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Metropolitan Transportation Authority

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Airport Metro Connector
96th Street Transit Station

Final Environmental Impact Report

State Clearinghouse No. 2015021009

Airport Metro Connector
96th Street Transit Station

Final Environmental Impact Report

November 2016

Metro

CONNECT LAX

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In Association with:

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Epic Land Solutions
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ABBREVIATIONS/ACRONYMS

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

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

1. INTRODUCTION

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

1.1. PROJECT SUMMARY

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

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

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

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

1.2. INTENDED USES OF THE FINAL ENVIRONMENTAL IMPACT REPORT

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

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

1.3. Environmental Review Process and Community outreach

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

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

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

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

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

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

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

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

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

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

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

1.4. Contents of the Final Environmental Impact Report

This Final EIR is comprised of the following chapters:

1.0 Introduction. This chapter includes an overview of the Final EIR, including a project summary, the intended uses of this Final EIR, the environmental review process and the contents of this Final EIR.

2.0 Corrections and Additions. This chapter identifies any revisions made to clarify and/or correct the text and graphics contained within the Draft EIR based on comments received. These revisions are either a result of comments received from interested parties during the public review period or initiated by the Lead Agency.

3.0 Responses to Comments. This chapter contains a list of commenting agencies and individuals and a copy of each comment letter received by Metro during the public review period for the Draft EIR, as well as a copy of the public hearing transcript on July 13, 2016. Consistent with Section 51088 of the CEQA Guidelines, each of the comment letters is followed by the corresponding responses to each of the comments within each letter that pertain to the analysis and findings contained in the Draft EIR.

4.0 Mitigation Monitoring and Reporting Program (MMRP). This chapter includes the MMRP for the proposed project. The MMRP lists the required mitigation measures and identifies the enforcement agency, monitoring agency, monitoring phase, monitoring frequency and the action indicating compliance with each measure.

2. CORRECTIONS AND ADDITIONS

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

EXECUTIVE SUMMARY

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

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

Conceptual Sketch of the Proposed Project (Access Option 2)

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

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

Conceptual Sketch of the Proposed Project (Access Option 1)

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

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

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

Northwest view of the project site (Access Option 2)

Southwest view of the project site (Access Option 1)

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

CHAPTER 2. PROJECT DESCRIPTION

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

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

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

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

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

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

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

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

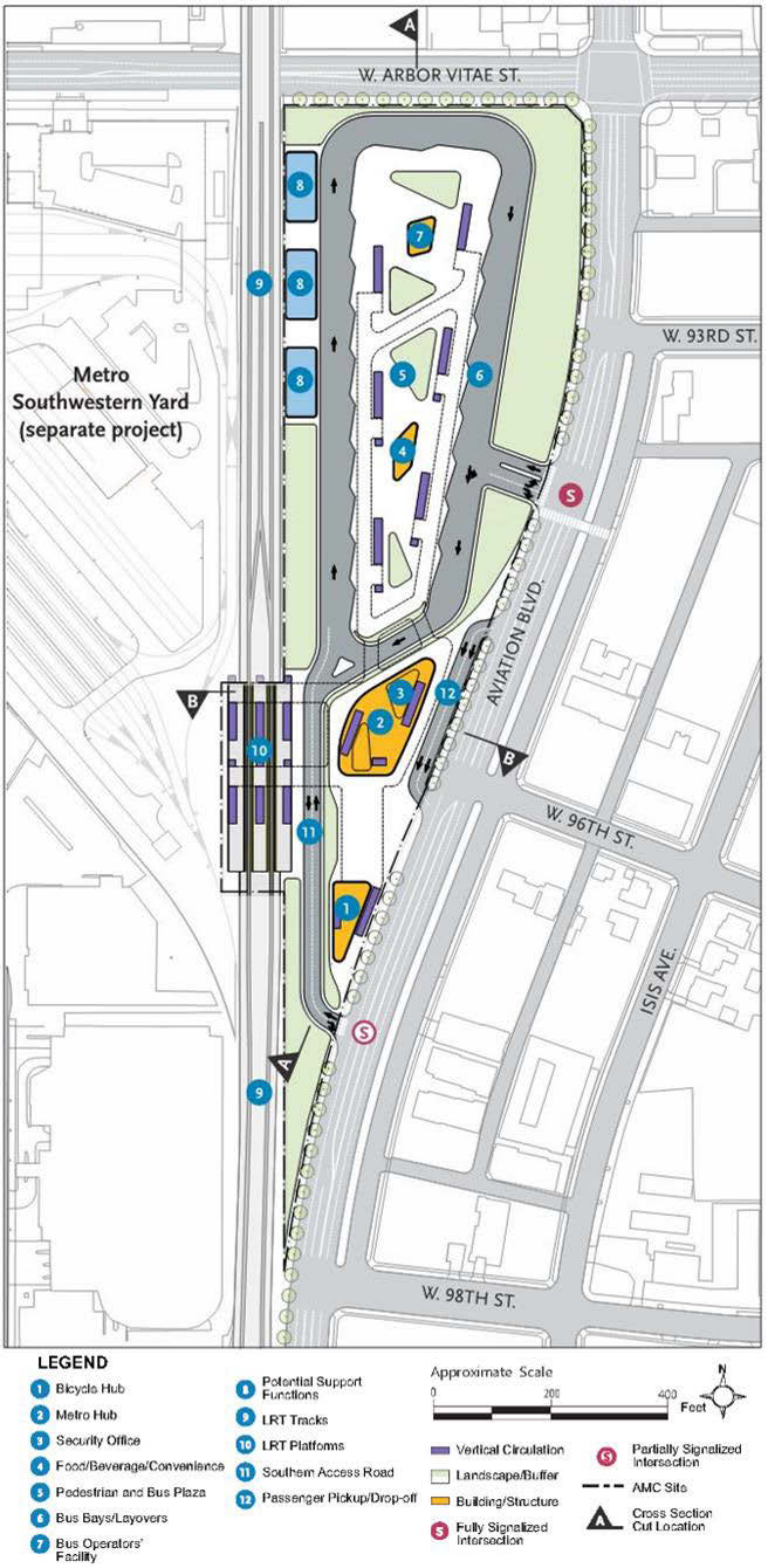
The revised figure is shown on page 2-5 of this document.

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

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

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

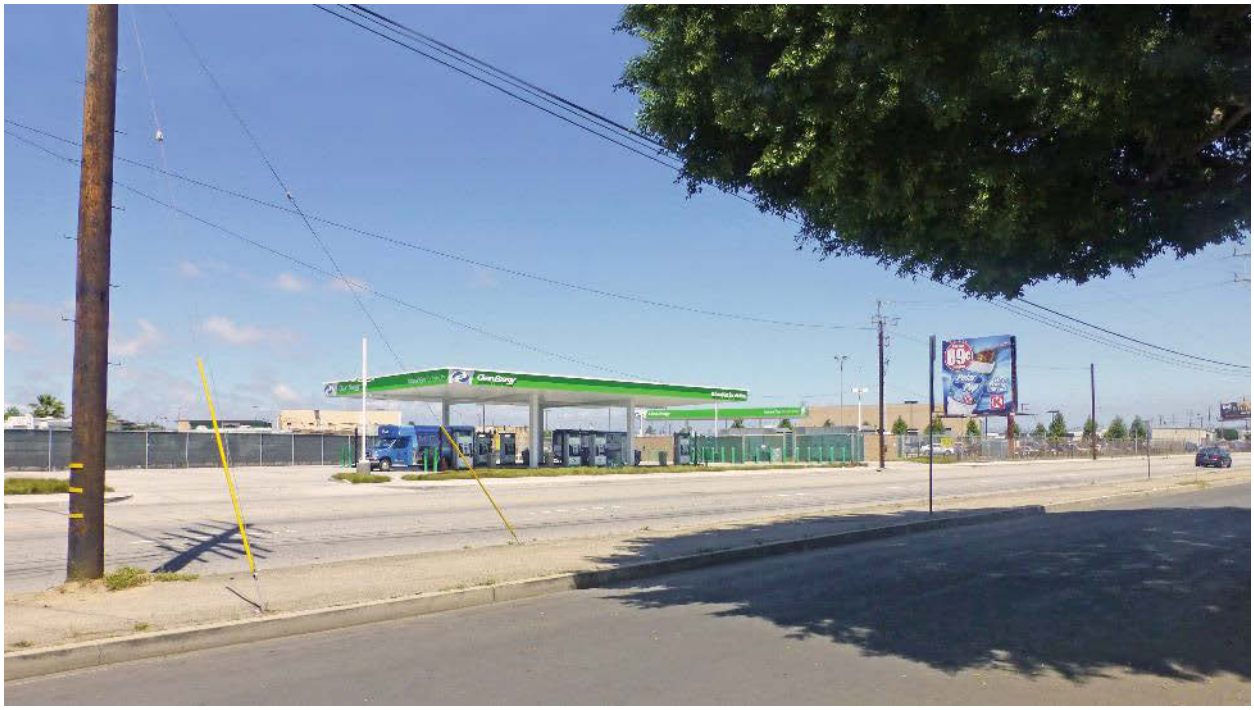
Figure 2.5 Ground-Level Conceptual Site Plan (Access Option 2)



Source: Cityworks Design, 2016.

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

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



Existing Conditions

Conceptual sketch of the Proposed Project (Access Option 2)

Source: Cityworks Design, 2016.

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

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

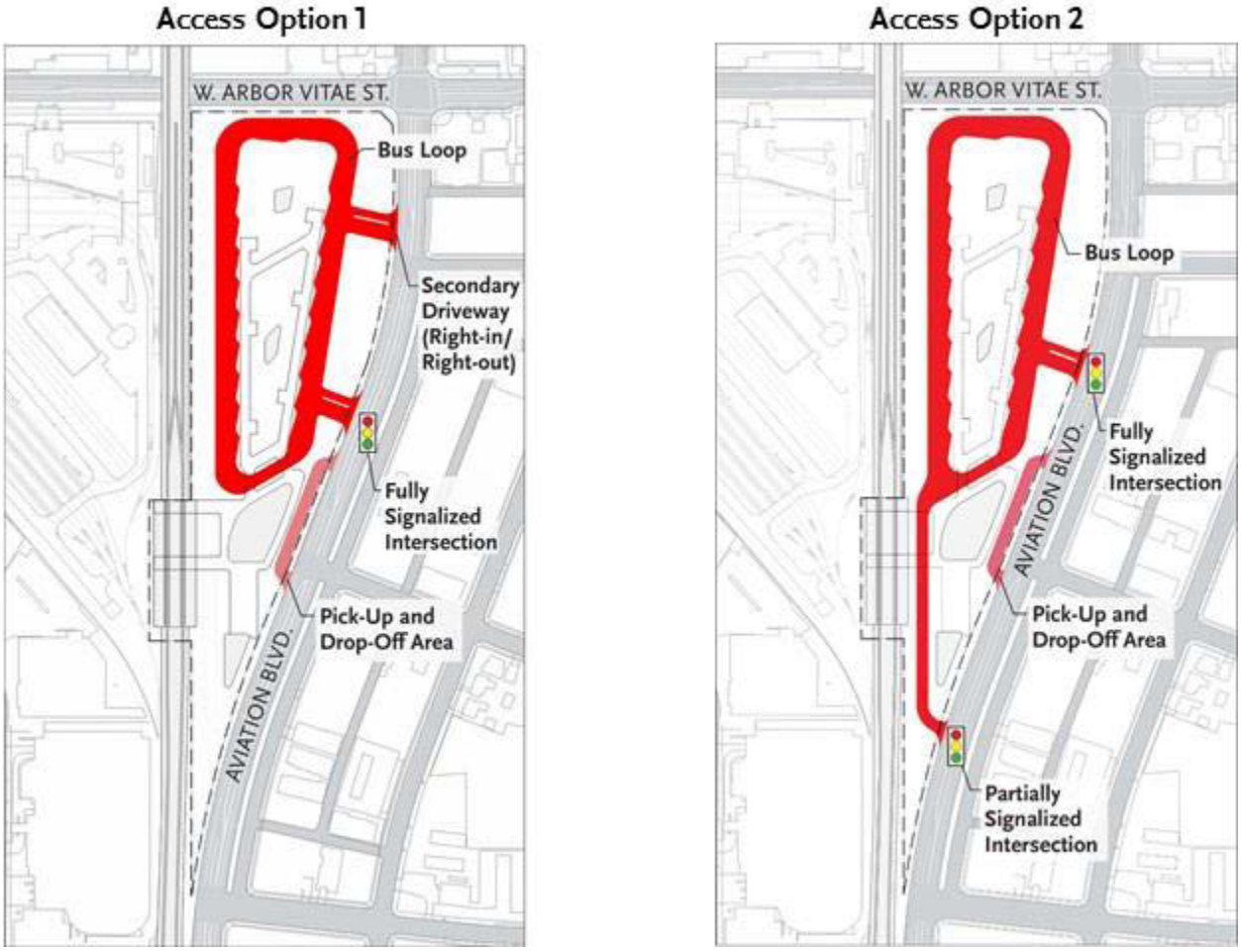
Existing Conditions

Conceptual sketch of the Proposed Project (Access Option 1)

Source: Cityworks Design, 2016.

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

Figure 2.10 Proposed Driveway Options



Source: Cityworks Design, 2016.

SECTION 3.1. AIR QUALITY

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

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

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

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

~~reason, the existing mobile source emissions are much higher lower than those shown in 2035—except for PM10 and PM2.5—even though the VMT increases over these years.~~

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

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

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

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

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

~~Future With Project~~	~~VOC (lb/day)~~	~~NOx (lb/day)~~	~~CO (lb/day)~~	~~SOx (lb/day)~~	~~PM_{10} (lb/day)~~	~~$PM_{2.5}$ (lb/day)~~
~~Stationary~~						
~~Area~~	~~5~~	~~<1~~	~~<1~~	~~<1~~	~~<1~~	~~<1~~
~~Energy~~	~~<1~~	~~3~~	~~3~~	~~<1~~	~~<1~~	~~<1~~
~~*Stationary Subtotal*~~	~~*6*~~	~~*3*~~	~~*3*~~	~~*<1*~~	~~*<1*~~	~~*<1*~~
~~Mobile~~						
~~Passenger Vehicles~~	~~5,499~~	~~27,316~~	~~289,599~~	~~2,321~~	~~56,206~~	~~22,817~~
~~Buses~~	~~3~~	~~61~~	~~116~~	~~<1~~	~~29~~	~~12~~
~~*Mobile Subtotal*~~	~~*5,499*~~	~~*27,316*~~	~~*289,599*~~	~~*2,321*~~	~~*56,235*~~	~~*22,829*~~
~~Total Daily Emissions~~	~~5,508~~	~~27,380~~	~~289,718~~	~~2,321~~	~~56,236~~	~~22,830~~
~~Existing~~	~~VOC (lb/day)~~	~~NOx (lb/day)~~	~~CO (lb/day)~~	~~SOx (lb/day)~~	~~PM_{10} (lb/day)~~	~~$PM_{2.5}$ (lb/day)~~
~~Stationary~~						
~~Area~~	~~<1~~	~~<1~~	~~<1~~	~~<1~~	~~<1~~	~~<1~~
~~Energy~~	~~<1~~	~~<1~~	~~<1~~	~~<1~~	~~<1~~	~~<1~~
~~*Stationary Subtotal*~~	~~*<1*~~	~~*<1*~~	~~*<1*~~	~~*<1*~~	~~*<1*~~	~~*<1*~~

~~Mobile~~						
~~Passenger Vehicles~~	~~25,846~~	~~100,474~~	~~842,307~~	~~3,025~~	~~40,583~~	~~16,945~~
~~Buses~~	~~15~~	~~317~~	~~341~~	~~<1~~	~~30~~	~~13~~
	~~<1~~	~~2~~	~~1~~	~~<1~~	~~<1~~	~~<1~~
~~*Mobile Subtotal*~~	~~*25,861*~~	~~*100,793*~~	~~*842,649*~~	~~*3,025*~~	~~*40,613*~~	~~*16,958*~~
~~**Total Daily Emissions**~~	~~**25,862**~~	~~**100,793**~~	~~**842,650**~~	~~**3,025**~~	~~**40,614**~~	~~**16,959**~~
~~**Net Emissions**~~	~~**VOC (lb/day)**~~	~~**NOx (lb/day)**~~	~~**CO (lb/day)**~~	~~**SOx (lb/day)**~~	~~**PM10 (lb/day)**~~	~~**PM2.5 (lb/day)**~~
~~**Net Regional Emissions**~~	~~***-20,354***~~	~~***-73,413***~~	~~***-552,932***~~	~~***-704***~~	~~***15,622***~~	~~***5,871***~~

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

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

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

SECTION 3.2. GREENHOUSE GAS EMISSIONS

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

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

SECTION 3.3. HAZARDS AND HAZARDOUS MATERIALS

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

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

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

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

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

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

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

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

SECTION 3.4. LAND USE AND PLANNING

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

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

SECTION 3.6. TRANSPORTATION AND TRAFFIC

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

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

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

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

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

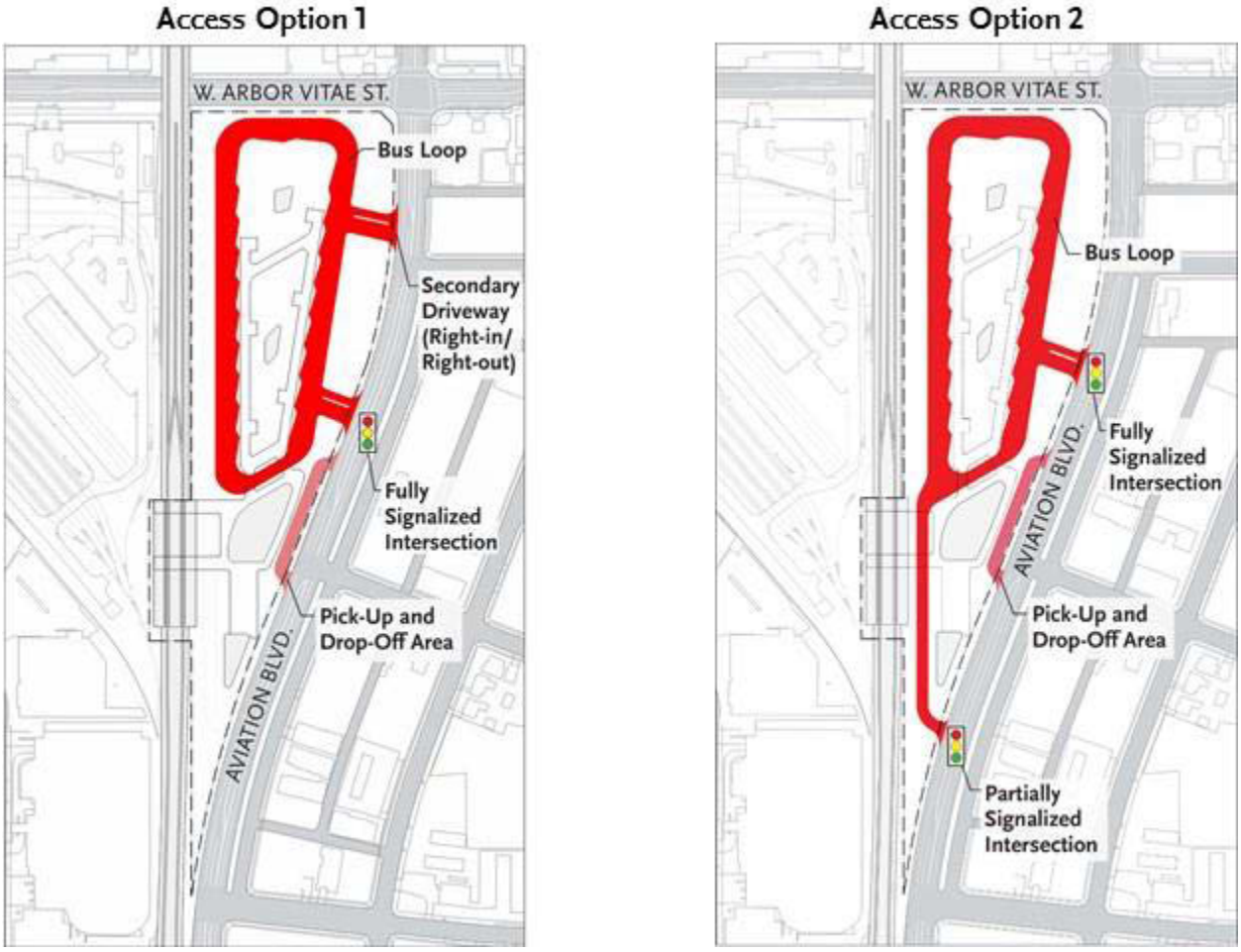
Under Access Option 1, lane ~~Lane~~ configuration changes on Aviation Boulevard would include a northbound left-turn lane at the fully signalized intersection. Both the secondary driveway and fully signalized intersections would also include a southbound right turn lane. Under Access Option 2, ~~adding~~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

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

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

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

Figure 3.6.3 Proposed Driveway Options



Source: Cityworks Design, 2016.

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

Table 3.6.6 Existing With Project Conditions

Int #	Intersection	EXISTING				EXISTING - WITH PROJECT							
		AM		PM		AM		PM		AM		PM	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Delta	Impact?	Delta	Impact?
--	~~Project Driveway –~~ Option 1 Fully Signalized Intersection	--	--	--	--	~~0.238~~ 0.217	A	~~0.233~~ 0.239	A	--	NO	--	NO
--	~~Project Driveway –~~ Option 2 Fully Signalized Intersection	--	--	--	--	~~0.219~~ 0.219	A	~~0.242~~ 0.213	A	--	NO	--	NO
--	Partially Signalized Intersection	--	--	--	--	0.210	A	0.222	A	--	NO	--	NO

LOS results based on CMA methodology;. LOS worksheets are included in Appendix E - Transportation and Traffic Data. Intersections on the border of the City of Los Angeles were also analyzed using the ICU methodology and the LOS results are included in Appendix E~~, Transportation and Traffic Data~~. For a conservative analysis, all outbound project traffic, and all inbound traffic, with the exception of one route approaching from the north was assumed to use the Fully Signalized Intersection in Option 1. For Option 2 bus routes approaching from the south would use the Partially Signalized Intersection, and bus routes approaching from the north would use the Fully Signalized Intersection. No impacts occur under the CMA or ICU methodologies.

Table 3.6.7 2035 Proposed Project Conditions

Int #	Intersection	FUTURE WITHOUT PROJECT (2035)				FUTURE WITH PROJECT							
		AM		PM		AM		PM		AM		PM	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Delta	Impact?	Delta	Impact?
--	~~Project Driveway –~~ Option 1 Fully Signalized Intersection	--	--	--	--	~~0.238~~ 0.278	A	~~0.233~~ 0.288	A	--	NO	--	NO
--	~~Project Driveway –~~ Option 2 Fully Signalized Intersection	--	--	--	--	~~0.219~~ 0.259	A	~~0.242~~ 0.262	A	--	NO	--	NO
--	Partially Signalized Intersection	--	--	--	--	0.259	A	0.269	A	--	NO	--	NO

LOS results based on CMA methodology; LOS worksheets are included in Appendix E - Transportation and Traffic Data. Intersections on the border of the City of Los Angeles were also analyzed using the ICU methodology and the LOS results are included in Appendix E~~, Transportation and Traffic Data~~. For a conservative analysis, all outbound project traffic, and all inbound traffic, with the exception of one route approaching from the north was assumed to use the Fully Signalized Intersection in Option 1. For Option 2 bus routes approaching from the south would use the Partially Signalized Intersection, and bus routes approaching from the north would use the Fully Signalized Intersection. No impacts occur under the CMA or ICU methodologies.

