Scoping Meeting Format

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

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

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

Links to the video were posted on Twitter, Facebook, and included in a thank you email that was sent to stakeholders following the meeting, on February 25. Currently, the video has been viewed 237 times and is available at

<http://www.ustream.tv/channel/airport-metro-connector>.



*Ustream video of the Scoping Meeting*

### **2.8.2 Public Meeting Materials**

All attendees received a project fact sheet, take-one, as well as handouts regarding LAWA's LAMP Project. Presentation boards were on display at the meeting, allowing the community to obtain more information and speak directly to project members stationed at each display before and after the presentation. A court reporter and Spanish language translator were present at the meeting. Photographs were taken throughout the meeting to capture the community engagement and participation.

### **2.9 Public Comments Received**

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

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

### **2.10 Interagency Scoping Meeting**

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

#### **LAWA Scoping Meeting Support**

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

Metro and/or consultant staff attended both meetings to engage with the public on the AMC project and to encourage those attending LAWA's Public Scoping Meetings to attend the AMC Public Scoping Meeting the following week. Take-ones and fact sheets were included within the information packets LAWA provided to the public.



*LAWA Brochure that included AMC collaterals*

Community members did not have direct concerns about the AMC transit station. Instead, they expressed excitement about the new Metro stop and anticipation for the increase in business it would potentially generate in the area. Between both events, approximately 80 community members attended. Both meetings were held at the Proud Bird at 11022 Aviation Blvd, Los Angeles, California 90045, on February 19, 2015, from 5:00 – 8:00PM, and on February 21, from 10:00AM - noon.

### 3.0 Summary of Scoping Comments

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

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

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

#### 3.1 Comments by Topics

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

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

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

- Alliance for Regional Solution to Airport Congestion
- CA Public Utilities Commission
- State of California Department of Transportation (Caltrans)
- CD 11 Transportation Advisory Committee

- Citizens for Better Mobility
- City of Culver City
- City of Inglewood
- City of Los Angeles, Department of Transportation
- City of Los Angeles, Council District 11
- County of Los Angeles, Department of Parks and Recreation
- Gateway to Los Angeles Business Improvement District
- Los Angeles World Airports
- LA County Bicycle Coalition
- Los Angeles County, Department of Public Works
- Mar Vista Community Council
- South Bay Cities Council of Governments
- Southern California Association of Governments
- US Air Force
- US Environmental Protection Agency
- West Adams Neighborhood Council

## **4.0 Conclusion**

This report summarizes the thorough, inclusive, and transparent stakeholder communication efforts conducted for the public scoping process in the Draft Environmental Impact Report for the Airport Metro Connector transit station project.

## **Appendix A**

### Public Comment Summary



#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
1	Fizer	Roylee	hammondorganman7@yahoo.com	Individual	n/a	Email	APM Design	Yes I like rail transfer to rail and not rail to cheap rubber tire monorail. Take this to you're people mover designer who's going to built the fine two car people mover show them we don't want no cheap junky rubber tire mono buss looking train people mover. Please discuss this with people mover planners. I've seen with the Florida people mover look like after seeing rubber black tire marks on the guide way. I would hate to see the ugly mistake happen to Los Angeles people mover. I hope we will keep the two cars on steel rails for a people rail mover and not a two car rubber tire buss. Food.
2	Bruins	Eric	eric@la-bike.org	Regional Institution	Los Angeles County Bicycle Coalition	Email	Bicycle Access	<p>The Los Angeles County Bicycle Coalition (LACBC) works to improve mobility for bicyclists of all ages and abilities, for transportation and recreation, across Los Angeles County. LACBC appreciates the opportunity to comment on this exciting and regionally significant project to create much-needed integrated, multi-modal access for Los Angeles International Airport. We believe that this project provides substantial opportunity to also increase access to LAX for bicyclists as is now common at world-class airports around the globe. While many LAX trips are regional in nature, a significant number originate from the densely populated Westside and South Bay, both for airport employees and travelers. The roads around LAX are currently extremely difficult to navigate by bicycle, and bicycle facilities at the airport are scarce. In my own experience, the one public bike rack at Terminal 1 is generally over capacity and fails to meet current LA City standards. Access to this bike parking requires riding on high-speed Lincoln Boulevard with no accommodations for bicyclists.</p> <p>This project is governed by the City of Los Angeles Bicycle Plan and Mayoral Directive No. 20 (2011, attached), as well as Metro's recently adopted Complete Streets Policy. We look forward to a productive dialog with you to apply these plans and policies to this project in a way that provides meaningful improvements to travelers and employees accessing LAX by bike. The following specific issues must be addressed by the EIR for the Airport Metro Connector project:</p> <ul style="list-style-type: none"> <li>• Bicycle parking (long-term &amp; short-term, including repair and assembly facilities)</li> <li>• Implementation of Bicycle Plan facilities on all streets impacted by project</li> <li>• Designation of clear, high-quality (8-80) access routes to and from all bicycle parking facilities</li> <li>• Stair channels at all locations where bike access is permitted</li> </ul>
3	Chien	Jui Ing	jchien@parks.lacounty.gov	Local Institution	County of LA, Dept. of Parks and Recreation	Email	General	see PDF