CHAPTER 5. CUMULATIVE IMPACTS

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

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

> Northwest view of the project site (Access Option 2)
>
> Southwest view of the project site (Access Option 1)

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

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

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

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

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

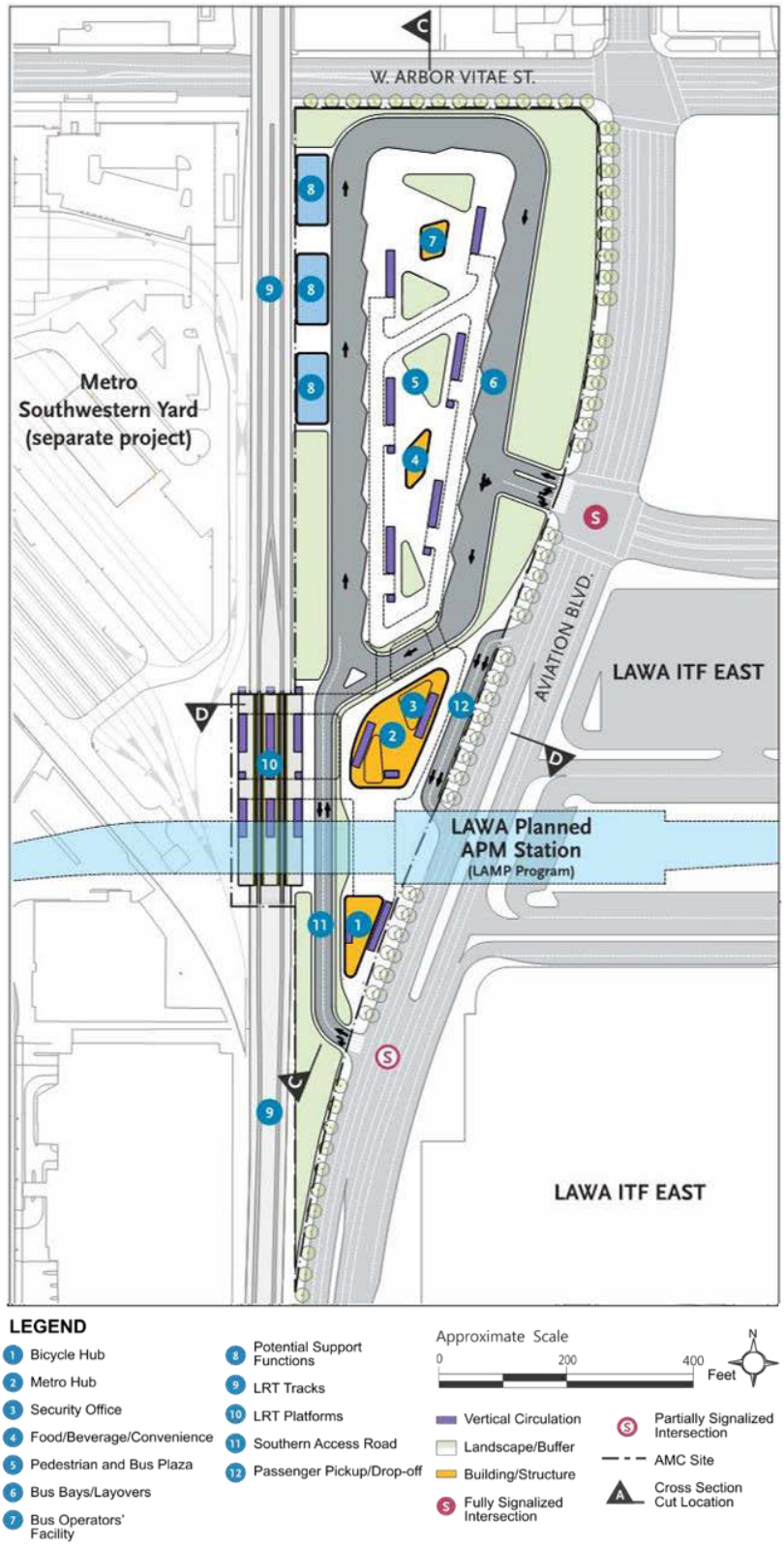
Table 5.3 on page 5-24 has been updated with revised driveway analysis results and corrections to the table footnote as follows:

Table 5.3 Cumulative Intersection Conditions

Int #	Intersection	FUTURE WITHOUT PROJECT				FUTURE WITH PROJECT							
		AM		PM		AM		PM		AM		PM	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Delta	Impact?	Delta	Impact?
--	~~Project Driveway~~ Option 1 Fully Signalized Intersection	--	--	--	--	~~0.539~~ 0.428	A	~~0.692~~ 0.426	~~B~~ A	--	NO	--	NO
--	~~Project Driveway~~ Option 2 Fully Signalized Intersection	--	--	--	--	~~0.539~~ 0.407	A	~~0.660~~ 0.416	~~B~~ A	--	NO	--	NO
--	Partially Signalized Intersection	--	--	--	--	0.203	A	0.228	A	--	NO	--	NO

LOS results based on CMA methodology; LOS worksheets are included in Appendix E - Transportation and Traffic Data. Intersections on the border of the City of Los Angeles were also analyzed using the ICU methodology and the LOS results are included in Appendix ~~X~~E, ~~Traffic Study~~. For a conservative analysis, all outbound project traffic, and all inbound traffic, with the exception of one route approaching from the north was assumed to use the Fully Signalized Intersection in Option 1. For Option 2 bus routes approaching from the south would use the Partially Signalized Intersection, and bus routes approaching from the north would use the Fully Signalized Intersection. No impacts occur under the CMA or ICU methodologies.

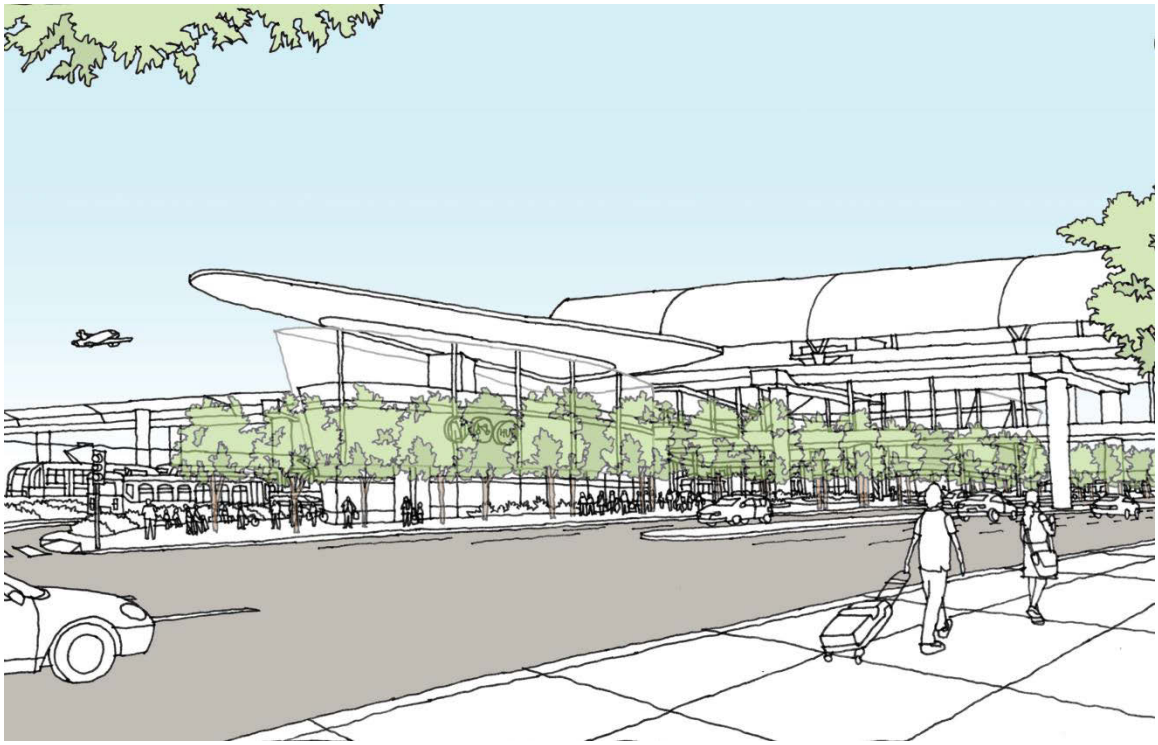
Figure 5.2 Cumulative Conceptual Ground-Level Site Plan (Access Option 2)



Source: Cityworks Design, 2016.

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

Figure 2.5 Cumulative Conceptual Views of the Project Site



Northwest view of the project site (Access Option 2)

Southwest view of the project site (Access Option 1)

Source: Cityworks Design, 2016.

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

CHAPTER 6. ALTERNATIVES

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

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

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

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

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

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

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

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

APPENDIX A PUBLIC SCOPING MEETING REPORT

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

- Alliance for Regional Solution to Airport Congestion
- State of California Department of Transportation (Caltrans)
- CD 11 Transportation Advisory Committee
- Citizens for Better Mobility
- City of Culver City
- City of Inglewood
- City of Los Angeles, Department of Transportation
- City of Los Angeles, Council District 11

- County of Los Angeles, Department of Parks and Recreation
- Hertz (K. Erik Friess)
- Gateway to Los Angeles Business Improvement District
- Los Angeles World Airports
- LA County Bicycle Coalition
- Los Angeles County, Department of Public Works
- Mar Vista Community Council
- South Bay Cities Council of Governments
- Southern California Association of Governments
- US Air Force
- US Environmental Protection Agency
- West Adams Neighborhood Council

APPENDIX E ADDITIONAL TRAFFIC DATA

Appendix E has been revised as follows:

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

3. RESPONSES TO COMMENTS

3.1. INTRODUCTION

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

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

3.2. RESPONSES TO COMMENTS

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

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

Table 3.1 List of Comment Letters on the Draft EIR

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

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

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

3.3. Responses to Public Agencies' Written Comments

COMMENT LETTER NO. 1

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

Edmund G. Brown Jr.
Governor

Ken Alex
Director

August 8, 2016

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

Subject: Airport Metro Connector
SCH#: 2015021009

Dear Cory Zelmer:

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

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

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation." 1-1

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

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

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

Type EIR Draft EIR

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

Lead Agency Contact

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

Project Location

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

Proximity to:

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

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

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

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

LETTER NO. 1 RESPONSE

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

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

COMMENT LETTER NO. 2

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

WEAR
8-5-16
E

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

Serious drought. Help save water!

August 4, 2016

Governor's Office of Planning & Research
AUG 04 2016
STATE CLEARINGHOUSE

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

RE: Airport Metro Connector
Vic. LA-405/PM 22.74
SCH # 2015021009
Ref. IGR/CEQA No. 150211AL-NOP
IGR/CEQA No. 160647AL-DEIR

Dear Mr. Zelmer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project includes a new multi-modal transportation center with three at-grade LRT platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/Terminal building ("Metro Hub") to connect passengers between the multiple transportation modes. 2-1

As the owner/operator of the State Highway System (SHS), Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens the State facilities and hence, it does not adhere to the CMP guide of 150/50 or more vehicle trips added before freeway/highway analysis is needed. MTA's Congestion Management Program in acknowledging the Caltrans' role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the SHS. 2-2

Please be reminded that although the lead agency is required to comply with Los Angeles County Congestion Management Program (CMP) standards and thresholds of significance, Caltrans does not consider the Los Angeles County's CMP criteria alone to be adequate for the analysis of transportation impacts pursuant to a CEQA review. Caltrans' Guide directs preparers of traffic impact analysis to consult with the local District as early as possible to determine the appropriate requirements and criteria of significance to be used in the traffic impact analysis. 2-3

Generally, when traffic is added to already deficient highway conditions (LOS "F"), it is considered a cumulatively significant impact, as it may contribute to the extension of the congestion period. Since the existing LOS at intersection location # 6 and 7 are already at level E/F, cumulative traffic impact may occur. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate cumulative traffic impacts in the future. 2-4

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

Mr. Cory Zelmer
August 4, 2016
Page 2

Per conversation between you and Caltrans project coordinator, Mr. Alan Lin on August 4, 2016, please provide a response to Caltrans comment letter dated March 9, 2015 (see attached). The existing traffic analysis does not provide the trip generation, trip assignment/distribution, and State facilities analysis. In Table 3.6.2, intersection # 1, 9, and 12 are not under Caltrans' jurisdiction. 2-5

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without a storm water management plan. 2-6

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large-size truck trips be limited to off-peak commute periods. 2-7

Caltrans will work with the Lead Agency in an effort to evaluate traffic impacts, identify potential improvements, and establish a funding mechanism that helps mitigate cumulative transportation impacts in the project vicinity. 2-8

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

Sincerely,

DIANNA WATSON
Branch Chief
Community Planning & LD / IGR Review

cc: Scott Morgan, State Clearinghouse

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

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

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

Attachment

Serious drought. Help save water!

March 9, 2015

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

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

Dear Mr. Leahy:

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

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

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

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

1. Presentations of assumptions and methods used to develop station trip generation, trip distribution, choice of travel mode, and assignments of trips to I-405 and all off ramps at the project vicinity including but not limit to Northbound (NB) I-405 at W Arbor Vitae St, Southbound (SB) I-405 at W Arbor Vitae St. The traffic consultant should work with Caltrans to identify and confirm off ramp study locations prior to the preparation of the traffic study. The traffic study should also analyze the storage for left-turn pocket at on/off-ramps. 2-9

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

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

Caltrans has serious safety concerns when an excessive amount of vehicles are expected to use an off-ramp, thus causing congestion to back up onto the mainline, which in turn may lead to rear-end accidents. For this project, the City should conduct an off-ramp queuing analysis utilizing the Highway Capacity Manual (HCM) queuing analysis methodology with the actual signal timings. Capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point. The existing queue length should be calculated from the traffic counts, including the percentage of truck assignments to the ramp with a passenger car equivalent factor of 3.0 (worst case scenario) with 30 feet per car. The analyzed result may need to be calibrated with actual signal timing when necessary. Please include mitigation measures if forecasted vehicle queues are expected to exceed 85% of the total available storage capacity such that the storage will allow a 15% safety factor. 2-9

2. Project travel modeling should be consistent with other regional and local modeling forecasts and travel data. Caltrans uses the indices to verify the results and any differences or inconsistencies must be thoroughly explained. Please submit modeling assumptions for Caltrans review and comment. 2-10

3. Trip generation rates for the project should be based on the nationally recognized recommendations contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE). 2-11

4. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area with and without project. Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions should include build-out of all projects and any plan horizon years. 2-12

5. Include all appropriate traffic volumes. The analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. 2-13

6. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts should also be included. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated. 2-14

7. A fair share contribution toward pre-established or future improvements on the State Highway System is considered acceptable mitigation. (Please see Appendix "B" of the Guide for more information). 2-15

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

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

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. Should you wish to expedite the review process or receive early feedback from the Department please feel free to send a copy of the DEIR directly to our office. 2-16

Caltrans would like to formally invite the Lead Agency and the traffic consultants to a formal scoping meeting to discuss preparation of traffic impact study, potential traffic direct/cumulative impacts, and possible traffic mitigation for the State facilities. 2-17

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

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

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

LETTER NO. 2 RESPONSE

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

2-1 The introduction does not address the adequacy of the Draft EIR. Specific comments pertaining to the Draft EIR are addressed below.

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

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

2-3 Potential traffic impacts were analyzed using the City of Los Angeles traffic impact criteria, which are more stringent than the Congestion Management Plan standards and thresholds of significance. No significant impacts were identified.

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

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

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

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

2-6 As discussed in Section 4.4.6, Hydrology and Water Quality, of the Draft EIR, Metro would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and the proposed project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit. In accordance with the requirements of the permit, Metro would prepare and implement a site-specific SWPPP.

2-7 The need for a transportation permit from Caltrans for the use of oversized transport vehicles on state highways is noted. Prior to the use of oversized-transport vehicles on state highways, Metro would apply for a transportation permit from Caltrans. Consistent with the comment, as detailed in Section 3.6, Transportation and Traffic, of the Draft EIR "deliveries and pick-ups of construction material shall be scheduled during non-peak travel periods to the degree possible." Section 3.6 also states that construction activities and related construction worker trips would occur outside of peak hours.

2-8 As detailed in Response to Comment 2-2, the proposed project would not contribute to any cumulative impacts in the study area. Therefore, there is no need to identify a funding mechanism for mitigating impacts. As detailed in Chapter 2.0, Project Description, of the Draft EIR, one of the three key project objectives is to "increase the

share of transit trips to and from LAX with minimal impact to airport facilities and surrounding communities and to help reduce air pollution", which will ultimately reduce cumulative traffic impacts. Interface and communication between agencies will be essential to minimizing construction-related disruptions and ensuring that the projects operate well together. Metro is committed to continued coordination with stakeholders, including LAWA and Caltrans.

2-9 Refer to Response to Comment 2-2. The proposed project would not add trips to these off-ramps, and therefore will not contribute to off-ramp queue lengths. Therefore, this analysis is not required.

2-10 The estimate of passenger pick-up and drop-off trips was prepared using Metro's regional travel model, following typical practice for Metro transit corridor projects. Bus rerouting maps were developed based on discussions with the operators about their preferred routes to travel to the project site, and therefore, there are no modeling assumptions to verify.

2-11 The proposed project is a transit station, and, as such, the Institute of Transportation Engineers Trip Generation manual, which provides trip generation rates for a given development land use type and not for transit stations, was not used for trip generation rates. Project-related land uses, such as information kiosks, grab and go food stands, etc., would be used by transit patrons and would not generate external trips. Additionally, no parking would be provided at the project site.

2-12 The Draft EIR Appendix E includes AM and PM peak hour traffic volumes with and without the project at the study intersections. Future conditions include growth projections derived from the Metro regional travel model, and in the Cumulative scenario, include estimated traffic volumes from LAWA's LAMP. The impact analysis was prepared in accordance with City of Los Angeles traffic impact study criteria, which are based on peak hour changes in V/C ratio and level of service, and therefore, an average daily traffic analysis is not necessary.

2-13 Refer to Response to Comment 2-12. Appendix E includes all appropriate traffic volumes at the study intersections.

2-14 The proposed project has no significant traffic impacts and no mitigation is necessary.

2-15 The proposed project has no significant traffic impacts to the state Highway System and no mitigation is necessary.

2-16 In response to this comment submitted as part of the scoping process, Caltrans was provided a copy for the Draft EIR for review.

2-17 Refer to Response to Comment 2-15.

COMMENT LETTER NO. 3

Los Angeles
World Airports

August 5, 2016

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

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LA/Ontario
Van Nuys
City of Los Angeles
Eric Garcetti
Mayor
Board of Airport Commissioners
Sean O. Burton
President
Valeria C. Velasco
Vice President
Jeffery J. Daar
Gabriel L. Eshaghian
Beatrice C. Hsu
Nolan V. Rollins
Dr. Cynthia A. Telles
Deborah Flint
Chief Executive Officer

Dear Ms. Khanna:

The Los Angeles World Airports (LAWA) is extremely proud of the partnership forged with Los Angeles County Metropolitan Transportation Authority (Metro) and the tremendous progress made to date toward making a robust connection with the proposed ground transportation facilities at the Los International Airport (LAX) and the regional Metro transit system. Over the past several years, both LAWA and Metro staff have closely collaborated to create a seamless link between the regional transit system and LAWA's proposed Automated People Mover System at LAX. Together, both agencies have accelerated the planning and environmental work for our respective projects, coordinating closely on the Airport Metro Connector 96th Street Transit Station (AMC) EIR and LAX Landside Access Modernization Program (LAMP) EIR. It is our collective goal to improve overall traffic congestion in the LAX area and increase transit ridership to the airport and in the region. 3-1

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

- First, because our two projects will be built during the same approximate time period and in close proximity to each other, continued coordination, interface and communication between the two agencies is necessary to ensure the successful implementation of both projects. 3-2

- Metro and LAWA must promptly initiate a new or amend the existing Memorandum of Understanding (MOU) to address design interface, construction proximity and other issues to ensure compatibility of both the AMC and LAMP projects. Given AMC's direct interface with the APM at the mezzanine level, roadway work along Aviation, and other enabling projects such as utility relocations, the agencies must memorialize through cooperative agreements the coordination of engineering, design and construction to ensure system integration and compatibility, as well as develop coordinated construction programs. 3-3

- The AMC DEIR references future operation and maintenance of the Metro transit center. Metro and LAWA, through the MOU process, 3-4

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

must address the possibility of shared operations and future maintenance of connections from the APM station to AMC Station. 3-4 cont.

- The AMC DEIR identifies two different driveway configuration options for the AMC Project and acknowledges the proposed widening of Aviation as part of the LAMP Project; accordingly, the agencies should continue to coordinate final driveway and circulation plans for the AMC Project and LAWA's proposed Intermodal Transportation Facility East (ITF East) and Consolidated Rental Car Facility, and should coordinate the proposed location of the AMC pick up and drop off areas to ensure there are no unintended conflicts with the Aviation Boulevard roadway work. 3-5

- The AMC DEIR identifies that a multi-use shared path will be constructed on the west side of Aviation Boulevard south of Arbor Vitae Street as part of LAWA's LAMP project. While LAWA is committed to enhancing the pedestrian and bicycle facilities in and around LAX facilities, LAWA, Metro and the City of Los Angeles must determine the funding, design and construction of a multi-use shared path on the west side of Aviation Boulevard that would be coordinated with the proposed APM and roadway improvements in consideration of the City's *Mobility Plan 2035*. 3-6

- The AMC DEIR makes reference to acquisition of properties in the Manchester Square area as part of the LAMP Project. LAWA concurs that in order to facilitate the construction of the LAMP Project, acquisition of several properties located along the APM, CONRAC, and roadways, including property right-of-way for curb cuts, and billboards, is required. However, LAWA will acquire the majority of these properties as part of the existing relocation program underway to mitigate aircraft noise impacts on area residences, as part of LAWA's Aircraft Noise Mitigation Program (ANMP); the 2004 LAX Master Plan EIR also environmentally cleared the acquisition of property in the Belford area and Manchester Square area through eminent domain. Should the land acquisition under the existing ANMP Relocation Plan not be completed by the time the proposed Project is approved and advanced into implementation, LAWA would begin to explore practical measures, including voluntary acquisition, leasing, and/or eminent domain to ensure designated areas are vacated consistent with LAMP's construction sequencing plan. 3-7

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

- The AMC DEIR identifies potential cumulative noise impacts related to the Travelodge Hotel. However, Travelodge may not renew their lease with LAWA which is set to expire in April 2018. The potential demolition of the Travelodge is included in the LAMP Project. Therefore, there may not be cumulative noise impacts at this location. 3-8

- To reduce potential cumulative traffic impacts during construction, close coordination is required between the two agencies. Both agencies need to work collaboratively to develop plans for lane closures, maintenance of access, detour routes and maintain safe and adequate pedestrian protection. LAWA suggests that Metro may want to participate in LAWA's Construction and Logistics Management process as part of the AMC Project implementation. 3-9

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

Sincerely,

Lisa Trifiletti

Lisa Trifiletti
Deputy Executive Director
Environmental Programs Group

LT:RA:oc

LETTER NO. 3 RESPONSE

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

3-1 Metro and LAWA have been and will continue to collaborate during different project phases including environmental, planning, design and construction and planning process. Specific comments pertaining to the Draft EIR are addressed below.

3-2 LAWA and Metro entered into a mutual voluntary, non-funding Cooperation Protocol (CP) on January 21, 2016 to establish voluntary, non-funding procedures and protocols to facilitate timely communication regarding planning, environmental clearances, real estate acquisitions and implementation of their respective projects, and to serve as a framework for future interaction between the parties, focusing on key areas of interest between LAWA and Metro. In adopting the CP, the Parties expressly stated that it would be necessary to revisit and modify the agreement from time to time to expand upon the matters addressed in the CP, and to address issues not covered under the CP. The CP also established Technical Advisory, Oversight and Steering Committees. The Steering Committee meets on a bi-monthly basis, whereas the Steering and Oversight Committee and monthly and bi-annual meetings.

3-3 LAWA and Metro are working on a Master Cooperative Agreement which will expand upon the CP to establish clear and reliable processes for providing review and comments or approvals of design deliverables, coordinating construction efforts, inspecting work, and allocating responsibility for coordinating elements of the projects that interface with one another, in order to minimize project costs, risk of delays and the potential for contractor claims.

3-4 Refer to Response to Comment 3-3.

3-5 Aviation Boulevard will be widened as part of the LAMP. Metro and LAWA are coordinating on the driveway locations and Aviation Boulevard configuration, including the traffic signal phasing at the shared north driveway intersection, length of left-turn lane and the potential accommodation of a multi-use path on the west side of Aviation Boulevard south of Arbor Vitae Street.

3-6 LAWA's LAMP proposes amendments to the City of Los Angeles Mobility Plan 2035 to provide bicycle connectivity in and around LAX. Metro is coordinating with LAWA in enhancing pedestrian and bicycle facilities along Aviation Boulevard. Metro and LAWA will continue to work together to determine the funding for this multi-use path.

3-7 In response to this comment, Chapter 5.0, Cumulative Impacts, of the Draft EIR has been updated to state that Bright Star Secondary Charter Academy and remaining

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

3-8 Metro is taking a conservative analysis approach and including the Travelodge Hotel in the proposed project analysis of cumulative conditions given the uncertainty of cumulative conditions.