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

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

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

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
21	Kramer	Paul	lkramer12@earthlink.net	Individual	n/a	Email	Station Connection, Station Design, Customer Service	<p>For passengers arriving at LAX and desiring to ride Metro Rail, easy transition from LAX Automated People Mover (APM) to Metro Rail is most important. Please consider:</p> <ol style="list-style-type: none"> <li>1) A walkable link between APM and Metro Rail trains regardless of which direction passengers are travelling on Metro Rail. Ramps are far preferable to requiring use of stairs or elevator.</li> <li>2) Room to provide manned Metro Rail ticket booths in addition to ticket machines. Many foreign travelers have difficulty using machines to first purchase TAP cards and then put fare on them.</li> <li>3) The presence of sufficient Metro personnel to help arrivals navigate the Metro system to their final destination. Providing quickly written, individualized routes and connections would be excellent.</li> <li>4) Full weather protection for all platforms and walkways. Both rain and glaring sun are unpleasant for harried travelers. Rail and APM are exciting projects which will truly make LAX a world-class airport.</li> </ol>
22	Artstein	Ron	all@artstein.org	Individual	n/a	Email	Station Connection, Station Design, Fares	see PDF

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
23	Fung	Hang	hank@bleeble.org	Individual	n/a	Email	Station Connection, Station Design, LAMP Design	<p>Comments on Scoping Report:</p> <ul style="list-style-type: none"> <li>- Scoping report should describe what is proposed to replace existing bus transit facilities at Aviation Green Line and Lot C LAX City Bus Center stations, as the project envisions them being replaced by the Airport Metro Connector Transit Station. Will bus service continue to serve Aviation Green Line, particularly as some of the routes there serve destinations other than LAX?</li> <li>- If Airport Metro Connector Transit Station is going to be a major bus hub, then the impacts of multiple buses departing at once in a timed transfer fashion should be studied and discussed, in order to not preclude future operations of bus transit at this location. Having buses, especially high headway/infrequent buses, depart at a consistent time (i.e. at the top and bottom of the hour) can improve connections both for airport passengers and transit riders using the Airport Metro Connector Transit Station as a transfer point.</li> <li>- Will the Airport Metro Connector Transit Station be open 24 hours a day? What kind of accommodations will be made during the period when Metro Rail is closed but bus service continues? Will the LAX People Mover continue to operate, and is there a method for people mover passengers to access bus transit even while the Airport Metro Connector Transit Station is shut down (due to lack of Metro Rail service)?</li> <li>- The bus plaza is proposed to have operator restrooms. Will passenger restrooms be provided?</li> <li>- Although related primarily to the LAWA Landside program, facilities of Intermodal Transportation Facility at Lot C, Airport Metro Connector, and CONRAC seem duplicative. Ideally, services at the Metro Station should be comparable to the other locations such that passengers will not need to exit the people mover at Lot C to check luggage or access other services should skycap service be offered at ITF and CONRAC. Use of automated kiosks can eliminate some of the staffing requirements for skycap service, although there will still need to be security screening.</li> </ul>

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

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

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



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

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

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
43	Ida	Art	n/a	Local Institution	City of Culver City	Letter	Station Design	<p>Please find Culver City Transportation Department's formal scoping comments on Metro's Airport Connector Project (Project) below:</p> <ol style="list-style-type: none"> <li>1. The Project includes a bus plaza that is intended to replace the existing LAX City Bus Center. Given the large number of bus lines from different areas of Los Angeles County that will terminate/stop at the bus plaza, it is critical that multiple bus ingress/egress at the bus plaza be available to allow buses to access the bus plaza easily from different directions;</li> <li>2. The design of the Project needs to take into account the potential conflicts in movements between buses, kiss-and-ride vehicles, and cars related to the adjacent LAWA Consolidated Rental Car Facility. There should be a separation of bus traffic from other vehicles to ensure that the buses can operate efficiently in the Project area and reduce the risks of conflicts between buses and other vehicles;</li> <li>3. The design of the bus center should minimize potential conflicts between buses, pedestrians, and cyclists; and,</li> <li>4. The bus plaza should have direct and convenient access to the light rail station and LAWA's Automated People Mover Station. If you have any questions, please contact Diana Chang, Sr. Management Analyst at <a href="mailto:diana.chang@culvercity.org">diana.chang@culvercity.org</a> or (310) 253-6566.</li> </ol>
44	Gilbert	Daren	n/a	State Institution	CA Public Utilities Commission	Letter	Station Design	See PDF
45	Watson	Dianna	n/a	State Institution	Caltrans	Letter	Traffic	See PDF
46	Guerrero	Edward	n/a	Local Institution	City of LA Department of Transportation	Letter	Traffic	<p>In response to the Airport Metro Connector (AMC) Project, Draft Environmental Impact Report (DEIR) Notice of Preparation (NOP), the City of Los Angeles Department of Transportation (LADOT) respectfully submits the following comments / requests:</p> <ol style="list-style-type: none"> <li>1) That the AMC Project Traffic Impact Analysis Scope require approval from the LADOT Planning and Development Review Division and that all aspects of the project traffic analysis adhere to LADOT Traffic Study Policies and Procedures</li> <li>2) That the project appropriately considers potential transit connections discussed in the City of Los Angeles Westside Mobility Plan, particularly the proposed BRT/LRT project being considered</li> </ol>