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

COMMENT LETTER NO. 4

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

August 6, 2016

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

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

Dear Ms. Khanna,

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

Based on SCAG staff's review, the proposed project supports overall the goals of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The proposed project is included in the financially constrained 2016 RTP/SCS (see Project List technical appendix, RTP ID: 1TR0101). SCAG staff comments are detailed in the attachment to this letter. 4-1

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

Sincerely,

Ping Chang

Ping Chang
Acting Manager, Compliance and Performance Monitoring

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

2016.05.09 printed on recycled paper

August 6, 2016
Ms. Khanna

SCAG No. IGR8364
Page 2

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

SUMMARY

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

4-2

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

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

2016 RTP/SCS REGIONAL GROWTH FORECASTS

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

4-3

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

SCAG Staff Comments

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

2016 RTP/SCS LAND USE AND TRANSPORTATION STRATEGIES

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

4-4

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

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

SCAG Staff Comments

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

PERFORMANCE STANDARDS-BASED MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. **SCAG's Regional Council certified the Final PEIR** for the 2016 RTP/SCS and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories. 4-5

LETTER NO. 4 RESPONSE

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

4-1 The Final EIR with responses to this comment letter have been forwarded to the Southern California Association of Governments (SCAG) Inter-Governmental Review Program and specific comments pertaining to the Draft EIR are addressed below.

4-2 The comment does not include a specific comment related to the content or conclusions of the Draft EIR, and no further response is necessary.

4-3 Metro considered the 2016-2040 RTP/SCS growth projections during the Draft EIR process. The CEQA baseline was established on February 6, 2015 when the NOP was prepared and distributed by Metro. The Metro planning, modeling and growth forecasting process has assumed incremental growth in the airport vicinity and surrounding region consistent with procedures used in other Metro projects. The 2016-2040 RTP/SCS was adopted by SCAG on April 7, 2016, after the relevant analyses were completed.

4-4 The Draft EIR has been revised to reflect the corrected definition of High Quality Transit Areas (HQTAs). Revision of the HQTAs definition did not alter the impact analysis in the Air Quality, Greenhouse Gas, or Land Use sections. Refer to the Chapter 2.0, Correction and Additions, for the corrected definition.

4-5 As discussed in the Draft EIR, less than significant impacts related to Hazards and Hazardous Materials would occur with Mitigation Measures HAZ-1 through HAZ-6. Metro reviewed the SCAG Final Program EIR for the 2016-2040 RTP/SCS project-level performance standards-based mitigation measures and determined that Mitigation Measures HAZ-1 through HAZ-6 adequately mitigate potential impacts associated with the proposed project.

COMMENT LETTER NO. 5

MIKE BONIN

City of Los Angeles
Councilmember, Eleventh District

August 5, 2016

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

Dear Ms. Khanna,

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

As a member of the Board of Directors for the Los Angeles County Metropolitan Transportation Authority (Metro) and the Councilmember representing the Eleventh District in the City of Los Angeles, I am very proud of the work that both Metro and Los Angeles World Airports (LAWA) have completed to date in their joint efforts to provide a seamless and robust connection between Los Angeles International Airport (LAX) and the regional Metro Rail system. If designed and built as envisioned, the AMC Project, together with the LAX Landside Access Modernization Program (LAMP), will create the world-class transit connection to LAX that we have all been waiting for, and will help us reduce the future traffic congestion at LAX that we are already experiencing today. 5-1

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

Construct the Multi-Use Pathway

In various sections throughout the Draft EIR, Metro infers that it will not construct the bicycle infrastructure that will be needed for bicyclists to safely access the proposed Bike Hub at the AMC Transit Station. The Draft EIR states that LAWA will install a multi-use pathway for bicyclists and pedestrians along the west side of Aviation Boulevard and south of Arbor Vitae Street. Being that Metro will be constructing a new 15' sidewalk on the west side of Aviation Boulevard as part of this project, I encourage Metro to identify how to either entirely fund the construction of a multi-use pathway as part of the AMC Project, or work in coordination with LAWA to identify a cost-sharing implementation strategy that both agencies, and the City of Los Angeles, agree to. As stated in the Draft EIR, site access is 5-2

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considered an area of controversy/issue to be resolved. We absolutely must ensure safe bicycle access to the AMC Transit Station is provided as part of the AMC Project. 5-2 cont.

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

The proposed AMC Project includes a new bus facility and bus plaza as part of the overall multi-modal transportation center. As a result, the Draft EIR has prepared a bus rerouting plan shown in Appendix E. As part of this bus rerouting plan, the segment of 98th Street between Airport Boulevard to the new future intersection, 98th Street/Aviation Boulevard, is included as part of the bus-rerouting analysis. As Metro moves forward with the Final EIR, please assess the traffic volumes at the new future 98th Street/Aviation Boulevard intersection. 5-3

Coordinate Construction Traffic Management Plan with LAWA and Stakeholders

As a result of LAWA and Metro projects, between 2017 and 2024, there will be an increase in construction throughout the hotel and office business district surrounding the LAX. Accordingly, please ensure that an effective traffic management plan is developed with LAWA, and local stakeholders. Both agencies must work together to continue providing the traveling public efficient access to LAX during construction, as well as maintain/improve access to the local hotel and office business district. 5-4

Integrate the AMC Transit Station Design with the LAMP Project

Lastly, as Metro moves forward with detailed design of the AMC Transit Station and it's integration with the LAX LAMP Project, Metro must ensure there is a seamless connection provided between the two facilities that reduces walking distances and improves the quality of the travel experience for passengers. The continued cooperation between LAWA and Metro design and construction teams is critical to delivering high quality transportation facilities that best serve the public. We must design the AMC Transit Station to be a world-class transit facility as it will be the first experience of the Metro Rail system in Los Angeles for many passengers. 5-5

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

Regards,

MIKE BONIN
Councilmember, 11th District

LETTER NO. 5 RESPONSE

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

5-1 The introduction does not address the adequacy of the Draft EIR. Specific comments pertaining to the Draft EIR are addressed below.

5-2 The LAMP Draft EIR, released on September 15, 2016, proposes changes to the City of Los Angeles Mobility Plan 2035 to include a multi-use path on the west side of Aviation Boulevard and modify the street designation of Aviation Boulevard. Metro and LAWA are coordinating on the potential accommodation of a multi-use path on the west side of Aviation Boulevard south of Arbor Vitae Street. Also, Metro, in coordination with LAWA will explore funding sources to implement this multi-use path.

5-3 To evaluate the impact of the proposed project at traffic volumes at the new future 98th Street and Aviation Boulevard intersection that is proposed as part of the LAWA LAMP, the bus rerouting volumes and the passenger vehicle pick-up and drop-off area traffic volumes were added to this intersection. The forecast traffic volumes and level of service at this intersection were obtained from the 2035 Cumulative plus Project Scenario from the *LAX Landside Access Modernization Program Draft Environmental Impact Report* (LAWA, 2016). As shown in the table below, with the addition of proposed project trips, the intersection is projected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour. An impact comparison to the baseline is not shown below, because the intersection doesn't exist, as it will be implemented as part of the LAWA LAMP. However, if the LAWA LAMP LOS results were used as the Cumulative baseline to assess project impacts, the proposed project would increase the V/C ratio by 0.005 in both the AM and PM peak hours. This V/C change is well below the thresholds of significance for intersection traffic impacts in the City of Los Angeles.

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

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

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

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

COMMENT LETTER NO. 6

CITY OF LOS ANGELES

CALIFORNIA

Seleta J. Reynolds
GENERAL MANAGER

ERIC GARCETTI
MAYOR

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

August 5, 2016

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

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

Dear Ms. Khanna:

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

> *"That the project appropriately consider potential transit connections discussed in the City of Los Angeles Westside Mobility Plan, particularly the proposed BRT/LRT project being considered on Lincoln Boulevard between the City of Santa Monica and the 96th Street station."*

Subsequent to providing this comment, LADOT has initiated the process to develop a Project Report / Environmental Document (PR/ED) for the purpose of widening the Lincoln Bridge over the Ballona Creek and the Culver Bridge over Lincoln Boulevard, which are the initial steps needed to advance the aforementioned Lincoln Boulevard BRT/LRT project. As a result, with respect to your AMC project's DEIR, we would like to reiterate the need for consideration of provisions in your project scope to provide a future access point for our proposed BRT/LRT along this critical north-south corridor. We believe that with our coordination, we can achieve the important goal of establishing a north-south regional rail connection that links LAX to the larger regional rail network along the Coastal Corridor. Therefore, LADOT would like to again request that the final design for the AMC Project include consideration toward facilitating this connection. 6-1

Sincerely,

Sean Haeri
Senior Transportation Engineer

c: Tomas Carranza, LADOT Development Services

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER

LETTER NO. 6 RESPONSE

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

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

COMMENT LETTER NO. 7

BuchalterNemer
A Professional Law Corporation

18400 Von Karman Avenue, Suite 800, Irvine, California 92612-0514
Telephone (949) 760-1121 / Fax (949) 720-0182

Direct Dial Number: (949) 224-6292
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E-Mail Address: *blichman@buchalter.com*

August 5, 2016

VIA E-MAIL (LAXCONNECTOR@METRO.NET)

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

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

Dear Ms. Khanna:

The following constitute the comments of the City of Culver City ("Culver City") regarding the Airport Metro Connector 96th Street Transit Station ("Metro Project") Draft Environmental Impact Report ("DEIR"). As a threshold matter, please be advised that Culver City commends the Los Angeles County Metropolitan Transit Authority ("Metro") for its initiative in providing alternative modes of transportation for the citizens of Los Angeles. These comments are, therefore, submitted in a spirit of cooperation with both the concept and implementation of the Metro Project. Nevertheless, there remain some matters concerning which Culver City requests clarification. 7-1

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

The DEIR defines one of the Metro Project's primary objectives as "to integrate with existing and future transit connections and LAX facilities," ES-9. Moreover, the "goal of the proposed project is to increase transit ridership and provide a reliable and convenient transit option to and from LAX . . .," DEIR, p. 2-9, § 2.3.1. In fact, Metro's efforts appear to have been principally directed at expediting the construction of a regional rail connection to the airport, and developing a "direct interface with LAWA's [Los Angeles World Airports] proposed LAMP APM [Automated People Mover] . . .," DEIR, p. ES-10. Nevertheless, the environmental impacts of the Metro Project are analyzed separately from those of the Landside Access Modernization Program ("LAMP") project. This is especially true with respect to the 900,000 square feet of "collateral development" proposed as part of the LAMP project. On that basis, despite the broad sweep of the LAMP project, and the clear and direct role of the Metro Project 7-2

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Meghna Khanna
August 5, 2016
Page 2

in implementing it, the DEIR reaches the conclusion that there are no significant traffic impacts, cumulative or direct, resulting from the Metro Project. 7-2 cont.

Moreover, the DEIR defines the study area for cumulative impacts as Manchester on the north, La Cienega on the east, Imperial Highway and 105 on the south, and Sepulveda Boulevard on the west. However, even though Culver City is proximate to the area defined as within the scope of the analysis; a number of the thoroughfares that were analyzed extend beyond the study area into Culver City; and a substantial portion of the traffic to LAX travels on those thoroughfares through Culver City, the Metro Project's cumulative impacts on Culver City do not appear in the analysis. 7-3

Therefore, the question that is left unanswered in the DEIR is the way in which the Metro Project will mitigate, or exacerbate, the manifest impacts of the LAMP project and its collateral development. Culver City would, therefore, request that Metro revisit the synergistic relationship of LAMP's future traffic impacts, including the traffic certain to arise from the planned collateral development around the Intermodal Transportation Facility ("ITF") with the Metro Project's cumulative traffic impacts, including those impacts on Culver City. 7-4

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

The DEIR acknowledges that implementation of the Metro Project will result in 287 more daily bus Vehicle Miles Traveled ("VMT"), and 4,148 daily passenger vehicle miles traveled compared to the future without project scenario. However, the analysis does not go into detail concerning the DEIR's forecast of 164,524,301 VMT with the Metro Project, over and above the current conditions, *i.e.*, the proper comparison to the baseline under CEQA. *See*, DEIR, Table 3.1.6, Operational Daily VMT. In addition, with the stated assumptions that "changes in VMT related to the rental car maintenance facility would result in negligible emissions," Table 3.1.6, fn. 2, and that "the more stringent emissions regulations would result in a substantial decrease in the emissions for mobile sources from existing conditions to 2035," DEIR, p. 3.1-22, Table 3.1.7, most emissions increases resulting from the Metro Project and its dramatic increase in VMT are found to be negligible, except those for PM10 and PM2.5 which are purported not to be controlled by fuel consumption, DEIR, p. 3.1-22-23. 7-5

Consequently, Culver City recommends that the DEIR's air quality analysis, disclosing substantial increases in VMT from the CEQA mandated baseline to 2035 resulting from the Metro Project, be revised to incorporate a more thorough discussion of the impacts of the Metro Project when compared to the CEQA mandated baseline, *i.e.*, existing conditions. 7-6

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

While the DEIR goes into some detail in describing the various components of the Metro Project, the "Metro Hub" component remains something of mystery. DEIR, § 2.3.2.3, p. 2-16 7-7

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BuchalterNemer

Meghna Khanna
August 5, 2016
Page 3

describes that area as containing "security office, food/beverage/convenience/retail kiosk type spaces," although it also provides for "passenger amenities" for various user groups, without describing of what those amenities consist. This lapse is somewhat reminiscent of the treatment given to "collateral development" in the LAMP Notice of Preparation ("NOP"), even though that development, both independently and cumulatively, has the potential for generating substantial traffic, air quality, land use and other impacts not explored in that NOP, on the ground that a future, project level EIR will be provided (eventually). It is therefore Culver City's view that the Metro Project DEIR needs to further explain the type and scope of the amenities planned and the potential access points. 7-7 cont.

In summary, Culver City once again thanks Metro for its efforts, and encourages a more comprehensive exploration of the Metro Project's impacts on the region in general and Culver City in particular to ensure that a well-intentioned and much needed service can be implemented without delay. 7-8

Sincerely,

BUCHALTER NEMER
A Professional Corporation

By Barbara Lichman

Barbara Lichman

BN 21346107v2

LETTER NO. 7 RESPONSE

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

7-1 The introduction does not address the adequacy of the Draft EIR. Specific comments pertaining to the Draft EIR are addressed below.

7-2 The proposed project and LAMP are two separate projects being implemented by two regional agencies. The proposed project would provide a reliable and convenient transit option to LAX without the LAMP by providing an easy transfer from the regional light rail system to an LAX-bound bus. The proposed project has no direct role in enabling the collateral development proposed as part of the LAMP. Nor is the proposed project dependent upon LAWA proposed collateral development in any way. The LAMP components proposed by LAWA are independent of the proposed project. Accordingly, the collateral development is included in the cumulative analysis of related projects.

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

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

7-4 Chapter 5.0, Cumulative Impacts, of the Draft EIR included a detailed discussion of potential cumulative impacts. Cumulative conditions with the related projects within the study area that affect local roadway circulation include the CONRAC, East and West ITFs, the APM, roadway improvements throughout the cumulative impact study area and collateral private development on the east side of Aviation Boulevard. The proposed project would generate approximately 92 daily trips spread throughout the regional roadway network and there is no potential for the proposed project to contribute meaningful traffic volumes to cumulative conditions.

7-5 This comment addresses the change in vehicle miles traveled (VMT) that would result from implementation of the proposed project and the consequential effects on air quality. The VMT analysis for the Draft EIR was conducted on two levels: both a regional scale that encompassed the entire SCAG region, and a local scale that considered additional passenger vehicle trips directly to the project site and reconfiguration of bus routes. The regional analysis examined SCAG daily regional VMT under existing conditions, as well as in the future with and without project conditions. The increase of 164,521,177 daily VMT between the existing conditions (395,080,999) and the future without project conditions (559,602,176) results from forecasted regional growth that is not associated with the proposed project. The focus of the air quality assessment is the incremental change in regional VMT directly attributable to implementation of the proposed project, which is represented by the difference between the future with and without project conditions.

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

Emissions Source	Daily VMT	VOC (lb/day)	NOx (lb/day)	CO (lb/day)	SOx (lb/day)	PM10 (lb/day)	PM2.5 (lb/day)
Stationary							
Area	--	<1	<1	<1	<1	<1	<1
Energy	--	<1	<1	<1	<1	<1	<1
Stationary Subtotal	--	*<1*	*<1*	*<1*	*<1*	*<1*	*<1*
Mobile							
Regional Passenger Vehicles	2,602	<1	<1	5	<1	<1	<1
Local Pick-Up and Drop-Off Trips	1,546	<1	<1	5	<1	<1	<1
Buses	287	<1	6	6	<1	<1	<1
Mobile Subtotal	*4,435*	*<1*	*7*	*16*	*<1*	*<1*	*<1*
Total Daily Emissions Above Existing Conditions		1	7	17	<1	1	<1
SCAQMD Regional Threshold		55	55	550	150	150	55
Exceed Threshold?		**No**	**No**	**No**	**No**	**No**	**No**
Source: Terry A. Hayes Associates Inc., 2016.							

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

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

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

COMMENT LETTER NO. 8

CITY OF LAWNDALE

Office of the Mayor

ROBERT PULLEN-MILES
Mayor

August 4, 2016

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

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

Dear Ms. Khanna:

On behalf of the City Council of the City of Lawndale, I would like to take this opportunity to provide comments and express concerns on the proposed Airport Metro Connector 96th Street Transit Station, as outlined in the Draft Environmental Impact Report (DEIR). While the City understands that there are a number of potential benefits associated with the project, the City remains concerned that substantial impacts to the citizens of Lawndale are not being adequately presented in the DEIR. Similarly, those impacts are not targeted for potential mitigation or improvements that could reduce the effects to be endured by the community as a result of the project. We respectfully submit these comments to help ensure that local decision makers fully comply with the California Environmental Quality Act (Public Resources Code § 21000 *et seq.*, "CEQA") and the CEQA Guidelines (14 Cal. Code of Regulations §§ 15000 – 15387) with respect to the project. The following list outlines the City's comments and concerns: 8-1

- **Aesthetics.** The Aesthetics section of the DEIR is inadequate. The Aesthetics section of the DEIR did not identify, study, or mitigate the potential impacts on the surrounding area with regards to the light rail transit platforms, terminal facility, or entire transit center. Those facilities will have a significant impact on the environment. 8-2

- **Air Quality.** The Air Quality section of the DEIR is inadequate, faulty, and fundamentally flawed. The Air Quality sections of the DEIR did not address or 8-3

14717 BURIN AVENUE • LAWNDALE, CA 90260 • (310) 973-3200 • Fax (310) 644-4556
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identify traffic trips and the emissions generated for the passenger pickup/drop-off in the analysis. Additionally, the proposed project is inconsistent with all of the City of Los Angeles General Plan Air Quality Goals, Objectives, and Policies as identified on Pages 3.1-12, Table 3.1.2. 8-3 cont.

- **Baseline Conditions.** The DEIR did not adequately address nor establish throughout the entire DEIR, baseline conditions. The identified areas lacking adequate baseline conditions include: Air Quality, Greenhouse Gases, and Traffic/Transportation sections. Pursuant to CEQA, the Lead Agency is required to address and establish the baselines conditions in the DEIR. 8-4

- **City of Los Angeles Westchester-Playa Del Rey Community Plan.** The proposed project is not consistent with the goals or policies of the City of Los Angeles Westchester-Playa Del Rey Community Plan because it displaces current industrial/commercial land uses for the area, reduces jobs, economic growth, and displaces current land uses. The DEIR does not adequately address, analyze, and mitigate these environmental issues. 8-5

- **DEIR Project Description.** The project description in the DEIR is inadequate and incomplete. The project description mentions the proposed future Green Line Extension and Automated People Mover, yet there is no analysis, evaluation, special studies, or recommended mitigation studies pertaining to these key components for the project. CEQA mandates that the whole of the project be analyzed and that the entire project's scope must be analyzed and not deferred or relied upon for another lead agency to complete at some future date. 8-6

- **Incomplete or Missing Information.** The proposed "Automated People Mover" is not adequately addressed as part of the proposed transit station in the DEIR. The information is incomplete or no analysis was included in the DEIR. 8-7

- **Hazards and Hazardous Materials.** The Draft EIR does not provide adequate mitigation measures for hazardous soils impacts as identified in the DEIR. In addition, the proposed mitigations measures suggest deferred mitigation, which is in violation of the CEQA. 8-8

- **Noise Study.** Noise study contained within the DEIR does not adequately address noise impacts and the DEIR uses noise thresholds that are not consistent with the thresholds used for noise by the City of Lawndale. The information provided in the DEIR clearly shows the project will have significant and substantial noise impacts on sensitive noise receptors in the surrounding area. Most importantly, the information included in the DEIR clearly demonstrates the noise levels exceeding the maximum allowance permitted under the City of Los Angeles General Plan Noise Element. Furthermore, the proposed mitigation measures are clearly inadequate and are founded on a faulty and incomplete information supplied by a deficient noise study. 8-9

- **Piecemealing.** The impacts of the entire project, not just individual segments, should be programmatically analyzed. CEQA forbids "piecemealing" projects. Pursuant to CEQA, the whole of the entire project must be analyzed and those environmental considerations related to project(s) broken down into little projects, thus reducing or minimizing the potential impacts to the environment through "piecemeal" is prohibited. Potential growth impacts, such as new development projects, cannot be deferred to be analyzed in a piecemeal fashion at a later time. Rather, "the need for regional environmental consideration [must be made] at the earliest stage of a planned development before it gains irreversible momentum." (*Bozung v. Local Agency Formation Commission of Ventura County* (1975) 13 Cal.3d 263, 284, fn. 28.) An agency cannot treat one integrated large project as a succession of smaller projects to avoid analyzing the environmental impacts of the whole project. (*See, CASDBA v. County of Inyo* (1985) 172 Cal. App. 3d 151, 165-166 [two separate "packages" of entitlements for one project, each analyzed in a separate Negative Declaration, improper].) 8-10

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

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

  Additionally, the Automated People Mover (APM) is another key component of the Project, but the DEIR is deficient in identifying, analyzing, or mitigating any portion thereof or the potential impacts of the APM. To emphasize, the whole of the project must be studied, pursuant to CEQA. 8-11

- **Population and Housing.** The Draft EIR does not provide adequate analysis of the proposed project as it pertains to the Population and Housing impacts that this project will generate, which is required to be reviewed under CEQA. The analysis states the project will have no impacts to population or housing in the DEIR. The DEIR fails to address or take into account that the proposed project would induce substantial population growth either directly or indirectly. Further analysis is needed and required pursuant to CEQA. 8-12

- **DEIR Preparers.** The DEIR does not clearly identify the preparers involved with the preparation of the DEIR, including consultants, Metro staff, and those responsible for the preparation of the special studies. 8-13

- **Significant Environmental Effects.** The DEIR does not address significant environmental effects on the environment, including not identifying direct, indirect, long-term, and unavoidable impacts to the environment with regards to Noise and Vibrations, Land Use, Hazards, Traffic and Transportation Sections in the DEIR. CEQA requires the decision-making agency to balance environmental benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. The DEIR needs to, and fails to, provide an analysis of the risks of transportation accidents and their impacts, and provide potential mitigation measures which address these impacts. 8-14

- **Transportation Study.** Traffic study contained within the DEIR does not adequately address traffic impacts for the proposed project. The information included in the traffic analysis clearly demonstrates the Level of Services exceeding the maximum traffic trips under the City of Los Angeles General Plan Transportation Element and the City of Los Angeles Zoning Ordinance. 8-15

- **Water Quality.** Grading and construction in excess of one acre would require completion of an NPDES mandated Storm Water Pollution Prevention Plan (SWPPP) to protect surface water quality. Mitigation measures should be included indicating that (a) a SWPPP shall be completed by a California registered, Qualified SWPPP Developer and that (b) a California registered, Qualified SWPPP Practitioner shall oversee and monitor construction Best Management Practices and stormwater management, in accordance with the State General Construction Permit and the Los Angeles Regional Water Quality Control Board. 8-16

  The DEIR fails to evaluate whether there would be an increase in the amount of stormwater runoff in areas of new construction. If such an increase were to occur, mitigation measures must be provided indicating how off-site flows would be reduced to levels equal to or less than existing off-site runoff in order to reduce the potential for downstream flooding. 8-17

- **Geologic.** The project area is located in a geologically complex and seismically active region that is subject to earthquakes and potentially strong ground shaking. The DEIR needs to discuss the highest peak ground accelerations at the project area and transportation routes. Facilities would be susceptible to damage as a result of an earthquake on regional faults. 8-18

- **Vibration Study.** Draft EIR does not adequately address vibration impacts of proposed transit station. The information provided in the vibration study clearly shows the project will have significant and substantial noise impacts to sensitive receptors in the surround area. 8-19

The comments described above certainly do not represent a complete list, but are demonstrative of the fact that there are many issues related to the proposed Airport 8-20

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

8-20 cont.

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

Sincerely,

Robert Pullen-Miles
Mayor

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

LETTER NO. 8 RESPONSE

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

8-1 The introduction summarizes the City's concerns with the Draft EIR. Specific comments pertaining to the Draft EIR are addressed below.