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

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

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
51	Alpern	Ken	n/a	Individual	CD 11 Transportation Advisory Committee	Public Comment - Scoping Meeting	Station Connection, Station Name	<p>These are all motions that we passed, but I really feel since I'm not reading them out loud, I'm a little nervous about saying I speak for other people. We've been dealing with this for quite a long time and first off, there's always this funny question, Where's LAX? What does that mean? Well, I think right now from a regional perspective, LAX is going to be the 96th/Aviation station. That's where future and current connections are going to be to. You get to that station and then you move on. And I've heard some of the previous comments about direct connections. It's painful to listen to that because I've been there before and those questions have been confronted so many times, but the name for the 96th/Aviation Station that was voted on by the committee was LAX Transit Center. I like it, but whatever you do, please include the word "LAX" there because visitors are going to have to deal with that. They need to know. Station development, 96th/Aviation serves a different function than Century/Aviation. The cities of Hawthorne, Inglewood, and L.A. serve to benefit commercially by the Century/Aviation Station. That is as much a vital purpose as any because the Century Boulevard corridor is very much ripe for development. And pursuant to the idea of LAX, we voted in the idea of arced pylons. The idea of having pylons, everybody knows that that's emblematic of LAX. We wanted pylons at the 96th/Aviation -- Century Station, too -- to let people know you're at LAX. Finally, what's next? This is a very good project overall, but the fact is the lack of a direct Union Station connection is going to be glaring. The lack of a Norwalk connection is going to be glaring. South Bay is going to be glaring. To the Westside is going to be glaring. This is just a very good first step, but in dealing with the long-range transportation plan, we need to figure out what's next; and to get to what's next, we have to do what's right now and this is what your project is. Good job. Keep up the great work. Thank you.</p>
52	Diamond	Dayle	dayle.diamond@gmail.com	Individual	n/a	Public Comment - Scoping Meeting	Station Design	<p>I am regular bus and rail rider, and am looking forward to the AMC station. A lot of SoCal's past facilities have either been way to spartan (like sticking a bus stop sign in the mud) or inconvenient palaces to transportation (like ARTIC in Anaheim) or sprawling heavy rail mezzanines. So here's my wishlist for an excellent bus terminal:</p> <ol style="list-style-type: none"> <li>1. Plenty of seating. Passengers with luggage take up a lot of space.</li> <li>2. Ample shelter from the sun and the rain. Nobody's belongings should get soaked while waiting for the bus.</li> <li>3. Outlets so we can charge our phones.</li> <li>4. Restrooms! All well and good to ask folks to hold it until they get to LAX, but plenty of people will be making bus to bus and bus to rail transfers. This really should be the basic expectation for a world class city.</li> </ol>

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

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



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

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

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

## **Appendix B**

### Notice of Intent/Notice of Preparation



**PUBLIC UTILITIES COMMISSION**320 WEST 4<sup>TH</sup> STREET  
LOS ANGELES, CA 90013

February 25, 2015

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

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

Dear Ms. Khanna,

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

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

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

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

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

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

The project must ensure compliance with federal regulations including:

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

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

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

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

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

Sincerely,



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

cc: State Clearinghouse



**Airport Metro Connector**  
Comment Form Formulario de comentarios

Name	Nombre
MARK R. JOHNSTON	
Organization	Organización
TRAC - NARP - PRS	
Address	Dirección
4185 Van Buren Street Culmo, CA. 91710	
Telephone	Teléfono
909-594-6691	
Email	Correo electrónico
Canammj@yahoo.com	