8-2 The aesthetics analysis has been prepared in accordance with the CEQA Guidelines. Section 4.4.1, Aesthetics, of the Draft EIR includes a detailed assessment of the aesthetic impacts of the entire transit facility, which encompasses the light rail platforms, terminal facility and transit center. The impact analysis determined that the proposed project would not degrade the existing visual character or quality of the site and its surroundings nor create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

8-3 Section 3.1, Air Quality, of the Draft EIR has been prepared in accordance with the CEQA Guidelines. As shown in Table 3.1.6 of the Draft EIR, pick-up and drop-off activities are included in the analysis and would generate 1,546 vehicle miles per day. Emissions associated with these vehicle miles traveled were included in the estimation of mobile source emissions in Table 3.1.7 of the Draft EIR. The net daily air pollutant emissions that would result from the proposed project relative to the future without project condition are shown in Table 3.1.8.

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

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

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

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

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

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

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

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

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

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

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

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

8-7 As discussed in Response to Comment 8-6, the proposed project does not include the APM. The APM is part of LAWA's LAMP and addressed in the cumulative impact analysis of the Draft EIR.

8-8 The Hazards and Hazardous Materials analysis has been prepared in accordance with the CEQA Guidelines. As discussed in Section 3.3, Hazards and Hazardous Materials, of the Draft EIR, Mitigation Measures HAZ-1 through HAZ-6 were identified to reduce or eliminate potential impacts related to construction of the proposed project

- Mitigation Measures HAZ-1, HAZ-4, and HAZ-6 address potential soil impacts as a result of the proposed project and require that the proposed project meet regulatory standards, including a Phase II Environmental Site Assessment (ESA) to confirm the presence or absence of underground storage tanks and other subgrade features of environmental concern and a Soil Management Plan, if hazardous conditions are identified in the Phase II ESA.
- Mitigation Measure HAZ-4 further clarifies that remediation would be required, if the Phase II ESA identifies recognized environmental conditions; and
- Mitigation Measure HAZ-6 requires a soil vapor gas survey where enclosed structures are planned for the purpose of establishing a baseline for potential indoor vapor concentrations and remediation, if concentrations exceed Office of Environmental Health Hazard Assessment California Human Health Screening Levels.

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

8-9 The noise analysis contained in the Draft EIR has been prepared in accordance with the CEQA Guidelines. As discussed in Section 3.5, Noise and Vibration, Metro as Lead Agency has the discretion to establish the significance threshold for identifying potential noise impacts. Potential noise impacts were assessed using guidance provided by the Federal Transit Administration (FTA). Also in Section 3.5, Noise and Vibration, of the Draft EIR, noise-related impacts during construction and operation were determined to be less than significant and no mitigation measures are required. The project site is more than 3.5 miles from the City of Lawndale, and the proposed project has no potential to increase existing noise within the City of Lawndale.

8-10 Refer to Response to Comment 8-6.

8-11 Refer to Response to Comment 8-6. The APM is a separate project that would be constructed, owned, and operated by LAWA, and is included in the analysis of cumulative conditions in Chapter 5.0, Cumulative Impacts, of the Draft EIR.

8-12 As discussed in Chapter 4.0, Other CEQA Considerations, of the Draft EIR, the proposed project would not result in impacts related to population and housing, and further analysis in the Draft EIR was not required. Chapter 4.0 of the Draft EIR also assessed growth-inducing impacts. The overall intention of the proposed project is to satisfy existing and future transit demand in the airport vicinity. In addition, the proposed project is intended to improve pedestrian and bike safety, and would not open any large undeveloped areas for new use. Utility and other infrastructure upgrades are also intended to meet project-related demand. As such, the proposed project would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure and reduce regional congestion. The proposed project would not induce unanticipated growth and development.

8-13 Chapter 7.0, Lead Agency, Preparers and Sources Consulted, of the Draft EIR includes the list of preparers.

8-14 In accordance with the CEQA Guidelines, Chapter 3.0, Environmental Impacts, of the Draft EIR includes detailed assessments of potential impacts associated with Noise and Vibration, Land Use and Planning, Hazards and Hazardous Materials and Transportation and Traffic. The comprehensive analysis accounted for direct, indirect, and long-term effects. The proposed project would not result in significant and unavoidable impacts that would need to be balanced against benefits of the proposed project, as discussed within Chapter 3.0.

The potential risk from transportation accidents was assessed in Section 3.6, Transportation and Traffic, of the Draft EIR. Driveways would be designed in compliance with current standards as outlined in the current *California Manual on Uniform Control Devices*, and other relevant engineering guides. The analysis concluded that the proposed project would not result in significant impacts.

8-15 The traffic analysis has been prepared in accordance with the CEQA Guidelines. The City of Los Angeles has established threshold criteria to determine significant impacts of a proposed project within its jurisdiction. As shown in Table 3.6.3 in Section 3.6, Transportation and Traffic, under the City of Los Angeles Department of Transportation guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. Tables 3.6.6 and 3.7.7 show that no significant impacts were identified at any study intersections, including those located in the City of Los Angeles.

8-16 Metro is required to prepare a SWPPP. As discussed in Chapter 4.0, Other CEQA Considerations, of the Draft EIR, the proposed project would be required to obtain coverage under the NPDES General Construction Activity Permit. In accordance with the requirements of the permit, Metro would prepare and implement a site-specific SWPPP. Since this is a regulatory requirement, it is not identified as a mitigation

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

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

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

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

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

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

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

COMMENT LETTER NO. 9

CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

Inglewood All-America City 2009

Christopher B. Jackson, Sr.
Department Manager

August 3, 2016

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

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

Dear Ms. Khanna,

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

The City of Inglewood is in the process of preparing an Active Transportation Plan. The 96th Street Transit Station will be included as a key destination and we will consider bike and pedestrian connectivity. 9-1

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

Sincerely,

Mindy Wilcox, AICP
Planning Manager

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

LETTER NO. 9 RESPONSE

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

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

3.4. Responses to Community and Business Interest Groups' Written Comments

COMMENT LETTER NO. 10

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

August 6, 2016

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

Via email: laxconnector@metro.net

Re: Comments on Airport Metro Connector Draft EIR

Dear Meghna Khanna:

ARSAC, the Alliance for a Regional Solution to Airport Congestion, appreciates the opportunity to comment on this Draft EIR. We have divided our comments into two groups: General comments and Specific comments. 10-1

General comments:

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

ARSAC supports rail going to LAX. The connection with the LAX Automated People Mover (APM) will help to serve the Central Terminal Area (CTA). ARSAC's preference is that the APM operates on a loop route within the CTA to provide convenient passenger access to all terminals. A close interface between the 96th Street Station and the APM is critical for encouraging as much of the public as possible to utilize rail transit and other forms of mass transit to and from LAX. 10-2

We are concerned about the safety of the grade crossing at Arbor Vitae. Until a grade separation can be built, we ask that safety enhancements to prevent vehicles from driving around the crossing arms when the arms are down. These safety items include striping, curbs, signage and barriers such as plastic sticks be used. 10-3

ARSAC has been and remain opposed to any 405 freeway onramps and offramps tied to Arbor Vitae. ARSAC is not opposed to a 405 south onramp from the LAX CONRAC with the onramp being situated south of Arbor Vitae. 10-4

Specific comments:

1. Page ES-6: The bicycle hub is a good idea, but 150 secured spaces may be too low. Based upon need, the number of secured spaces should be increased. Additionally, the proposed additional amenities such as lockers and showers should be added based upon an annual needs assessment of Metro passengers and bicycle riders. 10-5
2. Page 6-2. Section 6.1.2 states that Wally Park is east of the Metro ROW. Wally Park is west of the Metro ROW. This site was mentioned in the Alternatives Analysis, but was not listed an Alternate. Why? 10-6

Please contact us with any questions or comments.

Sincerely,

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

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

LETTER NO. 10 RESPONSE

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

10-1 The introduction does not address the adequacy of the Draft EIR. Specific comments pertaining to the Draft EIR are individually addressed below.

10-2 The preference related to the APM route is outside of the scope of the proposed project. The APM is part of LAWA's LAMP. The comment has been shared with LAWA for their consideration. Metro is committed to continued coordination with LAWA throughout implementation of the proposed project. Metro and LAWA are coordinating to address pedestrian and bicycle infrastructure, reducing construction effects, ensuring that the projects operate well together, and integrating design between the two projects.

10-3 The grade crossing at Arbor Vitae Street was addressed as part of the Crenshaw/LAX Transit Project Final Environmental Impact Statement/Environmental Impact Report. The proposed project would not alter the design or operation of this crossing.

10-4 The proposed project does not include modifying I-405 freeway on and off ramps. The comment has been shared with LAWA for their consideration.

10-5 The bicycle hub would accommodate up to 150 bicycles in a secure, indoor environment. Additional outdoor space for up to 50 bicycles would be provided for short-term parking. Amenities associated with the bicycle hub may include a repair area, a multi-use space, showers and lockers. The design does not preclude additional spaces and amenities should they be needed based on actual demand.

10-6 Chapter 6.0, Alternatives of the Draft EIR, has been corrected to state that Wally Park is located west of the Metro right-of-way. As stated in Chapter 6.0, the Wally Park site is not large enough for the proposed project. The project site is 9.5 acres and the Wally Park site is approximately 4.0 acres. Refer to Chapter 2.0, Corrections and Additions, for specific corrections.

COMMENT LETTER NO. 11

GATEWAY Los Angeles AIRPORT BUSINESS DISTRICT

Via email at laxconnector@metro.net

July 22, 2016

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

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

Dear Ms. Khanna:

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

Our understanding is that the AMC transit station, to be served by the Metro Green and Crenshaw/LAX light rail lines, will provide a connection to Los Angeles International Airport (LAWA or LAX) via LAWA's Automated People Mover (APM) system. Metro's AMC transit station will include three (3) at-grade light rail transit platforms; a bus plaza for Metro and municipal buses; passenger pick-up and drop-off locations; pedestrian and bicycle amenities; and a transit center and terminal building that connects Metro's transit station with LAWA's APM stations. 11-1

Our comments pertaining to the Draft EIR are below:

1. These comments, primarily related to **traffic and circulation** impacts:

   a. The Metro EIR considered "Related Projects" as part of its cumulative impacts analysis, including the LAX Landside Access Modernization Project ("LAMP") project. Gateway understands that as part of the LAMP project, 98th Street may be extended from its existing terminus at Bellanca Avenue, and extended east to connect with Aviation Boulevard. Under Metro EIR's list of intersections studied, while the future "Project Driveway-Option 1" was studied, as was the future "Project 11-2

Driveway-Option 2," there was no mention of a future Aviation Boulevard and 98th Street 4-way intersection being analyzed in terms of 4-way traffic counts, Level of Service or Vehicle Miles Travelled (and the intersection of Aviation and 98th is not mentioned Table 5.3 "Cumulative Intersection Conditions" nor in the EIR Appendix E "Transportation and Traffic Data" tables or intersection charts). 11-2 cont.

Gateway requests that the Final EIR clarify whether the extension of 98th Street was assumed and studied by Metro as part of its traffic analysis. Gateway requests that Metro clarify: 11-3

- What impact would a future 4-way intersection on Aviation Boulevard and 98th Street have on northbound and southbound traffic on Aviation between Century Boulevard and Arbor Vitae?
- Whether such a future intersection would impact vehicular circulation ingress or egress into the Metro Connector 96th Street Transit Station? 11-4
- If Access Option 2 with the more southerly driveway for the Metro project is developed, how will a future and very busy 4-way traffic intersection at Aviation Boulevard and 98th Street impact vehicles trying to exit the Metro project's southerly driveway, given the close proximity of Metro's southerly driveway to the future Aviation Boulevard and 98th Street 4-way intersection? 11-5

b. Page 3.6-15 of the EIR contains some statements which seem contradictory. One sentence discusses that on Aviation Boulevard, there would be the addition of "*up to two northbound left turn lanes…**for access to the project driveways***" [NOTE: The word "driveways" is plural] but in the next paragraph, the EIR discusses "*no left-turn entry access for northbound vehicles*". In the same paragraph, the EIR states that there will be "*No additional signals or crosswalks…added to cross Aviation Boulevard*" but in the next paragraph, the EIR states "*Additional crosswalks would be implemented at the fully signalized intersection*." Further, the discussion on Page 3.6-15 of the EIR does not mention whether the driveways refers to Access Option 1 or Access Option 2. 11-6

On Page 3.2-19, the EIR states: "*The proposed project would add crosswalks* [plural] *across Aviation Boulevard creating easier accessibility to the project site from the east and providing mid-block crossings.*"

Gateway to L.A. would ask that the Final EIR clarify this language related to northbound lanes, access on northbound Aviation Boulevard into the project (will left turns into the Project be allowed, and if so, where), and whether there will be crosswalks across Aviation Boulevard, and if so the crosswalk locations. A diagram reflecting the crosswalk locations should be included in the Final EIR. 11-7

c. Gateway to L.A. notes that while there is discussion in the EIR of a passenger pick-up and drop-off area within the project, there is no discussion in the EIR of queuing or stacking of vehicles, especially during peak activity times when Green line, 11-8

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

The Final EIR document should clarify or include analysis pertaining to the Project's driveway entrances and the driveway stacking lanes to confirm that vehicular traffic trying to enter the Project site will not queue onto Aviation Boulevard. 11-8 cont.

d. The EIR states: "*Bicycle lanes or other bike facilities are also sparse in the study area*." Yet, the EIR reflects that there will be a bicycle hub with parking for 150 bicycles. There was no mention in the EIR of new or planned bicycle lanes along Aviation Boulevard, yet there was a statement that: "*The west side of Aviation Boulevard would include a 15-foot sidewalk to promote pedestrian accessibility…*" 11-9

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

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

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

   a. Gateway had requested that **project aesthetics** be addressed in the EIR, as Gateway would like to see a visually appealing and iconic design for the station that is coordinated with the design of the LAMP components. 11-10

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

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

   b. Gateway had requested that **signage and wayfinding** be addressed in the EIR as the station will serve a large population that includes many travelers, including international travelers. Gateway had requested that wayfinding and signage ensure that passengers get off at the correct stop so as not to cause additional traffic or delays. 11-11

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

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Gateway to L.A. asks that the Final EIR provide additional clarification, or graphics, or a signage program related to wayfinding and signage for the project. 11-11 cont.

c. Gateway had requested that **traffic and access** be addressed in the EIR, including:
   - Study the level of service or vehicle miles traveled for peak airport travel times (not just conventional peak work travel times). 11-12
   - Analyze pedestrian, bicycle and vehicular traffic at all nearby intersections 11-13
   - Analyze pedestrian crossing times at future crosswalks that would be developed as part of the Metro station, to determine if the time allotted to cross is sufficient considering the potential increase in pedestrian traffic to the Metro project site 11-14
   - Update rail trip counts to account for passengers missing the 96th Street station, and instead getting off at the Century/Aviation Metro station 11-15
   - Analyze additional pedestrian traffic between the 96th Street station and the Century/Aviation station 11-16

Gateway notes that from a review of the Metro draft EIR, there was little to no discussion of many of the above comments provided over a year ago by Gateway, to Metro. 11-17

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

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

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

Given this level of daily boardings at the Project site, the intensification of land use, pedestrian, bicycling and vehicular trips to the Project will be significant. Gateway to L.A. requests that Metro mitigate the impacts of the Project as much as feasible to protect surrounding landowners, existing businesses and other area stakeholders, while delivering a Project that will provide a seamless and safe passenger and visitor experience. 11-18

Very truly yours,

Laurie Hughes

Laurie Hughes
Executive Director

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LETTER NO. 11 RESPONSE

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

11-1 The introduction of the letter does not address the adequacy of the Draft EIR. Specific comments pertaining to the Draft EIR are addressed in Response to Comments 11-2 through 11-18.

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

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

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

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

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

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

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

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

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

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

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

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

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

At this time, bicycle riders may access the project site via mixed-flow traffic lanes on Aviation Boulevard, Century Boulevard, and Arbor Vitae Street. Sidewalks would not be designated as bike paths. Metro and LAWA are coordinating to accommodate a multi-use path to provide pedestrian circulation and an off-street two-way bicycle facility along the eastern perimeter of the project site. The15-foot sidewalks will be installed along the perimeter of the project site adjacent to Aviation Boulevard and Arbor Vitae Street.

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

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

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

levels as existing conditions, which includes a well-lit parking lot. It is not anticipated that residential uses would be exposed to significant increases in nighttime light.

11-12 The AM and PM peak hour were selected for analysis because they represent the peak hours when bus service is at its most frequent. Because the primary traffic effect of the proposed project is from the shift in bus routes, analyzing these peak hours represents the time period with the greatest potential for project-related traffic impacts. As shown in Tables 3.6.6, 3.6.7, and 5.3 of the Draft EIR, there would be no significant project-related traffic impacts associated with the proposed project during the peak hours. Therefore, there would not be a significant impact regardless of time period analyzed (weekday AM and PM peak hour or airport midday peak hour).

11-13 Study intersections were selected based on the proposed project's potential to cause an impact. All key signalized intersections were analyzed with the greatest likelihood of project impacts associated with the proposed project. AM and PM peak period vehicle traffic counts were collected. In addition, historic pedestrian and bicycle counts were reviewed to determine whether pedestrian and bicycle activity should warrant further analysis. Weekday AM, midday, and PM peak hour pedestrian and bicycle counts collected for the *LAWA Specific Plan Amendment Study* in 2010 were reviewed for the Aviation Boulevard and Arbor Vitae Street intersection. This intersection was selected because it is the closest intersection to the project site. The maximum hourly count within one of those three hours was 39 pedestrians crossing the intersection in an hour and 15 bicycles crossing the intersection in an hour. Since these volumes were negligible and 2010 pedestrian and bicycle volumes were expected to be higher than 2015 counts because more homes existed in Manchester Square in 2010 than in 2015, it was determined that no further pedestrian and bicycle counts or analysis were required.

11-14 During final design, pedestrian crossing times at signalized intersections will be evaluated and designed in accordance with the most recent edition of *the California Manual of Uniform Traffic Control Devices* reflecting the required crossing times associated with the ultimate crossing distances.

11-15 Signage/maps showing the alignment and Metro stops will be provided at stations and trains to guide passengers to their destinations. Also, station stop announcements on the Metro Green and Crenshaw/LAX Lines will alert passengers of upcoming stops. This is not expected to have any material effect on any of the environmental impact areas analyzed in the Draft EIR.

11-16 Sidewalks will be provided along the project site to allow for pedestrian circulation in the area, including between the Century/Aviation station and the 96th Street Transit Station. However, pedestrian travel between the two stations is expected to be minimal, because passengers typically choose to disembark at the station that is closer to their ultimate destination. This is not expected to have any material effect on any of the environmental impact areas analyzed in the Draft EIR.

11-17 Refer to Response to Comments 11-2 through 11-16. The complete scoping report, including the Gateway to L.A.'s NOP comment letter, is included in Appendix A. Per CEQA Guidelines, the comments made therein were considered in the development of the project and the analysis contained in this EIR. CEQA does not require formal responses to scoping comment letters.

11-18 The Draft EIR and Response to Comments 11-2 through 11-18 comprehensively address environmental effects and the commenter's concerns. Potential impacts have been mitigated to less than significant and no additional mitigation is necessary.

COMMENT LETTER NO. 12

LOS ANGELES AREA
CHAMBER OF COMMERCE

August 5, 2016

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

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

Dear Ms. Khanna,

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

Situated in the second largest city in the U.S., LAX is undergoing its own efforts to transform accessibility to terminals, while creating a more seamless experience for travelers. The Chamber envisions the transit station to be a smaller version of Union Station, serving as the front door of the airport and a gateway to Los Angeles. The project should be multi-modal and utilize user-friendly technology and signage- details of utmost importance to serve both local Angelenos and visitors. Additionally, the ability to navigate the facility easily is critical to ensure the station and people mover are used to their capacity and is the preferred choice of travelers over entering the Central Terminal Area. 12-1

Metro's AMC 96th Street Station project addresses a critical gap in the transportation system. The project will provide a reliable, fast, and convenient connection for passengers traveling between the LAX area and the regional transit systems. It will also integrate with existing and future transit connections and airport facilities, increase the share of transit trips to and from LAX with minimal impact to airport facilities and surrounding communities and help reduce air pollution.

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

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

Sincerely,

Gary Toebben

Gary Toebben
President & CEO

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

LETTER NO. 12 RESPONSE

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

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

COMMENT LETTER NO. 13

Allen Matkins

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

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

VIA EMAIL/U.S. MAIL

August 5, 2016

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

Re: Hertz's Comments on the Airport Metro Connector 96th Street Station Draft EIR and Objection to Use of Hertz's Property for Metro's Project

Dear Ms. Khanna:

This office represents The Hertz Corporation in connection with Metro's proposed Airport Metro Connector 96th Street Station project ("Project"). This letter constitutes Hertz's comments on the Draft EIR prepared for the Project. It also constitutes Hertz's objection to Metro's use of any of Hertz's property for the Project. 13-1

1. Background.

The Project includes a new transit station near Aviation Boulevard and 96th Street that will connect the Los Angeles International Airport to Metro's rail system. As currently proposed, the Airport Metro Connector station will be located on the 9-acre property owned and operated by Hertz and known as the "Garrett Lot." 13-2

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

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

Meghna Khanna, Deputy Project Manager
August 5, 2016
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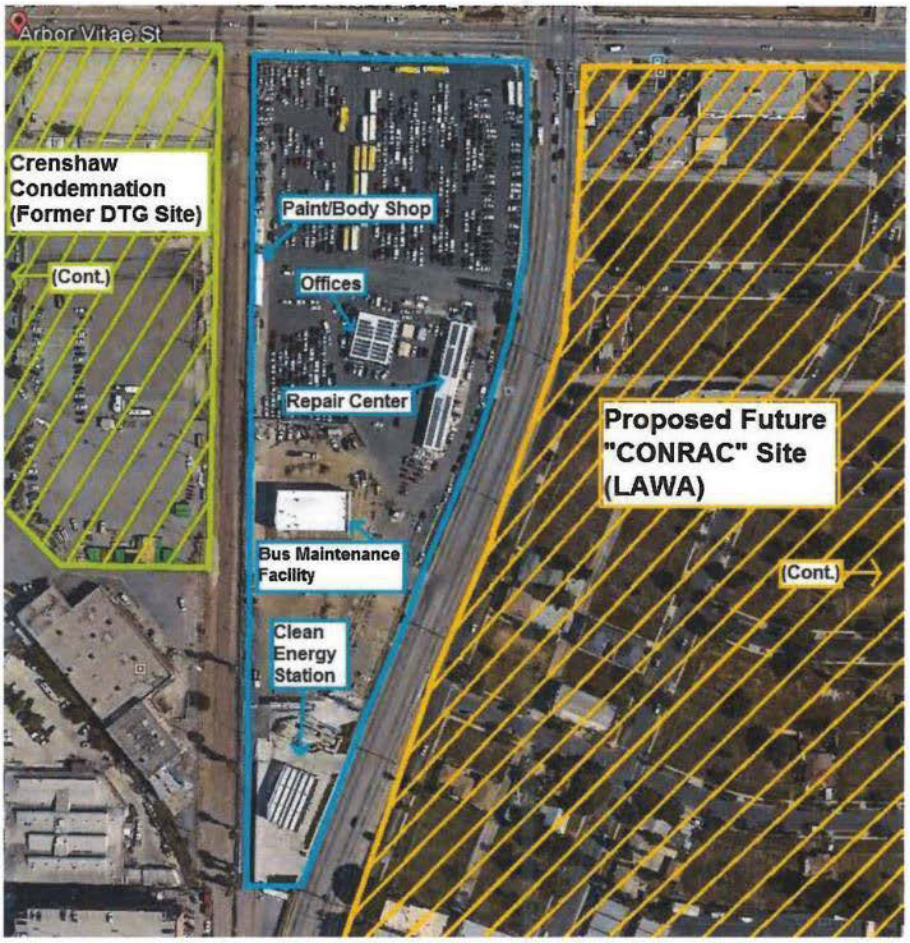

13-2 cont.