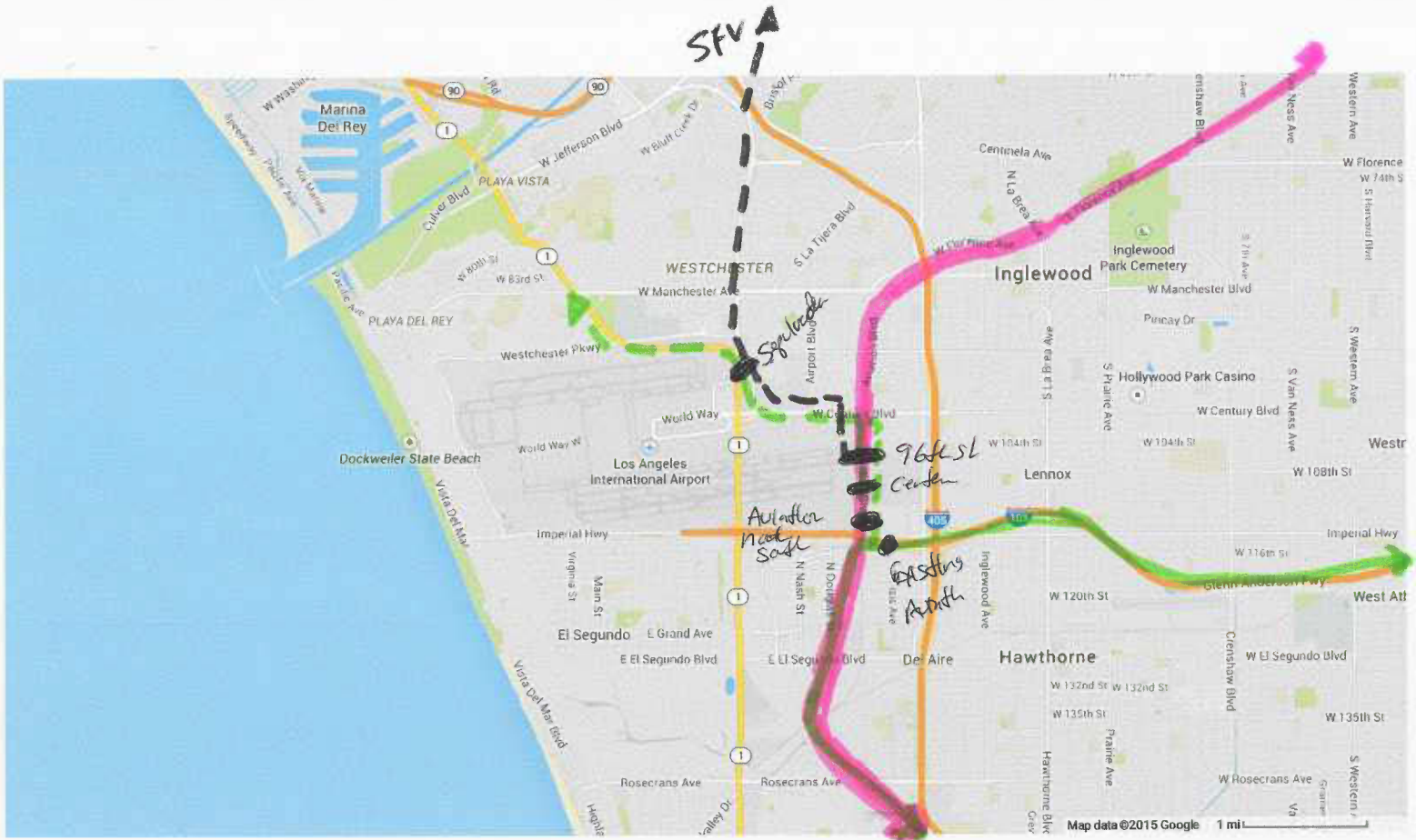
Comment	Comentario
I Like the Project as designed. Good to know The Extra station at 96th Street will not delay the opening of the rest of the crenshaw line  My 2 main concerns are transfers at Aviation with the green line and ability to add future connections to points north of LAX.  (Refer to Attached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

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

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







Green Line (green)

Crenshaw Line (pink)

SFU | Sequeda Line (brown)

● stations / transfer

Wednesday, February 11<sup>th</sup> 2015

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

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

Dear Secretary,

**Line 524 cutback**

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

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

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

If you have any questions, please call me.

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



Kevin Devlin



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



**David Feinberg**  
**Vice Chair**  
 Westside COG, Santa Monica  
 Big Blue Bus  
 Current Term  
 7/1/2014-6/30/2017



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



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



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



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



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



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



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



**Jody Litvak**  
 Director of Community  
 Relations, Westside/Central

Last Revised

Friday November 14, 2014

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**In This Section**

[Overview \(/about/local-service-councils/overview/\)](/about/local-service-councils/overview/)

[Current Service Council Vacancies](#)

[Documents](#)



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

February 17, 2015

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

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

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

#### **Air Quality Analysis**

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

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

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

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

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

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

### **Mitigation Measures**

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

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

### **Data Sources**

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

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

Sincerely,

*Jillian Wong*

Jillian Wong, Ph.D.