As can be seen in the above diagram, in addition to serving as Hertz's bus and car maintenance facility, the Garrett Lot also houses a natural gas/clean energy station on the southern perimeter of the property, which portion Hertz leases to a third-party to provide

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

Also as shown above, no available land exists in the immediate vicinity for Hertz to move its existing and future operations. And Metro's condemnation of Hertz's Dollar's facilities immediately to the west of the Garrett Lot has further constrained the available land. 13-3

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

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

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

- Impacts of Removing Hertz's Bus/Car Maintenance Facility. Metro's acquisition of the Garrett lot will force Hertz to find an alternative location for its current bus and car maintenance and storage. Because there is no available property in the immediate vicinity, that location will have to be farther out from the airport, requiring Hertz's cars and buses and other vehicles, including tow trucks, etc. to travel from farther away to Hertz's existing rental facilities. The Draft EIR should analyze the potential alternative locations, if any, in the general vicinity and perform a detailed review of the environmental impacts associated with forcing Hertz to move its operations from the Garrett Lot, including, without limitation, impacts to air quality, greenhouse gas emissions, noise, traffic, and hydrology but it does not. 13-5

- Impacts of Eliminating the Clean Energy Station. Additionally, the Garrett Lot is the site of an alternative energy station, which supplies natural gas to buses and other vehicles. The Garrett Lot is ideally situated for this service, 13-6

due to its close proximity to the airport and the South Bay communities. If the project were to eliminate this facility, it will cause serious impacts, including impacts resulting from forcing buses and other vehicles that would otherwise use the station to travel to and from any potential alternative sites for the station. Alternatively, if there is no feasible location for the station, the Draft EIR must examine the impacts from eliminating the clean energy alternative from LAX and surrounding communities, including impacts to air quality and greenhouse gas emissions. 13-6 cont.

Metro's decision makers simply cannot make an informed decision about the Project when Metro's Draft EIR has failed to consider these topics. 13-7

3. **Hertz's Existing Mitigation Efforts.**

As Metro's decision to take Hertz's property seems a fait accompli, as reflected in Metro's Draft EIR, Hertz has taken steps to mitigate the damages from the taking and continues to do so. Among other things, Hertz has relocated the office staff from the modular offices on Garrett Lot to another Hertz property. This required Hertz to spend significant moneys on renovation and remodeling costs at the other property to accommodate this use. It is also going to be necessary for Hertz to relocate solar panels that are currently on those modular offices. 13-8

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

4. **Conclusion.**

Hertz reserves the right to submit additional comments in connection with the Project to the fullest extent allowed by law. Additionally, Hertz formally requests that notification of all project hearings and meetings in connection with the Draft EIR be sent to Allen Matkins Leck Gamble Mallory & Natsis LLP, 1900 Main Street, 5th Floor, Irvine, 13-9

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

Meghna Khanna, Deputy Project Manager
August 5, 2016
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California, Attention: K. Erik Friess; email: rfriess@allenmatkins.com. Finally, Hertz wishes to lodge its vehement objection to the use of any of its land for the Project. 13-9 cont.

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

Very truly yours,

K. Erik Friess

KEF
Enclosure

LETTER NO. 13 RESPONSE

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

13-1 The objection to Metro's use of the Hertz property has been forwarded to the Metro Board of Directors. The letter does not include a comment related to the adequacy of the Draft EIR, and no further response is necessary.

13-2 The comment summarizes the proposed project and existing uses on the project site. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

13-3 The comment discusses existing land uses in the project area and the lack of availability of a similarly situated property for Hertz to relocate. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

13-4 Refer to Response to Comments 13-5 through 13-8 related to specific Hertz comments on the use of the project site. The complete scoping report, including the Hertz's NOP comment letter, is included in Appendix A. Per CEQA Guidelines, the comments made therein were considered in the development of the project and the analysis contained in this EIR. CEQA does not require formal responses to scoping comment letters. The Draft EIR appropriately addressed the issues raised in the March 9, 2015, letter.

13-5 CEQA regulations do not require Metro to assess the environmental impacts associated with displaced businesses, particularly when a relocation site is unknown and where the results of land acquisition negotiations cannot be known. CEQA specifically disqualifies analysis that would be based on speculation. Should the EIR be certified by the Metro Board of Directors, Metro would be required to comply with the Uniform Relocation Act. Relocations would include compensation per the Uniform Act, pursuant to 49 CFR Part 24 and the California Relocation Act. All real property acquired would be appraised to determine the fair market value. Just compensation would be offered to each property owners and would not be less than the approved appraisal. The property owner would be given advanced written notice and would be informed of the relocation process.

13-6 As discussed above, CEQA regulations do not require Metro to assess the environmental impacts associated with displaced business, particularly when a relocation site is unknown and where the results of land acquisition negotiations cannot be known. CEQA specifically disqualifies analysis that would be based on speculation.

13-7 Refer to Response to Comments 13-5 and 13-6. The Draft EIR appropriately addressed Hertz' concerns, and provides the Metro Board of Directors with the necessary information to make an informed decision on the project.

13-8 Formal notice of right to relocation benefits cannot be provided for any project site assessed by any agency until the environmental process has been completed, and the Final EIR is certified by the Metro Board of Directors. Refer to Response to Comment 13-5 regarding the relocation process.

13-9 Metro has provided the commenter with the Final EIR that includes the response to this comment letter and notifications for public meeting dates regarding the Final EIR. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

3.5. Responses to Public Hearing Written Comments

COMMENT LETTER NO. 14

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

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

Comment Comentario

What will happen to the existing LA City bus Center where local transit agencies currently utilize on 96th ST. ? 14-1

What or any are the traffic impacts to Sepulveda and 96th street during the construction of the project? 14-2

Are there any anticipated closure to any green line bus stations due to the construction and/or implementation of this proposed project? 14-3

Metro

LETTER NO. 14 RESPONSE

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

14-1 The existing uses at the LAX City Bus Center site would be shifted to the project site as part of the proposed project. The LAX City Bus Center would no longer be used as a bus transit facility and the future use has not been determined. The cumulative condition assessed in the Draft EIR includes a new roadway on the LAX City Bus Center site that provides access to ITF West and an APM station that would be constructed as part of the LAMP.

14-2 As detailed in Section 3.6, Transportation and Traffic, in the Draft EIR, no significant traffic impacts are expected during construction of the proposed project. Truck haul trips are expected to primarily access the freeway system via Aviation Boulevard to Century Boulevard to the I-405, and therefore are not expected to impact 96th Street or Sepulveda Boulevard. Most construction worker traffic is also expected to follow similar routing, and therefore the effects of construction worker trips on 96th Street or Sepulveda Boulevard would be negligible.

14-3 The bus transit service that currently serves the Aviation/LAX Metro Green Line station will be relocated to the project site after the implementation of the proposed project, where it would connect with the Metro Crenshaw/LAX and Green Lines. The bus transit plaza at the Aviation/LAX station may eventually be removed from service, with some bus routes continuing to serve that station via on-street bus stops.

COMMENT LETTER NO. 15

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

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

Comment / Comentario

I think this is an awesome project, making access to the airport terminals much easier. 15-1

Regarding what has been discussed I would certainty think that for grade crossing area plans, if possible have the grade be separated either above or below. If not possible, a good way to go will be to install crossing arms that will cover the entire street instead of just one side and guard the railroad tracks with fences or railings. 15-2

Metro

LETTER NO. 15 RESPONSE

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

15-1 The comment expresses support for the proposed project.

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

COMMENT LETTER NO. 16

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

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

Comment / Comentario

✓ Like the overall plan 16-1
✓ Think the Century / Aviation and 96th / Aviation should have been 1 station to save $ 16-2
✓ Arbo Vite needs a grade separation 16-3

✓ Hopefully you made arrangements to allow the green line to go north to Lincoln Blvd to Santa Monica. 16-4
✓ Also how about the SFV-405 line eventually coming into LAX. Where? 16-5

Metro

LETTER NO. 16 RESPONSE

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

16-1 The comment expresses support for the proposed project.

16-2 The two stations have independent purposes. Specifically, the Aviation/Century Station has been designed to primarily serve the businesses along the Century Boulevard corridor, while the proposed project is proposed to serve as a major transfer point for bus and rail transit riders, including airport bound passengers. The proposed project was selected as the preferred LAX connection based on a combination of factors including passenger convenience, time savings and cost to airport and non-airport bound passengers. The proposed project would also better fit with future plans for airport-related projects in the area.

16-3 The grade crossing at Arbor Vitae Street was addressed as part of the Crenshaw/LAX Transit Project Final Environmental Impact Statement/Environmental Impact Report. The proposed project would not substantially alter the design or operation of this crossing.

16-4 The proposed project would not affect Metro's ability to construct the future Metro Green Line extension to the Lincoln Boulevard corridor.

16-5 The proposed project would not affect Metro's ability to construct a transit line along I-405 to the San Fernando Valley. A preferred alternative for the I-405/San Fernando Valley project has not been identified, including its connection into LAX.

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

COMMENT LETTER NO. 17

facebook

Date Posted: 6/22/2016

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

Comment:

Risa Sher: Why can't you inform tourists about the 96th st bus depot now? That location may be the best kept secret in LA. 17-1

LETTER NO. 17 RESPONSE

Risa Sher

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

COMMENT LETTER NO. 18

facebook

Date Posted: 7/1/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

3; Benjamin Page: What color designation is the line going to be? Pink? Olive? Brown? 18-1

LETTER NO. 18 RESPONSE

Benjamin Page

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

COMMENT LETTER NO. 19

facebook

Date Posted: 7/1/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

3; Mark DeFazio: Wednesdays at 6pm most people are still at work. Should have scheduled it for a weekend if you wanted the maximum amount of people. 19-1

LETTER NO. 19 RESPONSE

Mark DeFazio

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

COMMENT LETTER NO. 20

facebook

Date Posted: 7/1/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

3; Lee Johnson: Sounds like a good idea.... 20-1

LETTER NO. 20 RESPONSE

Lee Johnson

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

COMMENT LETTER NO. 21

facebook

Date Posted: 7/2/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

1; Rey Santos: Yes!!! 21-1

LETTER NO. 21 RESPONSE

Rey Santos

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

COMMENT LETTER NO. 22

facebook

Date Posted: 7/3/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

5; Coco Shanelle: When is the train going from crenshaw too lax open 22-1

LETTER NO. 22 RESPONSE

Coco Shanelle

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

COMMENT LETTER NO. 23

facebook

Date Posted: 7/3/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

5; Cartellia Marie Bryant: Scheduled for 2019. 23-1

LETTER NO. 23 RESPONSE

Cartelllia Marie Bryant

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

COMMENT LETTER NO. 24

facebook

Date Posted: 7/3/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

5; Saul Lara: Todo lo que metro este hasiendo muy bien porque un viaje en carro de dos horas en metro solamente25 minutos me encanta la idea que se esten conectando mas lineas del metro yo vivi en norwalk tres metros agarraba para yegar beverly hill 40 minutos estaba en mi casa en carro 2 horas y media vean la diferencia adelante metro bravo por todo lo que estas asiendo;

Translation/Corrected Grammar:

Everything Metro is doing is good because in a car trip of two hours, Metro takes only 25 minutes. 24-1

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

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

LETTER NO. 24 RESPONSE

Saul Lara

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

COMMENT LETTER NO. 25

facebook

Date Posted: 7/3/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

5; Elijah Tanner III: Unfortunately the MTA is using the wrong airports as an example. Chicago and Atlanta should be the model they should take after. The train should go straight to and from the airport. This apm seems like a bureaucratic nightmare thats 25-1

LETTER NO. 25 RESPONSE

Elijah Tanner III

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

COMMENT LETTER NO. 26

facebook

Date Posted: 7/3/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

5; Jordan Levine: You mean New York City's JFK Airport? Is that the model? 26-1

LETTER NO. 26 RESPONSE

Jordan Levine

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

COMMENT LETTER NO. 27

facebook

Date Posted: 7/4/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

6; Elijah Tanner III: Jordan Levine I believe JFK was mentioned, but it was not the only one 27-1

LETTER NO. 27 RESPONSE

Elijah Tanner III

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

COMMENT LETTER NO. 28

facebook

Date Posted: 7/4/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

6; Mauricio Ortiz: Elijah Tanner III The reason Metro won't run trains onto LAX is because LA World Airports, a private company that owns the airport, did not give Metro a right-of-way for rail, opting instead for its own transport plan at the Metro stop 28-1

LETTER NO. 28 RESPONSE

Mauricio Ortiz

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

COMMENT LETTER NO. 29

facebook

Date Posted: 7/4/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

6; Ian Hardy: Portland has an amazing train from the airport to the middle of downtown ,and it only takes 25 minutes . They also managed to build it without a state tax!! 29-1

LETTER NO. 29 RESPONSE

Ian Hardy

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

COMMENT LETTER NO. 30

facebook

Date Posted: 7/4/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

6; Ian Hardy: A state sales tax 30-1

LETTER NO. 30 RESPONSE

Ian Hardy

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

COMMENT LETTER NO. 31

facebook

Date Posted: 7/4/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

6; Kamran Firouzi: Sounds good to me build it we need more training systems! 31-1

LETTER NO. 31 RESPONSE

Kamran Firouzi

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

COMMENT LETTER NO. 32

facebook

Date Posted: 7/4/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

6; 8. Maria Chang: Metro me ciento muy contenta porque me encanta ir en el tre hoy ya me fui a azuza todo muy bien y tranquilo el viaje muchísimas gracias Dios los bendiga por sus pensar en los que lo necesitamos llegar a nuestro destino más rápido y si; 32-1

Translation/Corrected Grammar:

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

LETTER NO. 32 RESPONSE

Maria Chang

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

COMMENT LETTER NO. 33

facebook

Date Posted: 7/5/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

6; Tere Roe: Yes good 33-1

LETTER NO. 33 RESPONSE

Tere Roe

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

COMMENT LETTER NO. 34

facebook

Date Posted: 7/5/2016

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

City of Los Angeles Central Library

City of Los Angeles – Westchester Loyola Village Branch Library

City of Inglewood Public Library

City of Inglewood Crenshaw-Imperial Branch Library

City of El Segundo Public Library

Hawthorne Library

Lennox Library

Metro Library (located on 15th Floor)

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

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

https://www.metro.net/laxconnector

Comment:

6; Jason Elepano Build it now (in Response to the Libraries post on 7/5/16) 34-1

LETTER NO. 34 RESPONSE

Jason Elepano

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

COMMENT LETTER NO. 35

facebook

Date Posted: 7/5/2016

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

City of Los Angeles Central Library

City of Los Angeles – Westchester Loyola Village Branch Library

City of Inglewood Public Library

City of Inglewood Crenshaw-Imperial Branch Library

City of El Segundo Public Library

Hawthorne Library

Lennox Library

Metro Library (located on 15th Floor)

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

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https://www.metro.net/laxconnector

Comment:

6; Mia Becker Eloy :) More metro. (mentioned a link to Eloy Lopez III) 35-1

LETTER NO. 35 RESPONSE

Mia Becker Eloy

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

COMMENT LETTER NO. 36

facebook

Date Posted: 7/5/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

6; Juan Carlos Suarez left thumbs up bunny and sea otter emoticon as his comment 36-1

LETTER NO. 36 RESPONSE

Juan Carlos Suarez

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

COMMENT LETTER NO. 37

facebook

Date Posted: 7/5/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

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

Translation/Corrected Grammar: 37-1

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

LETTER NO. 37 RESPONSE

Carmen Ramairez

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

COMMENT LETTER NO. 38

facebook

Date Posted: 7/5/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

6; Eric Hartmann: Run a train from Crenshaw line station to lax stopping at all terminals above departure level, then going to green line station and returning back to Crenshaw 38-1

LETTER NO. 38 RESPONSE

Eric Hartmann

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

COMMENT LETTER NO. 39

facebook

Date Posted: 7/6/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

1; Jay Gavin: You're a JOKE METRO. I couldn't even find out IF YOU WERE RUNNING TIL 2am ON 4th OF JULY!!!!! Please tell us all why you can't just easily look up metros running times THE DAY OF!!!!!! You're a joke of a company run by government working simpleton idiots!!! 39-1

LETTER NO. 39 RESPONSE

Jay Gavin

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

COMMENT LETTER NO. 40

facebook

Date Posted: 7/7/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

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

Translation/Corrected Grammar:

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

40-1

LETTER NO. 40 RESPONSE

Bader Hasson

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

COMMENT LETTER NO. 41

facebook

Date Posted: 7/7/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

3; Brandon Casas: Then don't ride metro simple as that (in response to Jay Gavin) 41-1

LETTER NO. 41 RESPONSE

Brandon Casas

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

COMMENT LETTER NO. 42

facebook

Date Posted: 7/7/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

3; Jorge F Castillo: Comment deleted for language

Translation/Corrected Grammar: 42-1

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

LETTER NO. 42 RESPONSE

Jorge F. Castillo

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

COMMENT LETTER NO. 43

facebook

Date Posted: 7/8/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

1; Jay Gavin Brandon Casas not a solution. They always have enough money to have the ticket police out. It's just LA laziness. (in response to Brandon Casas on an earlier post) 43-1

LETTER NO. 43 RESPONSE

Jay Gavin

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

COMMENT LETTER NO. 44

facebook

Date Posted: 7/8/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

5; Antonio Dela Paz: That would be the day (in response to Eric Hartmann) 44-1

LETTER NO. 44 RESPONSE

Antonio Dela Paz

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

COMMENT LETTER NO. 45

facebook

Date Posted: 7/8/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

5; Theary Monh mentioned the name, Hanna Brunelle 45-1

LETTER NO. 45 RESPONSE

Theary Monh

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

COMMENT LETTER NO. 46

facebook

Date Posted: 7/8/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

5; Theary Monh mentioned the name, Brandon Whalen 46-1

LETTER NO. 46 RESPONSE

Theary Monh

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

COMMENT LETTER NO. 47

facebook

Date Posted: 7/8/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

5; Brandon Whalen: Class; Brandon Whalen also added a drooling face emoji to his answer which typically show a persons desire of a object or concept; 47-1

LETTER NO. 47 RESPONSE

Brandon Whalen

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

COMMENT LETTER NO. 48

facebook

Date Posted: 7/9/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

2; Beatriz Rivera: Get rid of the homeless at the metro man ,always smells like pee everywhere, I might catch hepatitis one day , or something, have more security, 48-1

Translation/Corrected Grammar

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

LETTER NO. 48 RESPONSE

Beatriz Rivera

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

COMMENT LETTER NO. 49

facebook

Date Posted: 7/9/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

2; John Ursich: Please the 405 commuter will love you metro 49-1

LETTER NO. 49 RESPONSE

John Ursich

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

COMMENT LETTER NO. 50

facebook

Date Posted: 7/10/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

3; Harry J. Cross: Its years overdue 50-1

LETTER NO. 50 RESPONSE

Harry J. Cross

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

COMMENT LETTER NO. 51

facebook

Date Posted: 7/10/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

3; Rob Marohn: How can this be accelerated, LAX is light years behind! 51-1

LETTER NO. 51 RESPONSE

Rob Marohn

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

COMMENT LETTER NO. 52

facebook

Date Posted: 7/10/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

3; Rob Marohn: And how about lightrail from Redline down La Cienega to LAX. No brainer!!!! 52-1

LETTER NO. 52 RESPONSE

Rob Marohn

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

COMMENT LETTER NO. 53

facebook

Date Posted: 7/12/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

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

LA is a spread out city and they were able to reach several areas in a short period of time . Connecting the metro to LAX will be great for tourist and all Angelinos. I think they are doing a great job and I am very proud of our Metro. 53-1

LETTER NO. 53 RESPONSE

Marco Marchelli

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

COMMENT LETTER NO. 54

facebook

Date Posted: 7/13/2016

Post: We want to hear from you!

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

https://www.metro.net/laxconnector

Comment:

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

Translation/Corrected Grammar:

I've used the rail from Hartfield-Jackson in ATL. It was great hopping a train right at the airport. The physical location is a bit different in GA, giving them more land to work with. 54-1

LETTER NO. 54 RESPONSE

Jay Peterson

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

COMMENT LETTER NO. 55

facebook

Date Posted: 8/2/2016

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

Comment:

1; Jason Elepano: LA city and county need this. Anyone who has been to LAX knows how inefficient driving the loop is. This project will reduce airport traffic by providing an option of drop off/pickup at the station and use of the people mover. As a major international airport, LAX needs to improve its links to public transportation. Access between terminals needs to be improved also. 55-1

LETTER NO. 55 RESPONSE

Jason Elepano

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

COMMENT LETTER NO. 56

TWITTER
@laxconnector.com

Date:	28-Jun
Post:	The Draft Environmental Impact Report is OUT! We want to hear from you. Go to http://metro.net/laxconnector for more information.
Reach:	
Number of Likes:	
Retweets:	
Mentions:	1; From Kenny Uong (@KenU092) I'm so excited about the Airport Metro Connector!!! Finally, LAX will be connected to the @crenshawrail! #GoMetro #Train2Plane 56-1
Responses/Follow Up:	AMC's account liked his tweet

LETTER NO. 56 RESPONSE

Kenny Uong

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

COMMENT LETTER NO. 57

EMAIL
@laxconnector.com

Date:	6/22/2016
Time:	10:06PM
Name:	Sean Leonard
Affiliation:	
Contact Info:	
Question/Comment:	Draft EIR 3.6.1 LAX-Area Transit Services has incorrect information and needs to be fixed (Page 3.6-7). It says "Culver City Bus (CC) Line 3" but that should be Line 6. Similarly, it says "CC Rapid 3" but it should be "CC Rapid 6". 57-1

LETTER NO. 57 RESPONSE

Sean Leonard

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

COMMENT LETTER NO. 58

EMAIL
@laxconnector.com

Date:	6/23/2016
Time:	3:18AM
Name:	Aram Hacobian
Affiliation:	
Contact Info:	
Question/Comment:	Hello, I would like to submit my ideas to improve this project and the airport. The best solution to fixing LAX's problems are to completley replace the whole airport (except the new bradley terminal). I understand that this is not a likely option but it would be the best case scenario. As for this people mover, the only change I would suggest is to combine the intermodal transportation facitlity with the metro stop so it's all 1 building. this way you reduce a stop on teh people mover to make it faster, and make connections more convenient for everyone by having all modes of ground transport at one place. 58-1

LETTER NO. 58 RESPONSE

Aram Hacobian

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

COMMENT LETTER NO. 59

EMAIL
@laxconnector.com

Date:	6/25/2016
Time:	11:35AM
Name:	T F Forester
Affiliation:	
Contact Info:	
Question/Comment:	Hello, I'm happy for LA's growing Metro Rail system. But a transit connector to LAX instead of a grand station in the airport terminal is a big disappointment. I just don't understand why a city like Los Angeles can't have a world class public rail system that goes right into the airport. 59-1

LETTER NO. 59 RESPONSE

T F Forester

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

COMMENT LETTER NO. 60

EMAIL
@laxconnector.com

Date:	6/29/2016
Time:	11:21AM
Name:	Mehmet Berker
Affiliation:	
Contact Info:	
Question/Comment:	To Whom it may concern: I am concerned about a lack of clarity on the differences between the two ITFs (Intermodal Transit Faciltiy) and the propsoed 96th St Station. It is not clear through anything the public has seen yet from Metro or LAWA which services will go to which locations. The only reason I kind of know anything is because I pestered LAWA about where FlyAway would pick up and drop off and they finally told me ITF East. While having multiple locations for private auto pick up and drop off makes sense to relieve traffic from different approaches, having multiple locations for different transit connections might make less sense. So, for instance, relocation bus connections to the proposed 96th St Station makes sense, but then why would FlyAway have to be there too (ITF East)? Couldn't FlyAway and other point-to-point services connect to ITF West (which is closer) or even through World Way and the CTA? I understand that the ITF questions are LAWA questions, but it would be helpful for the public to learn what the overall vision is before the project is finalized. With two agencies working on the two large features of a new way to get to the airport (the APM and the Crenshaw/LAX and Green Lines)--it would be nice to know that the silos are down and the project is being thought of in a holistic way. Thanks so much, Mehmet

60-1

LETTER NO. 60 RESPONSE

Mehmet Berker

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

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

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

COMMENT LETTER NO. 61

EMAIL
@laxconnector.com

Date:	7/8/2016
Time:	9:53AM
Name:	Partho Kalyani
Affiliation:	
Contact Info:	
Question/Comment:	Please build this immediately 61-1

LETTER NO. 61 RESPONSE

Partho Kalyani

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

COMMENT LETTER NO. 62

EMAIL
@laxconnector.com

Date:	7/13/2016
Time:	10:48AM
Name:	John Bailey
Affiliation:	Southeast Torrance Homeowners Association
Contact Info:	
Question/Comment:	In 2013, I appeared before the LAWA Board and asked for a LAX Fly A Way bus between LAX and Torrance. A short time later, LAWA staff responded that projected ridership would be 80,000 riders in the first year. The delay in starting the service is due to the City of Torrance falling behind schedule in a Transit Ride Center. We don't need a Transit Ride Center to start a LAX Fly A Way bus. Start the LAX Fly A Way bus now so when the Transit Center is opened and when the Green Line is extended to Torrance, people will already be familiar with how much better it is not to be driving their cars. 62-1

LETTER NO. 62 RESPONSE

John Bailey

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

COMMENT LETTER NO. 63

EMAIL
@laxconnector.com

Date:	7/13/2016	
Time:	12:16AM	
Name:	Silvio Nunez Jr.	
Affiliation:		
Contact Info:		
Question/Comment:	Two stations (Century Blvd and 96th) are too close and don't make sense.	63-1
	People traveling from DTLA to LAX will have to transfer with their luggage from the Expo Line to Crenshaw Line. Then again to the LAX People Mover. Then carry luggage to the terminal. Therefore, Train line should go directly to LAX.	63-2

LETTER NO. 63 RESPONSE

Silvio Nunez Jr.

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

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

COMMENT LETTER NO. 64

EMAIL
@laxconnector.com

Date:	7/13/2016
Time:	4:59PM
Name:	Annemarie Pazmino
Affiliation:	
Contact Info:	
Question/Comment:	A Metro connection would be very helpful. Since the carpool lane was taken away for the toll road and as carpool users, we are required to pay for the transponder and a monthly use or reach a use average for carpool for it to be free, the convenient options of traveling to/from LAX have become nil. I use the carpool lane daily on the other side of the city and the fact that I can no longer use the lane to/from the airport makes very little sense. None of the carpool lanes I use daily require a transponder and so it makes no sense for me to purchase one to use ONLY when traveling to/from the airport. 64-1

LETTER NO. 64 RESPONSE

Annemarie Pazmino

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

COMMENT LETTER NO. 65

EMAIL
@laxconnector.com

Date:	7/16/2016
Time:	9:59AM
Name:	Richard Purdy
Affiliation:	
Contact Info:	
Question/Comment:	My comment is in regard to the proposed bicycle lockers at the transit station at 96th street. My concern is that it just one of those 'PC', 'Green' sounding initiatives that have to be included in every proposal nowadays so that they muster, with no regard to their practicality. The idea sounds appealing, however unless the streets in the area and bicycle friendly, i.e. safe dedicated bicycle lanes, etc., it is very likely that the lockers will not see enough use to justify their expense and use of space in the center. The streets don't need to be safe for just a couple of blocks from the center, they need to be safe al the way from surrounding communities to the center, and I am sure that falls within the purview of the transit center's authority. Speaking from the standpoint of practicality, regarding air travel, a bicycle is not a suitable vehicle for the transportation of luggage so the selection set of air travelers is already reduced to passengers traveling without belongings. Bus and light rail are far more practical for taking luggage since all your hands are free to manage the luggage, which is not the case on a bicycle. For instance, one can take the 102 bus from Inglewood to get to Parking Lot C. A little bit of walking with luggage, but far more practical than a bicycle. That brings me to a second concern. It was suggested at the meeting that some unknown number of airport employees would use the facility. Assuming that there was confidence that they could safely arrive at the center and used it, it seems that employee bicycle parking is really an issue that should be tackled by the airport authority which should be providing its employees secure bicycle storage more convenient to the airport if there is a need. They should also consider bicycle-only paths for electric bicycles 65-1

which are now becoming more popular. This is not an ant-bicycle rant. I am a cyclist and put a lot of miles on my bike every week. I'm also practical and concerned for my own safety (in any motor vehicle contact whether the cyclist is right or wrong, he is still the loser). For that reason, my preference for routes in descending order are: dedicated bicycle-only paths, quiet residential neighborhoods which parallel major ateries, painted bicycle lanes on surface streets. If there is any real intention of promoting bicycle usage, other than PC grandstanding, a dedicated bike trail that paralleled the light rail lines right-of-way's providing ingress from the communities it passed through would be an excellent demonstration of commitment by public authorities. Thank you for the consideration of public commentary and informational meetings, hopefully they are more than just requirements that will be steam rolled over by plans already in progress. 65-1 cont.

LETTER NO. 65 RESPONSE

Richard Purdy

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

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

COMMENT LETTER NO. 66

EMAIL
@laxconnector.com

Date:	8/1/2016
Time:	11:37AM
Name:	Jonathan Eldridge
Affiliation:	
Contact Info:	
Question/Comment:	It appears that, according to the DEIR, a sound Pro DL noise meter was used to record noise levels for the project. However, in the appendix, none of the outputs are included (I used to work as a noise/aq specialist for 10+ years in my past life and have used this meter-it provides very detailed outputs). It may help with transparency to provide these outputs for public review, as otherwise we are just taking the consultants word for it when they have merely provided a result that appears typed into a spreadsheet and PDF'd, which is fairly inappropriate in this matter. 66-1

LETTER NO. 66 RESPONSE

Jonathan Eldridge

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

COMMENT LETTER NO. 67

EMAIL
@laxconnector.com

Date:	8/2/2016
Time:	2:23pm
Name:	Jonathan Baty
Affiliation:	Lime Energy
Contact Info:	
Question/Comment:	After decades of waiting it is fantastic to see LA Metro is finally connecting to their airport with rail! It cannot be done soon enough. 67-1

LETTER NO. 67 RESPONSE

Jonathan Baty

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

COMMENT LETTER NO. 68

INFORMATION LINE:

Date:	June 23, 2016
Time:	
Name:	Chris Wilson, City of Lawndale
Contact Info:	310-973-3240 cwilson@lawndalecity.org
Reason for Call:	Chris Wilson called to request a copy of the EIR. He can be reached the number and email provided. 68-1
Translation (if needed):	
Follow-up:	Courtney Thomas sent him a link to the DEIR and the project

LETTER NO. 68 RESPONSE

Chris Wilson, City of Lawndale

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

COMMENT LETTER NO. 69

INFORMATION LINE:

Date:	July 4, 2016	
Time:	10:25 am	
Name:	Unknown Female	
Contact Info:	External Phone	
Reason for Call:	Se cortó la tarjeta, ya ves que [UI]. O sea que te llamo después, porque ahorita te llamé de la casa, pero de la casa en el día sale mucho. Eh... La tarjeta que tenía se me fue. Yo te llamo después, ¿de acuerdo? No pensés mas. Va, pues. Adiós, pues.	
Translation (if needed):	The card got cut off, you see [UI]. So I will call you later, because just now I called you from the house, but it is expensive to call from the house during the day. The card I had ran out. I will call you later, okay? Don't think anymore. Alright. Good-bye.	69-1
Follow-up:	After reading the translation, this comment does not concern the project.	

LETTER NO. 69 RESPONSE

Unknown Female

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

COMMENT LETTER NO. 70

INFORMATION LINE:

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

70-1

LETTER NO. 70 RESPONSE

Gordon Mise
South Coast Air Quality Management District,
CEQA Department

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

COMMENT LETTER NO. 71

INFORMATION LINE:

Date:	July 18, 2016
Time:	11:15 am
Name:	Mrs. Robinson
Contact Info:	
Reason for Call:	Mrs. Robinson called to say that she had received the brochure but would be unable to attend the meeting. She also stated that she will send in her written comment. She wants to know how to address Meghna Khanna on the address. Mrs. Robinson has requested that we call her back and after the 6th ring, we have 3 minutes to speak to leave a message. 71-1
Translation (if needed):	
Follow-up:	Courtney Thomas called and left a message telling Mrs. Robinson that Meghna Kanna is a Ms.

LETTER NO. 71 RESPONSE

Mrs. Robinson

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

COMMENT LETTER NO. 72

ON-LINE COMMENT CARD:

Date:	August 2, 2016
Time:	3:02 PM
Contact Info:	Todd Lowenstwin
Response:	
Follow up:	I am glad this is finally happening. I would also suggest that you find a way to connect Metro to the Expo Line so that commuters from the airport and South Bay can avoid the 405 and use Metro Rail to commute to Santa Monica. The 405 is the busiest freeway in the nation and I cannot understand why we don't have a adequate light rail alternative to this horrible commute. 72-1

LETTER NO. 72 RESPONSE

Todd Lowenstwin

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

COMMENT LETTER NO. 73

EMAIL
@laxconnector.com

Date:	**July 13, 2016** **August 6, 2016**
Name:	Linden Nishinaga
Affiliation:	Member, Asian American Architects/Engineers Association of Southern California
Question/Comment:	Dear Madam/Sir:

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

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

With best wishes,

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

LETTER NO. 73 RESPONSE

Linden Nishinaga

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

73-1 The proposed project will include three new LRT platforms, bus plaza, bicycle hub, passenger pick-up and drop-off area, and transit center/terminal building that will connect passengers between the various modes of transportation. The comment does not relate to the adequacy of the Draft EIR, and no further response is required.

73-2 The proposed project will include vertical transportation elements including escalators, elevators and stairs. These elements will be appropriately sized to accommodate passengers traveling with luggage. In the cumulative condition, LAWA's APM would connect to the proposed project.

73-3 Metro coordinated with LAWA representatives on the environmental efforts for both the proposed project and the LAMP program, which are on parallel schedules. Metro consulted with LAWA staff on public comments related to the LAMP program, which were submitted during the public review period for the proposed project. Metro is committed to continued coordination with LAWA throughout implementation of the proposed project. Metro and LAWA are coordinating to ensure that the two projects operate well together and have an integrated design in the cumulative condition. The proposed project is scheduled to open in late 2023 and LAWA has stated that the APM would open in 2024.

COMMENT LETTER NO. 74

EMAIL
@laxconnector.com

Date: August 6, 2016

Name: Jacqueline Hamilton

Affiliation: Tuskegee Airmen, Inc. Los Angeles Chapter, Hamilton Consulting and Services, LLC

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

In my analysis of the EIR Draft, I have realized that the staff needs to consider more humanistic needs such as housing and medical impact. This would include the actual impact of the residents in the area of LAX who have moved to the area due to their careers and the impact on their housing and any associated medical ailments such as the development of any breathing difficulties and many of us are being diagnosed with the onset of adult asthma and reoccurring cardiovascular ailments. 74-1

The report indicates that there is minimal or no impact on housing, however, there are those of us who lived in the vicinity of LAX's Manchester Square area who were directed to the area by Property Managers of several apartment complexes including the Inglewood, CA areas where there are property owners of apartment complexes in both areas who are illegally and intentionally trying to cause severe housing displacement for many. In completing the rental agreement applications and describing our career and work responsibilities, along with our earned professional, personal, educational, and financial attributes and future goals, and other information required for the application, we were still referred to the Manchester Square area, and after being approved and moving into the Manchester Square area we were told of the LAX redesign project and our ability to receive a relocation award due to the need to later relocate because of the expansion of the airport. We were also informed of attending meetings to receive status on the project and to discuss any problems that we were experiencing. When I wrote the Mayor of the City of Los Angeles, CA: Antonio Villaraigosa, to indicate the crime victimization I experienced I received a letter response from him and a case number and was told to meet with his staff for assistance. By telephone and in person, his staff was illegally evasive about the case number shown and indicated to them and was also illegally denying the assistance that the 74-2

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

I later learned of the disputes between both Property Managers, the owner Jesus Lozano, the residents, LAX, and Los Angeles World Airports (LAWA) in regards to the selling of the property when owner Jesus Lozano indicated to me at his office (also where Lillian Fogelbach has a desk), that is located at one of his apartment complexes on the Glasgow street in the Manchester Square area, that he was refusing to sell his properties because he was not being offered enough funds. When I inquired about the laws of eminent domain, Jesus Lozano also indicated that he would appeal eminent domain decisions. I was being severely victimized by severely illegal crimes such as stalking with attempted verbal and physical assault by a homeless and mentally deranged White Man who was illegally hanging around and residing in a vacant apartment complex next to ours who appeared at my fully owned locked vehicle on a Saturday morning while I was sitting in it with the doors locked and who tried to pull on and open my passenger door and later pulled out a black strap that he had hidden and concealed in his shirt, severe and complex Identity Theft, offering of slumlord and uninhabitable living conditions, illegally increased rental fees, requests for illegally repeated entrance into my apartment unit during my normal working hours and while I was not present that included wrongfully repaired appliances (a dishwasher that caught on fire and burned while in use and a replacement one that was not fully installed and fell out when I opened the door to use it) and other negligence by on site/off site management and maintenance staff, illegal denial of liability by Property Management staff of the stalking and attempts of verbal and physical assault, severe mail fraud to include missing and torn open mail received and illegal use of my name and apartment unit information for illegally fraudulent use of my credit information to order and ship items such as weaponry, vehicle b reak-in and robbery at my place of employment in Mission Hills, CA, illegal exploitation, severe and illegal housing displacement, illegal denial of disability and workers compensation benefits after receiving medical and doctor advice to take time off work, illegal denial of unemployment benefits, illegal swindling and denial of the owed relocation awards, illegal confiscation and lien sale of highly valued earned and inherited family and other items, illegal and fraudulent use of earned platinum credit status, illegal referral to agencies that perpetuate illegal practices such as illegal request of personal and financial information with illegal evasiveness and denial of proper assistance and illegally repeated forced housing displacement, illegal attempts at verbal and physical assault by psychotic repeat felons and drug abusers, and illegal criminal Identity Theft by criminals using the Internal Revenue Service (IRS) and Franchise Tax Board (FTB). 74-2 cont.

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

enforcement and other agencies due to these crimes also happening while I was a member of the Tuskegee Airmen, Inc. Los Angeles Chapter and while the 12 by 60 foot mural of the Tuskegee Airmen by artist Stan Stokes (that is on permanent display in a museum in the area Palm Desert, CA) was created and posted as an art exhibit at LAX in one of the terminals, along with pamphlets being distributed that contained information on my father, Tuskegee Airman Lt John L. Hamilton. These crimes have impacted my housing and I am su re that I am not the only one who has been illegally impacted. As I have witnessed others who have gone to the Santa Monica, CA courts to settle their residential problems in living at one of the complexes owed by Jesus Lozano who changed his company names from Venice Way Apartments to other names while disputing with LAX, LAWA, and possibly the City of Los Angeles for his staff (including his legal staff who are also relatives and people of his surname) to illegally swindle those of us who honestly sought residency in areas that were conducive to our careers. I was seeking residency that was conducive to my career work and headquarters office with Unicom Systems, Inc. in Mission Hills, CA, having to deliver and pick-up computer items from the company Acxiom (or Axiom) in the vicinity of LAX of which we had a shared mainframe computer system, and also having to travel to my second office in the Costa Mesa, CA area to work with the Research and Development staff. This was whi le working as a Merger/Acquisitions Consultant, Software Engineer (and Development), Customer Services Manager (CRM), Administrator of the Technical Support System, and handling 24 Hour Emergency Technical Support. I also assisted to train staff such as those in the technical services, legal, marketing and advertisement, and customer services departments, including the owner's nephews because many of the staff did not know computer mainframe products. It was also after working as a 6 Figure Contract Programmer/Analyst on Year 2000 (Y2K) Compliance Projects for the company Technical Aid Corporation and client Farmers Insurance Group. 74-2 cont.

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

My relocation awards for residing in the LAX Manchester Square area of LAX and being a severe victim of crimes and complex Identity Theft are still due to me and I am continuing to attend meetings in regards to the status of the LAX expansion project to honestly speak on the matters that are illegally causing housing displacement for several of us who resided there. This is why I spoke in the previous meeting held during February, 2015 and why I am continuing to propose that a platform for the new LAX/Metro Connector Train be named after my father's military group, The Tuskegee Airmen, and for it to have actual pictures of them leading up to the platform, on the platform, and after departing from the platform, along with a gold display of the Congressional Medal that was awarded to them by President George Bush, and their other 74-3

earned medals. I am also proposing that the funding being created by extra taxes by the legislative measures for the expansion of the Metro train s be used to install restrooms for riders and that there be proper law enforcement/security (military) staff who can honestly understand and can guard for human resources and needs, and for a highly secured area of the airport where the platform named after my father's military group, The Tuskegee Airmen, will be. 74-4

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

LETTER NO. 74 RESPONSE

Jacqueline Hamilton

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

74-2 The proposed project does not include the relocation of residences in Manchester Square. Residences located in the Manchester Square area will be relocated as part of LAWA's Aircraft Noise Mitigation Program. The comment has been shared with LAWA for their consideration.

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

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

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

3.7. Responses to Public Hearing Speaker Comments

PUBLIC HEARING COMMENTS

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

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

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

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

Job No.:
10701ROB

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

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

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APPEARANCES:

Metro Presenter: CORY ZELMER
Transportation Planning Manager
Metro

Facilitator: DANIELLE VALENTINO
Community Relations Manager

The Interpreter: ALEX VARELA

I N D E X

PUBLIC SPEAKERS: PAGE
Robert Acherman 24
John Koppelman 25
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James Buch 34
Bernadette Nicholson 36

Los Angeles, California, Wednesday, July 13, 2016
6:30 p.m.

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

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

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

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

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

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

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

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

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

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

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1 environmental clearance. That was -- preceded this step
2 tonight. So you will see hopefully a lot of the previous
3 work in this presentation tonight.
4 And we will be having a 45-day comment period,
5 so we're already under way with that 45-day comment
6 period. It started June 22nd and it ends August 6th. So
7 you have between now and August 6th to review the
8 Environmental Impact Report on the Metro website. It's
9 also available in eight different libraries. So if you
10 visit our website, you will see on the website there --
11 in your packets of materials, you will see the website
12 link to the EIR and you'll see the eight different
13 locations where the document is actually available in
14 hard copy. We also have a hard copy here this evening,
15 so we encourage you to look at it there.
16 But, again, I believe this presentation should
17 hopefully give you some starting point and a great
18 baseline of information for you so that you understand
19 the project and you understand the footprint that the
20 project team is trying to clear so that you can make an
21 informed comment on the record. And we will be replying
22 to all of your comments once we reach the final
23 environmental document phase, once we complete
24 August 6th. Once we get through August 6th and we've
25 received all comments, we will be providing formal

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1 responses to your comments.
2 So with that, I'm going to actually turn it over
3 to Cory, who's our project manager, and we will be coming
4 and turning it over to you at the end of Cory's
5 presentation. We will be leading you through a public
6 hearing after he presents this evening and each of you
7 will have two minutes to say something on the record.
8 And if you don't want to speak on the record on the
9 microphone which is in the middle of the hallway here, in
10 the walkway, you can also just submit a comment form. So
11 in the back of the room, there's just a comment form. If
12 you prefer to do your comment in writing, please just
13 fill that out. You can also submit your comments on
14 Facebook and Twitter. So our project materials will tell
15 you our Facebook and Twitter. If you prefer to just
16 Facebook or send something on Twitter, please do. So we
17 encourage all of those ways for you tonight to submit
18 comment. Thank you. Have a good evening.
19 I am so sorry. I made a mistake and didn't
20 introduce our translator for the evening. Alex is our
21 translator for the evening. He's -- (Spanish
22 translation). Alex?
23 THE INTERPRETER: (Translation given)
24 MR. ZELMER: Good afternoon, everyone. Thank you so
25 much for being here tonight. We do appreciate your time.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

UNIDENTIFIED SPEAKER: Torrance transit.

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

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

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

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

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

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

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

You can see here that the walk distance to the

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

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

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

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

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distances between the different transit services.

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

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

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

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

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

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

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

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area here.

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

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

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

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

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

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

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

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

MS. VALENTINO: Thank you, Cory.

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

City of Hawthorne. Thank you.

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

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

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

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

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

MR. ACHERMAN: All right. Two minutes is not a lot of time. My name is Robert Acherman. I'm vice president of ARSAC. We're a grass roots community group involved in LAX issues for two decades now and I thank Metro for PH-1

1 holding this meeting here tonight in Flight Path and in
2 the evening so that the public can very much participate.
3 And I also want to thank Metro for working with LAWA to
4 bring rail transit to LAX. It's about time.
5 We will submit written comments, but we just
6 wanted to articulate our concern about the safety of the
7 grade crossing at Arbor Vitae. As we've seen on the Blue
8 Line in Long Beach, there's people that like to drive
9 around the crossing arms when a train is coming and
10 anything that Metro can do to help prevent those kind of
11 accidents until a grade separation can be built would be
12 very much appreciated. So whether it's stripes or curbs
13 or barriers or signage, you know, little popsicle sticks
14 that stick up from the ground to help prevent drivers
15 from going around the barriers would be great.
16 And we also want to thank Metro for implementing
17 our idea of digging the trench along Aviation to bring
18 the trains past the LAX runways. We came up with that
19 idea more than ten years ago and we're glad to see it
20 actually went somewhere. So thank you very much and have
21 a good evening.
22 MS. VALENTINO: Thank you. John Koppelman.
23 MR. KOPPELMAN: Hello. My name is John Koppelman.
24 I'm the president of the Del Aire Neighborhood
25 Association and the reason I'm here is because I've been

PH-1 cont.
PH-2
PH-3
PH-4

1 in talks with the City of El Segundo for a few -- the
2 last few years and we've been discussing the old railroad
3 right-of-way that travels down Aviation and that they're
4 now building the Crenshaw Line on; and where the new
5 Crenshaw Line stops at the Green Line, there's nothing
6 going further south from there on that right-of-way and
7 we've been talking about turning that into a bike path
8 and I'm very confident that that's going to happen, and
9 it would be a real shame to have that end at Imperial
10 Highway and then begin again where you put your little
11 bicycle thing over on -- at the -- at the new People
12 Mover and not have anything in between.
13 When the -- when the -- when the Crenshaw Line
14 is finished, that will be -- most of that will be
15 subgrade and it will be buried up and there will be a
16 real wonderful opportunity to connect your project with
17 everything south of Imperial as a bike path and it would
18 just be a darn shame to miss that opportunity. It's kind
19 of a no-brainer. Thank you very much.
20 MS. VALENTINO: Thank you very much. Andrew Wang.
21 MR. WANG: Yeah. Hi. I'm Andrew Wang and I'm a
22 volunteer of the Los Angeles County Bicycle Coalition and
23 I'm currently also an environmental science student at
24 University of Phoenix and the reason why I'm here today
25 is because I feel that this project does happen to mean a

PH-4 cont.
PH-5

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

And one other thing is also that, yeah, regarding that grade-level crossing that one of them just mentioned, I was thinking that either those options that I said or another -- another thing to do would be that to put the crossing arms that will cover the entire street instead of only just one side of the street. PH-5 cont.

MS. VALENTINO: Thank you very much.

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

MR. PURDY: Yes. My name is Richard Purdy. I live in Inglewood, California, and this is my first view of the facility. I'm a bike rider and I think, well, yeah, it's great to have a bike locker; but as a bike rider, I would not ride to that facility. I intend to live much longer than I do now. So my concern is what kind of bike lanes or routes are going to get you there to that station if you're on a bicycle? If you can't provide decent bike lanes or routes, you might as well turn it into a perfume counter. So anyway, I just don't know. Maybe it's in the plans, but without routes that can get PH-6

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me from Hawthorne or Inglewood or anywhere except maybe Westchester, up the Westchester Parkway -- maybe I could access it without dying -- I'd just like -- that's my concern. Thank you. PH-6 cont.

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

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

MR. NISHINAGA: No, I don't.

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

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

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

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

Linden Nishinaga.

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MR. NISHINAGA: Nishinaga, yes.
MS. VALENTINO: And you're with the Asian-American Architects/Engineers Association?
MR. NISHINAGA: Yes, of Southern California. There's another organization in Northern California, AAA, but we're in Southern California. But my comments was -- this is my first time, as with the gentleman to the left of me. This is my first time. I haven't read your report yet and this is my first exposure to this project, but I've been wanting to have this connection to the airport for the last 30 years and I was very disappointed when it didn't happen I guess it was 27 years ago when the Green Line bypassed this.
But my suggestion is that the People Mover be very adequate to take people that are international travelers because, you know, a lot of people here like to travel to Asia and we have big bags, big maximum-sized bags. That People Mover needs to be able to accommodate people that are traveling overseas. And, also, I noticed it's elevated. So, therefore, you probably have elevator and escalators. They have to be substantial, not small and crowded. So that's kind of an inconvenience that people have to get off the Metro and get onto another; but if the People Mover was adequate sized, then that would somewhat mitigate the travelers.

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So it's all about -- for me, it's all about the passenger convenience. The whole purpose of this project is the convenience for the passengers. So if you do not adequately address that, then maybe the project is not as good as it could be. So just put yourselves in the shoes of a passenger having to come to the airport and going to the terminals with two big, heavy bags, maximum size, and traveling overseas, and that's my main comment to you all.
I hope this project goes well. Thank you very much.
MS. VALENTINO: Thank you very much. I appreciate it.
Anybody else? There's still time to decide. While we're thinking about it, if anyone -- just to be clear, we want to make sure any comment you share tonight is valuable, so don't hesitate. And in terms of the LAWA piece and the Automated People Mover, we do have staff here from LAWA here this evening. So this is -- the public hearing tonight is for the Metro Airport Metro Connector 96th Street Transit Station and so that's really the project we're here to discuss, but of course that is certainly related to the LAWA's effort to the LAMP project. And so the gentleman's comment about the Automated People Mover, we would just really encourage

PH-7 cont.