Program Supervisor

Planning, Rule Development & Area Sources



Edmund G. Brown Jr.  
Governor

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



Ken Alex  
Director

*M. Welbore*

**Receive**

Notice of Preparation

February 3, 2015

FEB 10 2015

To: Reviewing Agencies  
Re: Airport Metro Connector Project  
SCH# 2015021009

**Office of the CEO**

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

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

Please direct your comments to:

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

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

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

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

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

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

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**Lead Agency Contact**

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

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**Project Location**

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

**Range** **Section** **Base**

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**Proximity to:**

**Highways**  
**Airports**  
**Railways**  
**Waterways**  
**Schools**  
**Land Use**

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**Project Issues**

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

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

SB

County: Los Angeles

SCH#

2015021009

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

### Elected Officials Briefing Sign In Sheet



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

Westchester Municipal Building Community Room

7166 Manchester Avenue, Los Angeles, CA 90045

2:00 PM - 4:00 PM

Thursday, February 19, 2015

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



## **Appendix D**

### **Agency & Community Stakeholder Database**



**Airport Metro Connector  
Agency Community Group Distribution**

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



**Airport Metro Connector  
Agency Community Group Distribution**

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

**Airport Metro Connector  
Agency Community Group Distribution**

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

**Airport Metro Connector  
Agency Community Group Distribution**

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

## **Appendix E**

### **AMC Public Scoping Meeting Presentation**



# Airport Metro Connector

Scoping Meeting

February 23, 2015



Metro

# Meeting Agenda

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



**Metro**

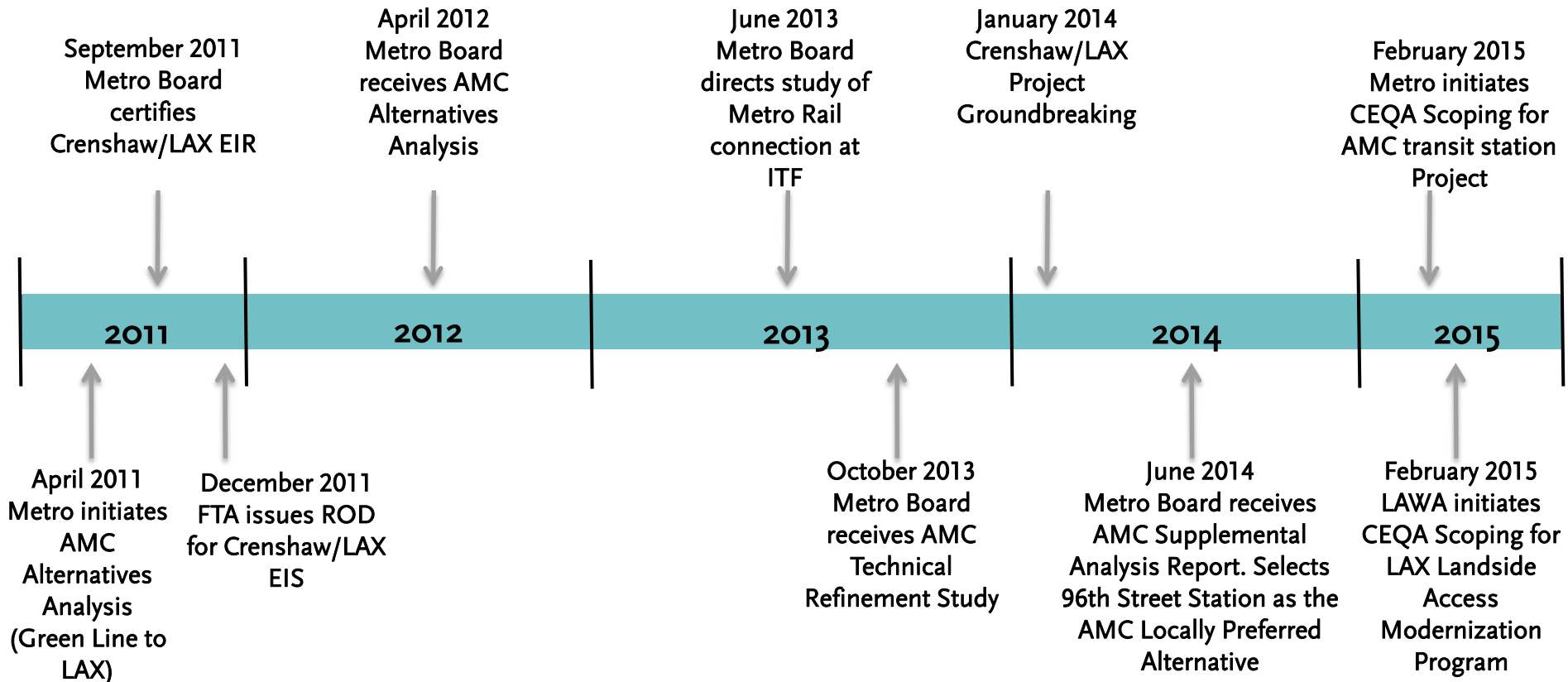


# Measure R – What's in the Works?





# Crenshaw/LAX & AMC Project Timelines



**Metro**

# Metro Crenshaw/LAX Project

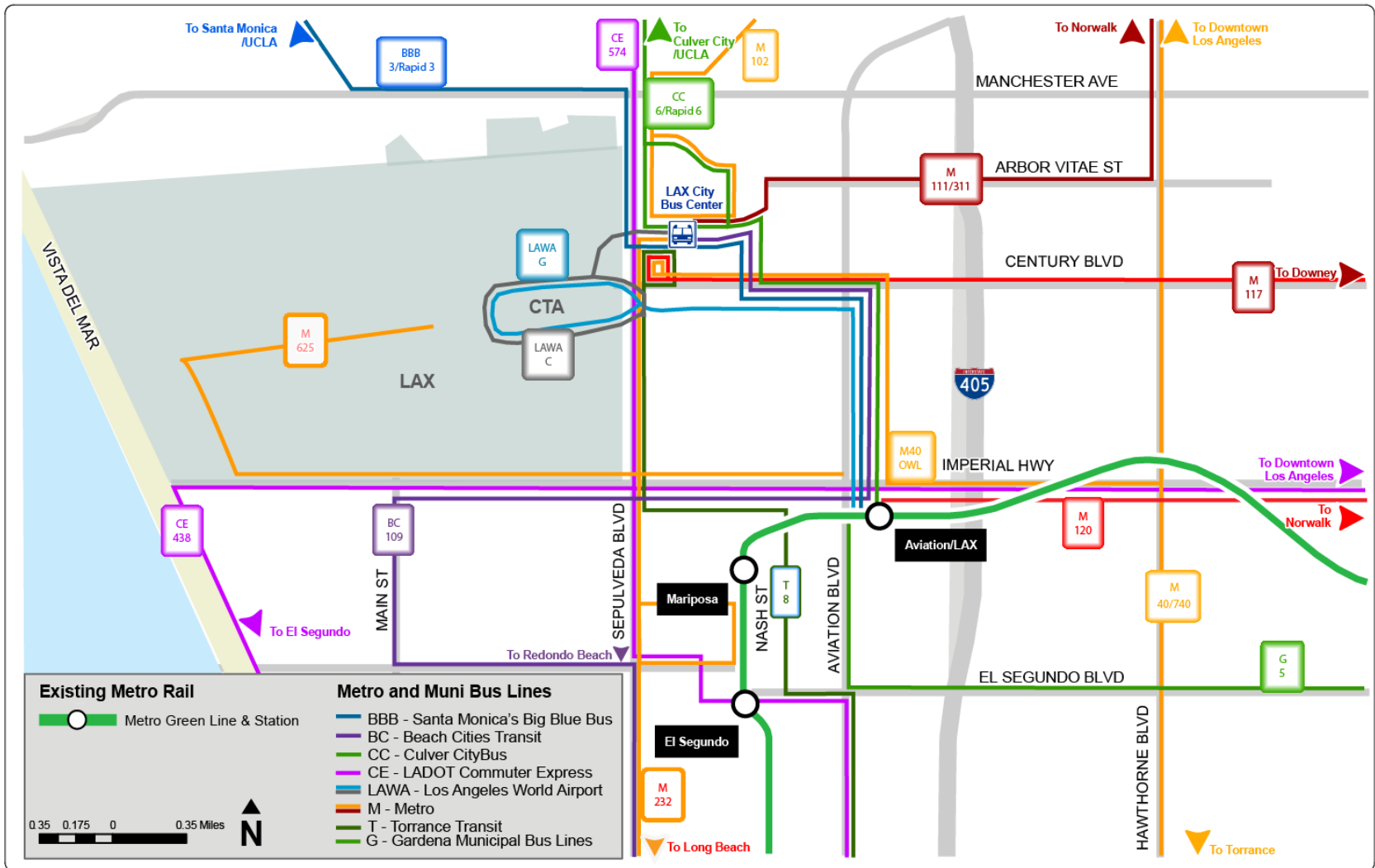


- > Funded/currently under construction
- > 8.5 mile LRT extension from Metro Exposition Line to Metro Green Line
  - Extends Metro Green Line service north to Aviation/Century
- > 8 new stations
- > New maintenance facility near LAX
- > 2019 - Planned Opening

# Purpose and Need

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

# Existing LAX-Area Transit Service



# AMC Transit Station Project Area



Subject to Change 15-0307 © 2015 LACMTA

# Airports with Rail to APM Connections

*San Francisco AirTrain*



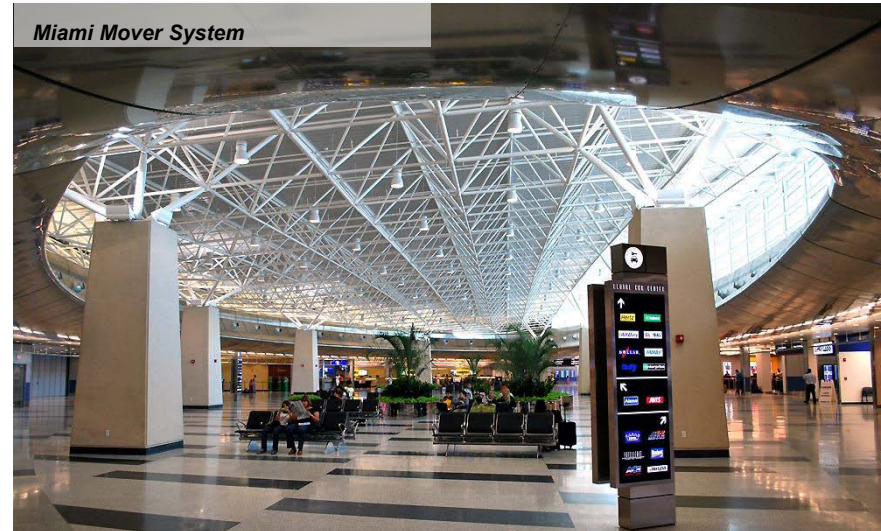
*Oakland Airport Connector*



*Phoenix SkyTrain*



*Miami Mover System*



# AMC Transit Station Project Components

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



Denver Union Station Transit Center Rail Platforms



Phoenix SkyTrain Connection to Metro Light Rail & Bus Plaza



**Metro**

# LAWA's LAX Landside Access Modernization Program

Separate Environmental process, parallel schedule, agency cooperating



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



**Metro**



# Five Phases of Project Development

## Early Planning

(2011-2014)

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

## Environmental Process & Conceptual Engineering

### Public Scoping

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

## Future Phases



## Detailed Engineering

## Construction

## Open Station for Service



**Metro**

**We Are Here**

# California Environmental Quality Act (CEQA) Process

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



# Topics to be Addressed in Draft EIR

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



# Purpose of Scoping Meeting

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



# How to Submit CEQA Scoping Comments

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



## **Appendix F**

### **Public Scoping Meeting Sign In Sheet**



**AMC Transit Station****Public Scoping Meeting**

Flight Path Learning Center

6661 Imperial Highway, Los Angeles, CA 90045

6:00 PM - 8:00 PM

Monday, February 23, 2015

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



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6:00 PM - 8:00 PM

Monday, February 23, 2015

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