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

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

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

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

MR. MACH: Yes. Hello. Thank you for hosting this public hearing tonight and two questions coming from Torrance Transit: What will happen to the existing L.A. city bus center that's currently being utilized by local agencies on 96th Street, having the new transit center that you are proposing? PH-8

Additionally, what are any of the traffic impacts you are expecting along Sepulveda and 96th Street close to that existing transit center right now, especially during construction? And I know if -- the two transit centers are far apart, but I do know, again, you mentioning LAWA and the Automated People Mover that are also working in conjunction with this, so maybe this is also another question for LAWA as well. Thank you. PH-9

MS. VALENTINO: While we have more folks thinking

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

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

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

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

MS. VALENTINO: Okay. Go for it.

MR. PURDY: The date for this is 2021 to 2023? PH-10

MS. VALENTINO: For operations for this station?

MR. PURDY: Right.

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

MR. PURDY: And the People Mover, are they going to meet together or is there separation? PH-11

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

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

Anybody else?

UNIDENTIFIED SPEAKER: Here's one.

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

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

MS. VALENTINO: Sure. One moment, please.

MR. KOPPELMAN: Sure.

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

MR. KOPPELMAN: All right. Thank you.

Again, I'm John Koppelman with the Del Aire Neighborhood Association and I just would like to address PH-12

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

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

Thank you.

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

Anybody else here?

MR. BUCH: I just have a question. What is the money situation? As you know, no money, nothing's going to PH-13

1 happen. What is the situation? Is there funding already
2 guaranteed or is it in the process? Where is the City on
3 that?
4 MS. VALENTINO: I think for that you would want to --
5 I think I could answer a little bit, but we really do
6 want to encourage you to write it down. We have staff
7 here who can answer your question a little better, but if
8 you don't mind, if you would be willing to state your
9 question for the record so we can give you a formal
10 answer.
11 MR. BUCH: Here it is.
12 MS. VALENTINO: Absolutely. You can give it to
13 Clarissa. So please feel free to get to the microphone.
14 James, James Bush?
15 MR. BUCH: Buch. No Bush.
16 MS. VALENTINO: James Buch? James Buch with -- I'm
17 sorry. James Buch.
18 MR. BUCH: Buch.
19 MS. VALENTINO: You may come to the microphone and
20 ask your question, please. Thank you.
21 MR. BUCH: I already asked the question. I was
22 interested in the funding situation.
23 MS. VALENTINO: Right. And unfortunately it will not
24 be recorded unless you do it on the microphone. So
25 please, if you restate it on the microphone, we can make

PH-13 cont.

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1 sure we recorded it.
2 MR. BUCH: I don't want to be in Hollywood. I just
3 want to -- my son wants to go to Hollywood. He's the
4 Hollywood -- yes.
5 I just wanted a general idea of the funding,
6 because you know how the story goes. Without money,
7 nothing's going to happen. Money is everything, and just
8 a general idea of where is the situation on the funding?
9 Is it complete? Has it just been started? I mean, you
10 can have all the plans in the world, but without money,
11 nothing moves. So that's why I'm interested in it.
12 That's the whole heart of the situation.
13 Thank you.
14 MS. VALENTINO: Thank you. Any other formal comments
15 for the record this evening? And we will have a
16 continued, more informal dialogue next to the display
17 boards, so for folks who have questions and want to look
18 at display boards and talk to staff, please, please stay
19 for that. I think you'll find that useful as well.
20 Bernadette Nicholson with the Airport
21 Commissioners, City of Inglewood.
22 MS. NICHOLSON: Yes. Good evening and thank you on
23 behalf of the City of Inglewood for this presentation.
24 I'd like to know specifically has the Metro been
25 in any kind of negotiations with the City of Inglewood?

PH-14

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We are very much a bordering city to this whole enterprise. And if so, what do those conversations look like? I'm here on behalf of Councilman Morales from the 2nd District.

MS. VALENTINO: Great. Thank you.

MS. NICHOLSON: Okay.

MS. VALENTINO: And so you're asking what is the engagement with the City of Inglewood on this project?

MS. NICHOLSON: Yes.

MS. VALENTINO: I'd be happy to work with you after the meeting and see what we can do. Also, we should add in addition to this formal hearing, we are here to provide any additional information after this meeting. This is not your last -- as you think of your questions for tonight for formal response from Metro, we do have a full project team that can be here as a resource for you. So if you find that there's, you know, additional support or outreach you'd like with your city, by all means, please let us know after the meeting. Thank you.

Well, I'm thinking we might turn it over to the display boards. I think -- I sense that we're done with questions, but if anybody changes their mind, all you need to do is look for myself or Clarissa in the back -- she's raising her hand -- and we will be sure -- and Randal here. We will be sure -- we can turn the

microphone right back on and have you state your comment.

We're here until 8:00. So, again, we really encourage you to think about it and if you choose to -- if you missed your chance tonight or if you have your family or friends or neighbors who missed their chance tonight, we really encourage you to fill out the comment form. It's also available on our website.

So as Cory mentioned, you can go on our website. You'll see an option to submit a comment there through the website on the comment form. You can also send it to our e-mail address for the project, and that's -- Cory went over that earlier tonight and you can also do it on Facebook and Twitter. So that's the Contact Us page. So at any point between now and August 6th, if you, your constituents, your neighbors wish to submit a comment and get a formal response for the record, this is what you need to do.

And, again, we do encourage you to look at the document if you haven't in full yet. It's available online and, again, this is really between now and August 6th that we're letting the public review the document and we're making sure we capture your comments so we can get back to you in writing.

Thank you very much for being here this evening. And, again, look for us around the room. We're here for

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

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

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

PH-13 (Mr. Buch) The proposed project is funded through Measure R and included in the Measure M Expenditure Plan. The proposed project recently received $40 Million under the Transit and Intercity Rail Capital Program and the Congestion Mitigation and Air Quality Improvement Program.

PH-14 (Ms. Nicholson) Prior to the Public Hearing on the Draft EIR, Metro hosted a briefing for local, state and federal elected officials. The briefing took place on June 20, 2016 from 1:30 – 3:30 p.m. at the Westchester Municipal Building Community Room, located at 7166 Manchester Avenue in the City of Los Angeles. The briefing provided a preview of the Public Hearing presentation to the elected officials and/or staff representatives noted at the end of the this comment . Notices for the Public Hearing and the project fact sheets were provided and Metro encouraged elected officials and staff representatives to distribute information about the Public Hearing to their constituents.

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

4. MITIGATION MONITORING AND REPORTING PROGRAM

4.1. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). Metro is the Lead Agency for the proposed project and is therefore, responsible for administering and implementing the MMRP. The decision-makers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the proposed project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

4.2. PURPOSE

Table 4.1 has been prepared to ensure compliance with all of the mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the proposed project. Each mitigation measure is identified in Table 4.1 and is categorized by environmental topic and corresponding number, with identification of:

- Monitoring Action – This is the criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- Party Responsible for Implementing Mitigation – This identifies the entity accountable for the action.
- Enforcement Agency, Monitoring Agency and Monitoring Phase – This identifies the agencies responsible for overseeing the implementation of mitigation and when the implementation is verified.

Table 4.1 Mitigation Monitoring and Reporting Program

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Transport, use or disposal of hazardous materials	**HAZ-1** Metro shall complete a Phase II Environmental Site Assessment (ESA) at locations on the project site known to have contained hazardous substances and hazardous waste. The Phase II ESA shall include a geophysical survey that confirms the presence or absence of UST(s) and other subgrade features of environmental concern including former hydraulic lifts and clarifiers. The Phase II ESA shall identify if a Soil Management Plan (SMP) would be required. If prescribed in the Phase II ESA, Metro shall prepare a SMP for identifying, handling, storing and disposing of suspected soils with elevated levels of volatile organic compounds (VOCs). The SMP shall comply with SCAQMD 1166 (VOC Emissions from Decontamination of Soil). The SMP shall be prepared by the construction contractor and distributed to construction personnel. If a SMP is required, a Certified Industrial Hygienist shall certify a health and safety plan based on that SMP.	Verify for Compliance	Metro/Contractor	1. Metro/South Coast Air Quality Management District 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Accidental release of hazardous materials	**HAZ-2** Metro shall retain a Certified Asbestos Consultant to determine the presence of asbestos and asbestos-containing materials (ACMs) within buildings to be demolished. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove ACM in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards and South Coast Air Quality Management District Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). ACM removal shall be monitored by a Certified Technician.	Verify for Compliance	Metro/Contractor	1. Metro 2. Metro 3. Construction
		HAZ-3 Metro shall test for lead-based paint (LBP) within buildings to be demolished. If LBP is discovered, a licensed lead-based paint/materials abatement contractor shall be retained to safely remove LBP in accordance with the U.S. Department of Housing and Urban Development Lead-Based Paint Guidelines.	Verify for Compliance	Metro/Contractor	1. Metro 2. Metro 3. Construction
		HAZ-4 If clarifiers and hydraulic lifts are identified on the project site in the required Phase II ESA in Mitigation Measure HAZ-1, Metro shall identify whether there have been any unauthorized releases. If the site assessment identifies a REC, Metro shall coordinate with the appropriate regulatory agencies to remediate hazardous condition.	Verify for Compliance	Metro/Contractor	1. Metro/Department of Toxic Substances Control 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Hazardous Project Site	**HAZ-5** Metro shall coordinate with the responsible party (Honeywell International Inc.) under the direction of the Regional Water Quality Control Board to monitor potential disruptions to the existing groundwater monitoring wells at 9225 and 9601 Aviation Boulevard during construction activities or operation of the proposed project. If an existing well must be disturbed, Metro shall coordinate with the responsible party (Honeywell International Inc.) and the Regional Water Quality Control Board to relocate the monitoring wells.	Verify for Compliance	Metro	1. Regional Water Quality Control Board 2. Metro 3. Construction
		HAZ-6 Metro shall conduct a soil vapor gas survey of the project site where enclosed structures are planned for the purpose of establishing a baseline for potential indoor vapor concentrations. If the study identifies concentrations that exceed Office of Environmental Health Hazard Assessment California Human Health Screening Levels for soil or soil gas, Metro—in coordination with California Occupational Safety and Health Administration—shall prepare a remediation plan that demonstrates that interior vapor concentrations would be mitigated to below safety standards. This plan shall be prepared prior to building occupancy.	Verify for Compliance	Metro/Contractor	1. Metro 2. Metro 3. Construction

APPENDIX A
Public Scoping Meeting Report

Airport Metro Connector Transit Station
Public Scoping Meeting Report

February 23, 2015

Submitted by:

THE ROBERT GROUP

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1.0 INTRODUCTION

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

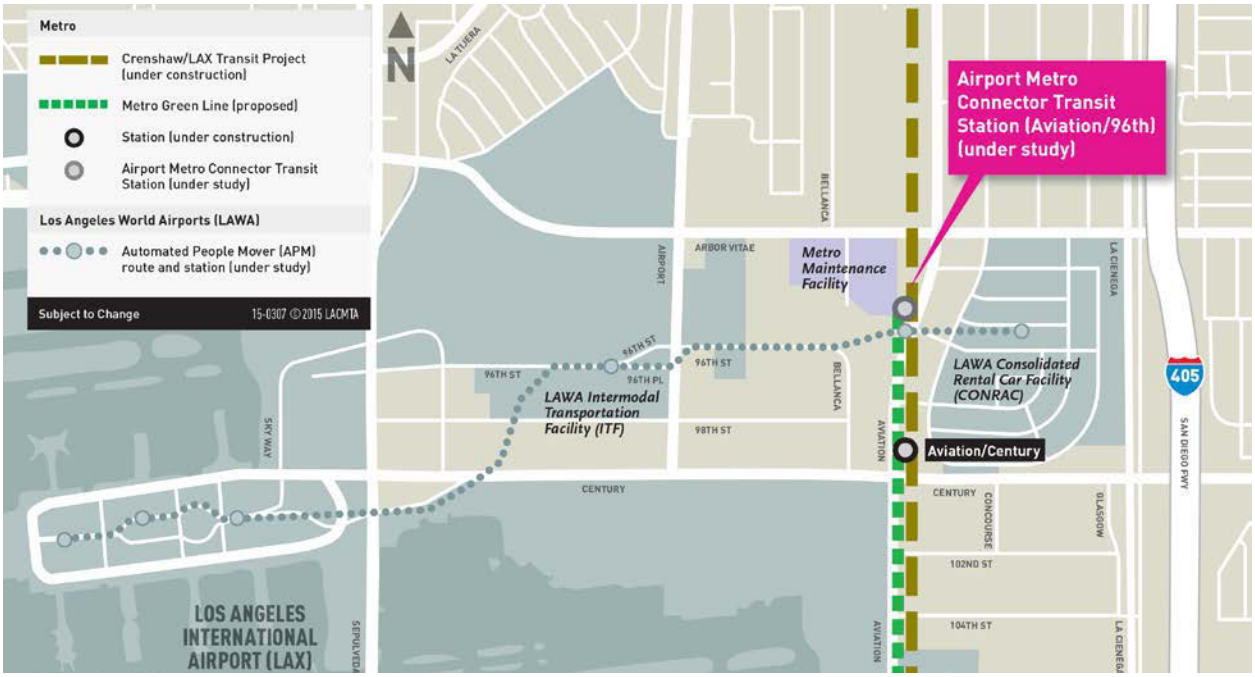
1.1 Background to Study

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

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

1.2 Study Area

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



AMC Transit Station Location Map

1.3 Purpose of Report

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

2.0 SCOPING PROCESS

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

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

2.1 Early Scoping Activities

2.1.1 Public Participation Plan

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

2.1.2 Stakeholder Database

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

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

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

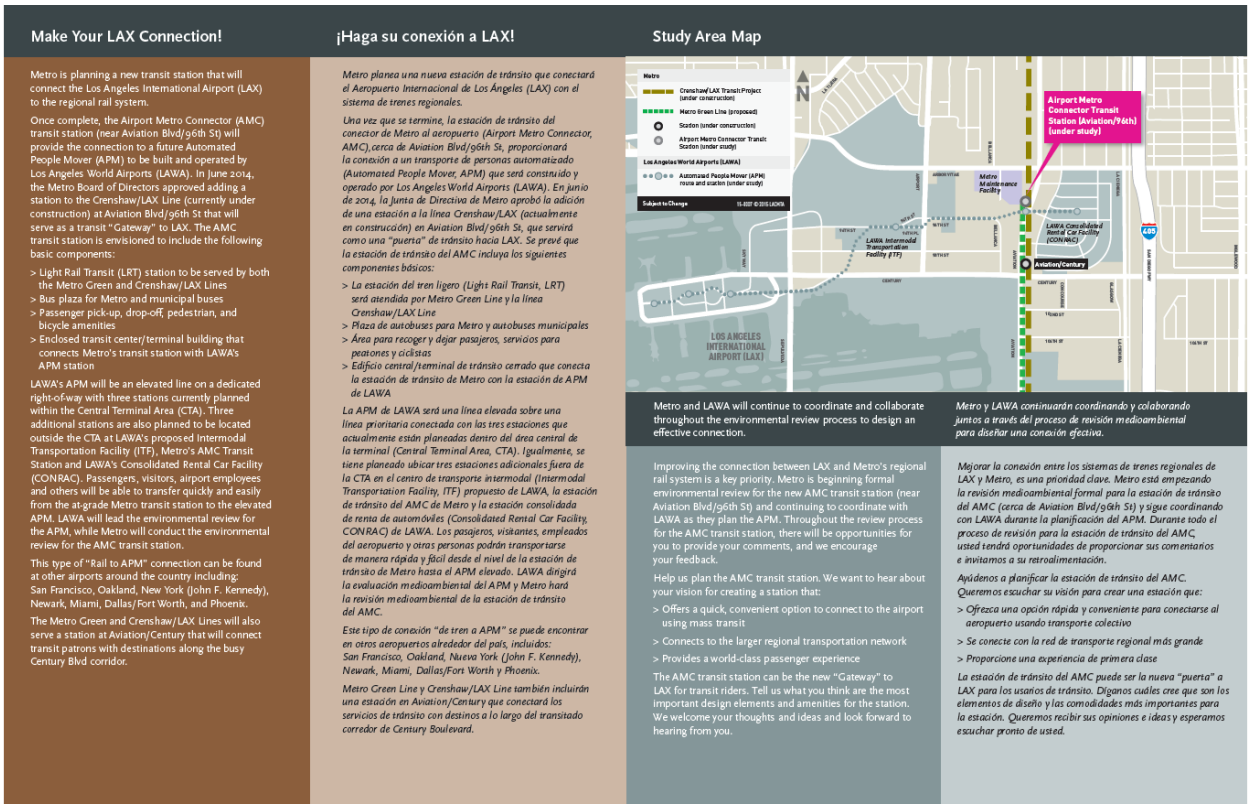
Attendees of the public scoping meeting, or persons submitting comments with their contact information, would be added to the database for future information dissemination.

2.1.3 Fact Sheet

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

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

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



Make Your LAX Connection!

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

Once complete, the Airport Metro Connector (AMC) transit station (near Aviation Blvd/96th 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/96th 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/96th 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/96th 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
Crenshaw/LAX Transit Project (under construction)
Metro Green Line (proposed)
Station (under construction)
Airport Metro Connector Transit Station (under study)
Los Angeles World Airports (LAWA)
Automated People Mover (APM) route and station (under study)
Subject to Change
15-0207 © 2015 LACMTA

Airport Metro Connector Transit Station (Aviation/96th) (under study)
Metro Maintenance Facility
LAWA Consolidated Rental Car Facility (CONRAC)
LAWA Intermodal Transportation Facility (ITF)
Aviation/Century
LOS ANGELES INTERNATIONAL AIRPORT (LAX)

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/96th 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/96th St) y sigue coordinando con LAWA durante la planificación del APM. Durante todo el proceso de revisión para la estación de tránsito del AMC, usted tendrá oportunidades de proporcionar sus comentarios e invitamos a su retroalimentación.

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

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

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

Airport Fact Sheet

2.1.4 Introductory Mailing

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

AMC Take Ones

2.1.5 Project Information Telephone Line

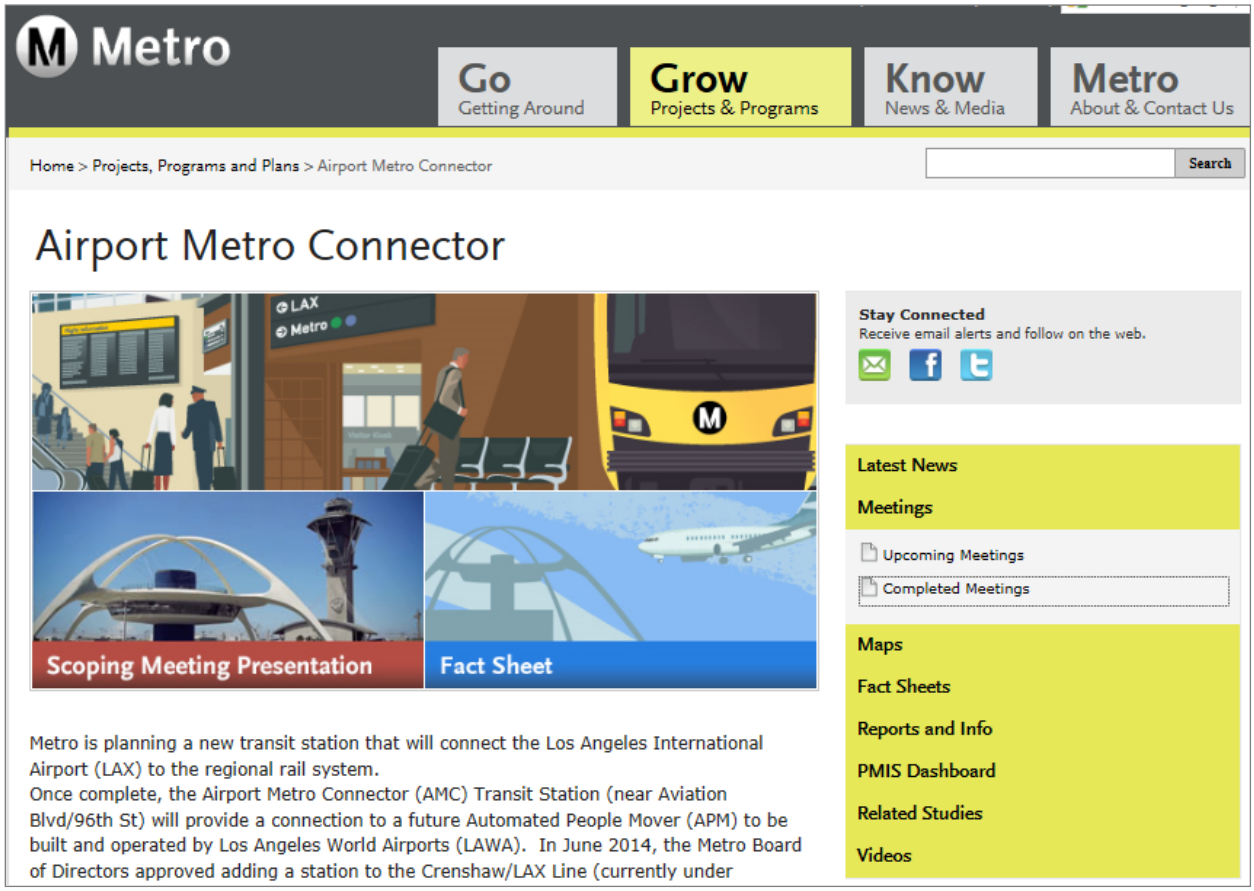
The Airport Metro Connector Project information telephone line was set up and monitored regularly by the project team. The information telephone line, (213) 922-4484, was published in all communication materials prepared for the project. A total of three public comments were received via the information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

2.1.6 Project E-mail Box

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

2.1.7 Project Web Page

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



AMC Project Web Page

2.2 Initiation of Scoping

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

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

2.3 Elected Officials Briefing

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

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

Elected Officials Briefing Meeting

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

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

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

2.4 Participating Agency Invitations

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

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

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

2.5 NOP Mailings

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

2.6 Public Notices

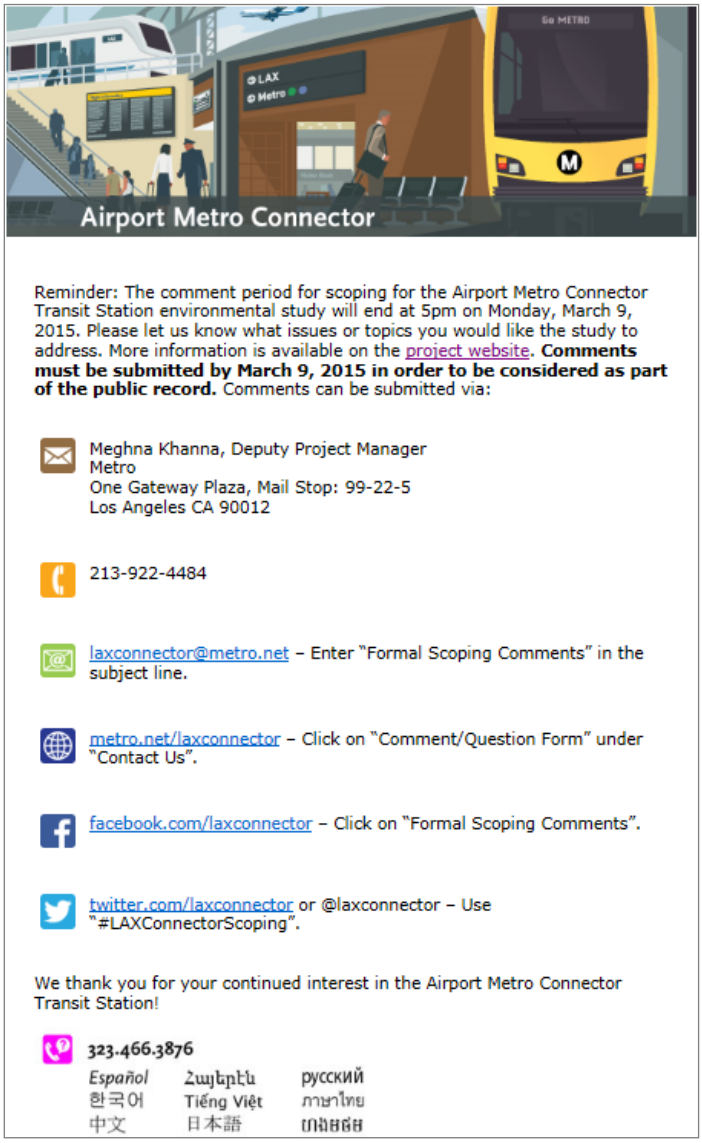
Targeted outreach was conducted to local, multi-cultural news media and blogs. The following list of media was contacted to encourage attendance and coverage of the Public Scoping Meeting:

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

2.6.1 Email Notifications

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

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



Example of e-blast sent to stakeholders

2.6.2 Take-Ones

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

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

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

2.6.3 Legal Advertisements

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

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

2.6.4 Newspaper Advertisements

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

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

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

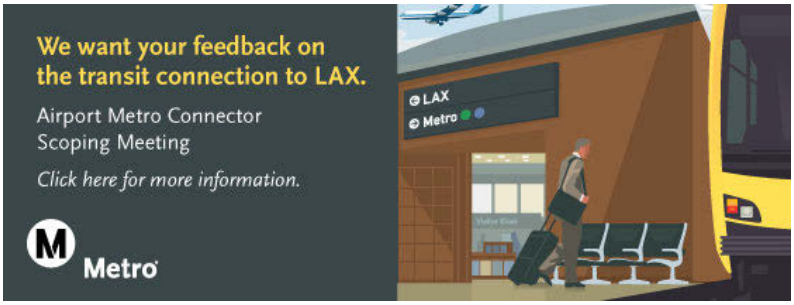
Example print ad published in local newspapers

2.6.5 Display Advertisements

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

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

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



English and Spanish online ad

2.6.6 Social Media

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

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

AMC Facebook Page

2.7 Community Group and Agency Telephone Calls

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

2.8 Public Scoping Meeting

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

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

2.8.1 Public Scoping Meeting Format

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

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

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

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

Ustream video of the Scoping Meeting

2.8.2 Public Meeting Materials

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

2.9 Public Comments Received

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

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

2.10 Interagency Scoping Meeting

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

LAWA Scoping Meeting Support

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

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

LAWA Brochure that included AMC collaterals

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

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

3.0 SUMMARY OF SCOPING COMMENTS

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

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

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

3.1 Comments by Topics

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

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

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

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

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

APPENDIX A

Public Comment Summary

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

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

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

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

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

#	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 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	The Mar Vista Community Council supports: a) Naming the recently-approved and planned MetroRail station for the Crenshaw/LAX Light Rail Line at 96th/Aviation as "LAX Transit Center" b) Exploring any artistic/station design efforts to include pylons, consistent with the iconic pylons already located at LAX, at the future 96th/Aviation MetroRail station to establish this center as the rail/transit "Gateway to LAX" for commuters, visitors and tourists travelling to/from LAX. c) Any efforts to facilitate bus and rail access to the future station at 96th and Aviation, and to facilitate transfer to the future LAX People Mover Line. d) Construction of moving sidewalks with sufficient capacity (or sufficient for two passenger lanes on each walkway for both standing and walking pedestrians, on conveniently-designed, 2 properly-located, and covered pedestrian bridges) from People Mover stations to each and every terminal, with a configuration to best encourage usage of the People Mover to access LAX airline terminals e) Whenever possible, construction of moving sidewalks whenever possible and with sufficient capacity on conveniently-designed, properly-located, and covered pedestrian bridges) between airline terminals on opposite sides of the Central Terminal Area. f) Consistent with Mayor Garcetti¹s vision of City-wide free wi-fi and commercial development favorable to business and tourism, construction and implementation of more cell-phone and laptop plug-in stations, free wi-fi, and commercial development within LAX, as well as on those regions adjacent to the LAX People Mover and on Century Blvd. g) Consideration and, if possible, implementation of ramps at all vertical circulation and connections between levels, in addition to escalators and elevators at the future Metro station at 96th/Aviation and at the LAX People Mover stations
35	Alpern	Ken	sealnbear@aol.com	Community Organization	CD 11 Transportation Advisory Committee	Email	Station Name, Station Design, Internet Access	see PDF
36	Wehbe	Ferris	ferriswehbe@gmail.com	Individual	n/a	Email	Support	I strongly support the the Airport Metro Connector and the addition of the automated People Mover. It is about time that we do what is best for our City. Go Metro and Public Transportation. Proud Voter and a TAB Card Holder
37	Trifeletti	Lisa	n/a	Regional Institution	LAWA	Email	Traffic, Station Design	see PDF
38	Wong	Jillian	n/a	Regional Institution	SCAQMD	Letter	Air Quality	See PDF

#	Last Name	First Name	Email	Commentor Category	Organization	Format	Topic(s)	Comment
39	Schneider	Denny	denny@welivefree.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 Instutition	US Air Force	Letter	No comment	We have no comments at the time.
41	Gerlits	Ed	egerlits@dpw.lacounty.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	Please find Culver City Transportation Department's formal scoping comments on Metro's Airport Connector Project (Project) below: 1. The Project includes a bus plaza that is intended to replace the existing LAX City Bus Center. Given the large number of bus lines from different areas of Los Angeles County that will terminate/stop at the bus plaza, it is critical that multiple bus ingress/egress at the bus plaza be available to allow buses to access the bus plaza easily from different directions; 2. The design of the Project needs to take into account the potential conflicts in movements between buses, kiss-and-ride vehicles, and cars related to the adjacent LAWA Consolidated Rental Car Facility. There should be a separation of bus traffic from other vehicles to ensure that the buses can operate fficiently in the Project area and reduce the risks of conflicts between buses and other vehicles; 3. The design of the bus center should minimize potential conflicts between buses, pedestrians, and cyclists; and, 4. The bus plaza should have direct and convenient access to the light rail station and LAWA's Automated People Mover Station. If you have any questions, please contact Diana Chang, Sr. Management Analyst at diana.chang@culvercity.org or (310) 253-6566.
44	Gilbert	Daren	n/a	State Institution	CA Public Utilities Commission	Letter	Station Design	See PDF
45	Watson	Dianna	n/a	State Institution	Caltrans	Letter	Traffic	See PDF
46	Guerrero	Edward	n/a	Local Institution	City of LA Department of Transportation	Letter	Traffic	In response to the Airport Metro Connector (AMC) Project, Draft Environmental Impact Report (DEIR) Notice of Preparation (NOP), the City of Los Angeles Department of Transportation (LADOT) respectfully submits the following comments / requests: 1) That the AMC Project Traffic Impact Analysis Scope require approval from the LADOT Planning and Development Review Division and that all aspects of the project traffic analysis adhere to LADOT Traffic Study Policies and Procedures 2) That the project appropriately considers potential transit connections discussed in the City of Los Angeles Westside Mobility Plan, particularly the proposed BRT/LRT project being considered

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47	Lantz	Steve	n/a	Local Institution	South Bay Cities Council of Governments	Public Comment - Scoping Meeting	Cost, Station Design, Station Connection	Briefly, the South Bay is very excited about the fact that this is coming and very concerned about the costs that are going to be created by this new station. We understand that there is some sort of an agreement between Metro and LAWA to try and keep the costs down and we would very strongly encourage the environmental work to identify clearly the minimum requirements for this station, not just the desired amenities that people will add on inevitably before the project finally gets approved. So we're concerned that there is a definite need for transportation improvements for efficient transition from one line to the other in both directions, for the bus plazas to be appropriately located, and for all the other services that are needed to be accommodated. What we're really worried about is that the design of this facility will ultimately break the bank and prevent this line from being extended to the South Bay. So we would encourage the environmental work to identify the lease 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	These are all motions that we passed, but I really feel since I'm not reading them out loud, I'm a little nervous about saying I speak for other people. We've been dealing with this for quite a long time and first off, there's always this funny question, Where's LAX? What does that mean? Well, I think right now from a regional perspective, LAX is going to be the 96th/Aviation station. That's where future and current connections are going to be to. You get to that station and then you move on. And I've heard some of the previous comments about direct connections. It's painful to listen to that because I've been there before and those questions have been confronted so many times, but the name for the 96th/Aviation Station that was voted on by the committee was LAX Transit Center. I like it, but whatever you do, please include the word "LAX" there because visitors are going to have to deal with that. They need to know. Station development, 96th/Aviation serves a different function than Century/Aviation. The cities of Hawthorne, Inglewood, and L.A. serve to benefit commercially by the Century/Aviation Station. That is as much a vital purpose as any because the Century Boulevard corridor is very much ripe for development. And pursuant to the idea of LAX, we voted in the idea of arced pylons. The idea of having pylons, everybody knows that that's emblematic of LAX. We wanted pylons at the 96th/Aviation -- Century Station, too – to let people know you're at LAX. Finally, what's next? This is a very good project overall, but the fact is the lack of a direct Union Station connection is going to be glaring. The lack of a Norwalk connection is going to be glaring. South Bay is going to be glaring. To the Westside is going to be glaring. This is just a very good first step, but in dealing with the long-range transportation plan, we need to figure out what's next; and to get to what's next, we have to do what's right now and this is what your project is. Good job. Keep up the great work. Thank you.
52	Diamond	Dayle	dayle.diamond@gmail.com	Individual	n/a	Public Comment - Scoping Meeting	Station Design	I am regular bus and rail rider, and am looking forward to the AMC station. A lot of SoCal's past facilities have either been way to spartan (like sticking a bus stop sign in the mud) or inconvienient palaces to transportation (like ARTIC in Anaheim) or sprawling heavy rail mezzanines. So here's my wishlist for an excellent bus terminal: 1. Plenty of seating. Passengers with luggage take up a lot of space. 2. Ample shelter from the sun and the rain. Nobody's belongings should get soaked while waiting for the bus. 3. Outlets so we can charge our phones. 4. Restrooms! All well and good to ask folks to hold it until they get to LAX, but plenty of people will be making bus to bus and bus to rail transfers. This really should be the basic expectation for a world class city.

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

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

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

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

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

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

M. Welhane

Receive

FEB 10 2015

Office of the CEO

Notice of Preparation

February 3, 2015

To: Reviewing Agencies

Re: Airport Metro Connector Project
SCH# 2015021009

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

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

Please direct your comments to:

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

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

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

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

Type NOP Notice of Preparation

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

Lead Agency Contact

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

Project Location

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

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues

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

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

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA EDMUND G. BROWN JR., *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET
LOS ANGELES, CA 90013

February 25, 2015

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

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

Dear Ms. Khanna,

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

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

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

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

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

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

The project must ensure compliance with federal regulations including:

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

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

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

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

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

Sincerely,

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

cc: State Clearinghouse

Airport Metro Connector
Comment Form Formulario de comentarios

Name / Nombre
MARK R. JOHNSTON
Organization / Organización
TRAC – NARP – PRS
Address / Dirección
4185 Van Buren Street Chino, CA. 91710
Telephone / Teléfono
909 591 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.

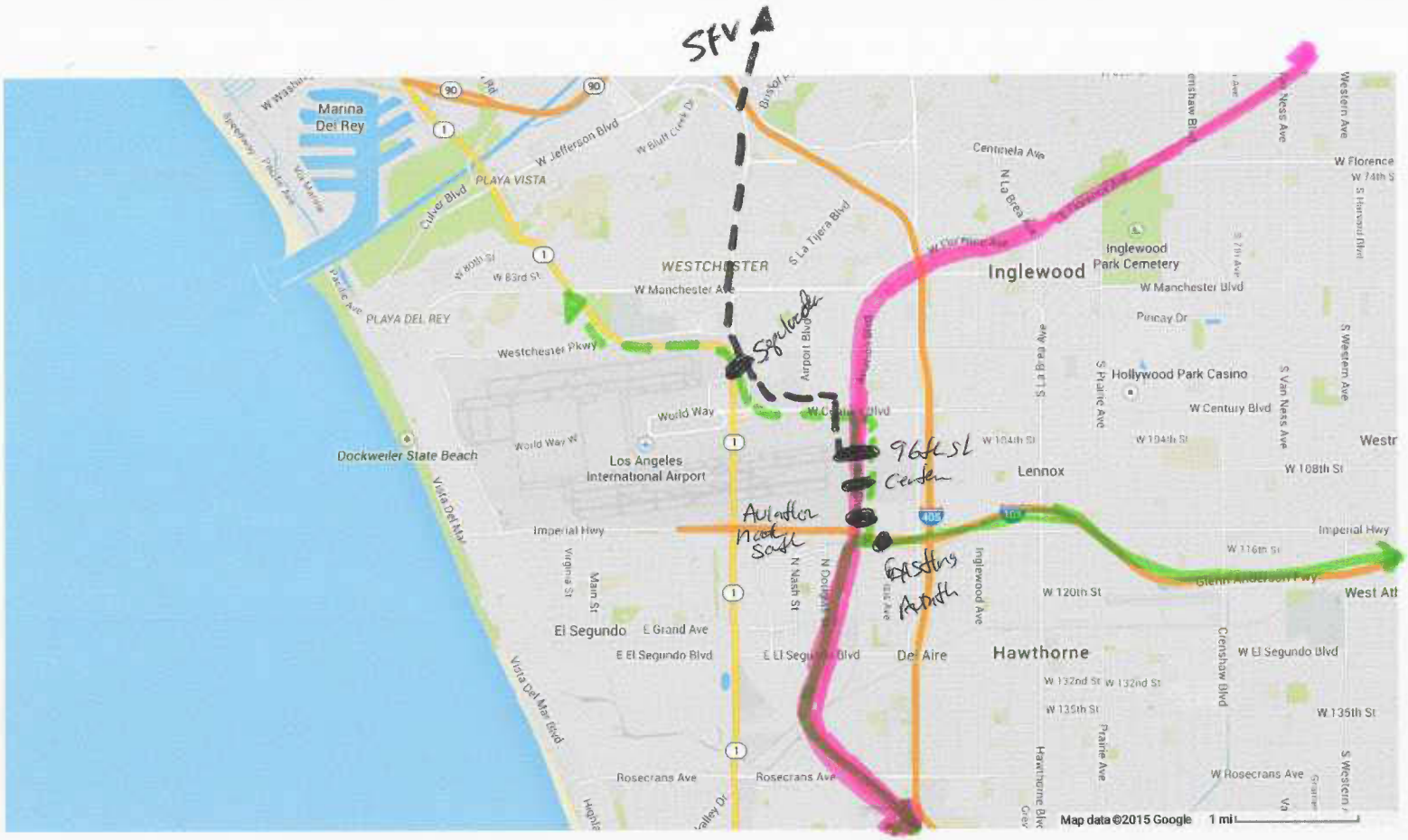
(Refer to Attached Map)

(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. You can send your comment in by postal mail to: Meghna Khanna, Deputy Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA.

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

Metro



Green Line (green)

Crenshaw Line (Pink)

SFV | Sepulveda Line (Brown)

● stations | transfer

Wednesday, February 11th 2015

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

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

Dear Secretary,

Line 524 cutback

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

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

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

If you have any questions, please call me.

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

Kevin Devlin

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

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

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

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

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

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

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

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

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

Jody Litvak
Director of Community Relations, Westside/Central

Last Revised

Friday November 14, 2014

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In This Section

Overview (/about/local-service-councils/overview/)

Current Service Council Vacancies

Documents

Courtney Thomas

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

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

To the Metro and LA World Airports staff:

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

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

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

Motions Passed 9/18/2014

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

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

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

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

MOTION‹Commercial Development and Wi-Fi within/adjacent to LAX
The CD11 Transportation Advisory Committee, consistent with Mayor Garcetti¹s vision of City-wide free wi-fi and commercial development favorable to business and tourism, supports construction and implementation of more cell-phone and laptop plug-in stations, free wi-fi, and commercial development within LAX, as well as on those regions adjacent to the LAX People Mover and on Century Blvd.

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

Motions Passed 10/20/2014

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

MOTION‹Pedestrian/Alternative Access on the South Side of Century Blvd. for the Metro Century/Aviation Station
Whereas, hundreds of daily employees work in the cargo facilities located on the south side of Century Boulevard, and
Whereas, pedestrian access into and out of the future Metro Century/Aviation station will occur from both the north and south sides of Century Boulevard, and
Whereas, the current plans for the station only provide pedestrian access from the north side of Century Boulevard, forcing many pedestrians coming from the south to cross this very busy intersection at Century/Aviation,
Therefore, the CD11 Transportation Advisory Committee favors both northern and southern entrances for the future Metro Century/Aviation station, and any associated pedestrian ramps, elevators, escalators, bridges or other amenities to/from this station, in order to:
1) Enhance pedestrian access to this vital station, and
2) Dramatically improve the pedestrian activity along Century Boulevard and prevent unnecessary traffic from large numbers of pedestrians crossing Century Boulevard during peak travel times.
3) Accommodate future land use intensification/TOD in the station area
4) Enhance/facilitate vehicle movement

MOTION‹ ³Welcome to Los Angeles² architectural element for the Metro Century/Aviation Station
Whereas, there will be two LAX access stations in the future Crenshaw/LAX Light Rail Line at 96th/Aviation and Century/Aviation, and
Whereas, Century Blvd. will remain a major gateway to/from LAX for local, national and foreign tourists, and
Whereas, the future Metro Century/Aviation station will be located at a very busy intersection for local, state and international travelers,

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

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

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

Name for the Station Designated as ³96th/Aviation²:
Metro/LAX Transit Center

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

Airport Metro Connector
Speaker Card

1

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

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

CITY OF CULVER CITY

TRANSPORTATION DEPARTMENT

4343 DUQUESNE AVENUE, CULVER CITY, CA 90232

(310) 253-6500 • FAX (310) 253-6513

Art A. Ida

Transportation Director

March 9, 2015

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

SUBJECT: Formal Scoping Comments on Airport Metro Connector Project

Dear Ms. Khanna,

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

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

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

Best Regrds,

Art Ida
Transportation Director

Courtney Thomas

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

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

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

Courtney Thomas

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

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

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

Sincerely,

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

CITY OF LOS ANGELES

CALIFORNIA

Seleta J. Reynolds
GENERAL MANAGER

ERIC GARCETTI
MAYOR

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

March 6, 2015

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

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

Dear Ms. Khanna

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

1) That the AMC Project Traffic Impact Analysis Scope require approval from the LADOT Planning and Development Review Division and that all aspects of the project traffic analysis adhere to LADOT Traffic Study Policies and Procedures

2) That the project appropriately considers potential transit connections discussed in the City of Los Angeles Westside Mobility Plan, particularly the proposed BRT/LRT project being considered on Lincoln Boulevard between the City of Santa Monica and the 96th Street station.

Sincerely,

Edward Guerrero Jr
Transportation Engineer

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

MIKE BONIN

City of Los Angeles
Councilmember, Eleventh District

March 9, 2015

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

Dear Ms. Khanna,

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

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

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

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

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

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

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

The Project Description lists four basic components:

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

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

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

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

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

Regards,

MIKE BONIN
Councilmember, 11th District

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March 9, 2015

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

Submitted via http://www.connectinglax.org

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

Dear Mr. Koontz:

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

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

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

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

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

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

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

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

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

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

3. Passenger Convenience
    a. Rail to airport. While ARSAC supports bringing public transit into LAX, ARSAC is concerned about the people mover proposal that LAX is making in LAMP. We hear from members of the public questioning why rail transit is not being brought into the Central Terminal Area (CTA). The traveling public understands that "world class airports" have rail transit built into, next to or underneath the passenger terminal for the most seamless travel experience. Airports such as Amsterdam, Frankfurt, Hong Kong and Tokyo Narita are excellent examples of rail transit built into the passenger terminal. The International Air Rail Organization (IARO) conference held in Los Angeles in 2006 noted that passenger use of public transit to and from airports drops as required changes in modes of transportation occur. Ideally, a Metrorail station in the CTA would bring the most possible passengers and then for each change mode of transportation (e.g. Metro to APM), the potential number of passengers diminishes. ARSAC acknowledges that there has been issues between LAWA and Metro for station location. ARSAC supports the proposed Metro station between the CONRAC and ITF although the original LAWA plan would have been better. We like the combination of public modes presented by LAWA for rail and public bus transport. ARSAC would also like to see future growth of the Metrorail to have a station inside the ITF and ideally, one day, inside the CTA itself. Connectivity with the Green Line and a western spur to connect along Sepulveda and or Lincoln should be supportable.

    b. Curb to the gate distance. ARSAC is concerned that the proposed Automatic People Mover (APM) spine alignment flies in the face of current airport design- shortening the distance from the curb to the gate. The APM spine alignment increases the distance from the curb to the gate. ARSAC is concerned for the convenience of passengers with many bags, senior citizen travelers, families with small children and other special needs passengers. While LAWA has proposed moving sidewalks to go between the APM stations and the passenger terminals, the distance may still be too great that passengers will be deterred from using the APM and instead continue to use a taxi or private vehicle to bring them curbside to the terminal.

    c. Serving most terminals. The proposed APM alignments do not stop at most terminals. LAWA appears to be more focused on the APM transit time from the CONRAC to the CTA rather than passenger convenience. Passengers already have an expectation on shuttle buses such as Lot C as to the timing. An APM will not help provide passengers a better alternative to access LAX unless it is convenient.

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

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

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

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

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

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

QUESTIONS

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

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

2. The LAMP should use these specific passenger and operational forecasts to determine the potential to divert future passenger ground access loads to transit modes, given the future ground access and transit and improvements assumed and recommended by the LAX LAMP. The higher the forecasts and greater the overall regional market share assumed for LAX in these forecasts, the less potential there will be to divert future ground access trips to transit on a percentage basis. This is because the higher the forecast, the more trips that will originate from outlying areas of the Southern California region including the Inland Empire, Orange and San Diego Counties and North Los Angeles County, which will overwhelming be made by private automobiles.

3. The LAMP should also base its examination of the potential for diversion of future airport ground access trips to transit modes on its latest LAX origin-and-destination (O&D) survey data. Findings should be made about the potential ability of the future regional transit system serving LAX to serve passengers using LAX based on where they actually live and work, and the accessibility of the future transit system to those places. Current O&D data bases should be updated and forecast based on the specific passenger and operational forecasts, as well as recent demographic forecasts, including assumptions made about more passengers on a percentage basis originating from outlying areas of the Southern California region, and outside the region.

4. Lastly, findings about the potential of the LAMP to divert future airport ground access trips to transit modes should be compared with similar air carrier airports with comparable ground access systems, including those with transit systems that do not directly access airport terminals and/or require one or more transfers to access the airport.

COMMENTS ON INITIAL STUDY AREAS CHECKLIST:

I. Aesthetics
Buildings should be LEED certified, visually pleasing and include drought resistant landscaping where possible.

II. Agriculture
Not applicable.

III. Air Quality
ARSAC requests that air quality monitoring and mitigation is an ongoing pro-active activity at LAX and not one that is performed only during EIR exercises. There should be reports on at least an annual basis.

Air pollution needs to be carefully scrutinized:

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

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

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

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

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

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

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

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

Fault Zoning Map issued by the State Geologist. Therefore, the City's earthquake map should also be referenced in the EIR.
2. The whole area of the current DEIR is in an area noted as dune sand, similar to quicksand. Construction requirements must include appropriate measures to properly and safely handle this topography.
3. The earthquake fault runs close to the proposed tunneling of LAX traffic from Lincoln; therefore, extreme caution and measures must be employed when creating the tunnel under Sepulveda.

IX. Hydrology/Water Quality
ARSAC calls upon LAWA to consider 100-year flood plain analysis for all new proposed facilities and updates and/or modifications to existing facilities in LAMP. Any new flood plane issues?

X. Land Use/Planning
ARSAC is concerned about the automatic rezoning to an LAX Zone when LAWA acquires a property outside of the LAX Zone. There is the same concern when a property in the LAX Zone is sold and then property is supposed to take on a Westchester/Playa del Rey zoning designation. What is the public notification process for the automatic rezoning? Any changes to the City General Plan or Community Plans?

XI. Mineral Resources
No comment here.

XII. Noise
ARSAC requests that noise monitoring and mitigation be an ongoing pro-active activity at LAX and not one that is performed only during EIR exercises. There should be reports on at least a monthly basis.

XIII. Population/Housing
No comment here.

XIV. Public Services
The Los Angeles World Airports Police Department should have primacy at all LAWA owned and/or operated airports.

XV. Recreation
As a part of LAMP, LAWA should provide areas for passengers travelling with dogs to have "relief" areas. Open space areas and pocket parks should be available to provide for outdoor areas for airport workers, passengers and visitors. In addition, there should be convenient outdoor areas for smokers.

XVI. Transportation/Traffic
What contingency plans are there for scheduling conflicts with other agencies? Cal Trans, for instance, will be involved in developing the Lincoln Blvd. tunnel under Sepulveda. What will happen to traffic if Cal Trans cannot deliver that project in the allotted time frame?

Regarding the tunnel to reroute Lincoln traffic to LAX:

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

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

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

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

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

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

XVII. Utilities/Service Systems

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

XVIII. Mandatory Findings of Significance

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

ALTERNATIVE CONCEPTS OVERVIEW

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

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

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

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

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

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

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

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

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

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

Questions on the FlyAway buses:

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

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

ARSAC suggests the following freeway connections to the CONRAC:

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

CONCEPTS TO BE INCLUDED IN THE RANGE OF ALTERNATIVES

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

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

PROPOSED CONSTRUCTION PHASING (can be concurrent phases)

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

PUBLIC PARTICIPATION

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

CONCLUSION

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

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

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

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

Sincerely,

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

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

Allen Matkins

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

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

VIA EMAIL/U.S. MAIL

March 9, 2015

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

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

Dear Ms. Khanna:

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

1. **Background.**

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

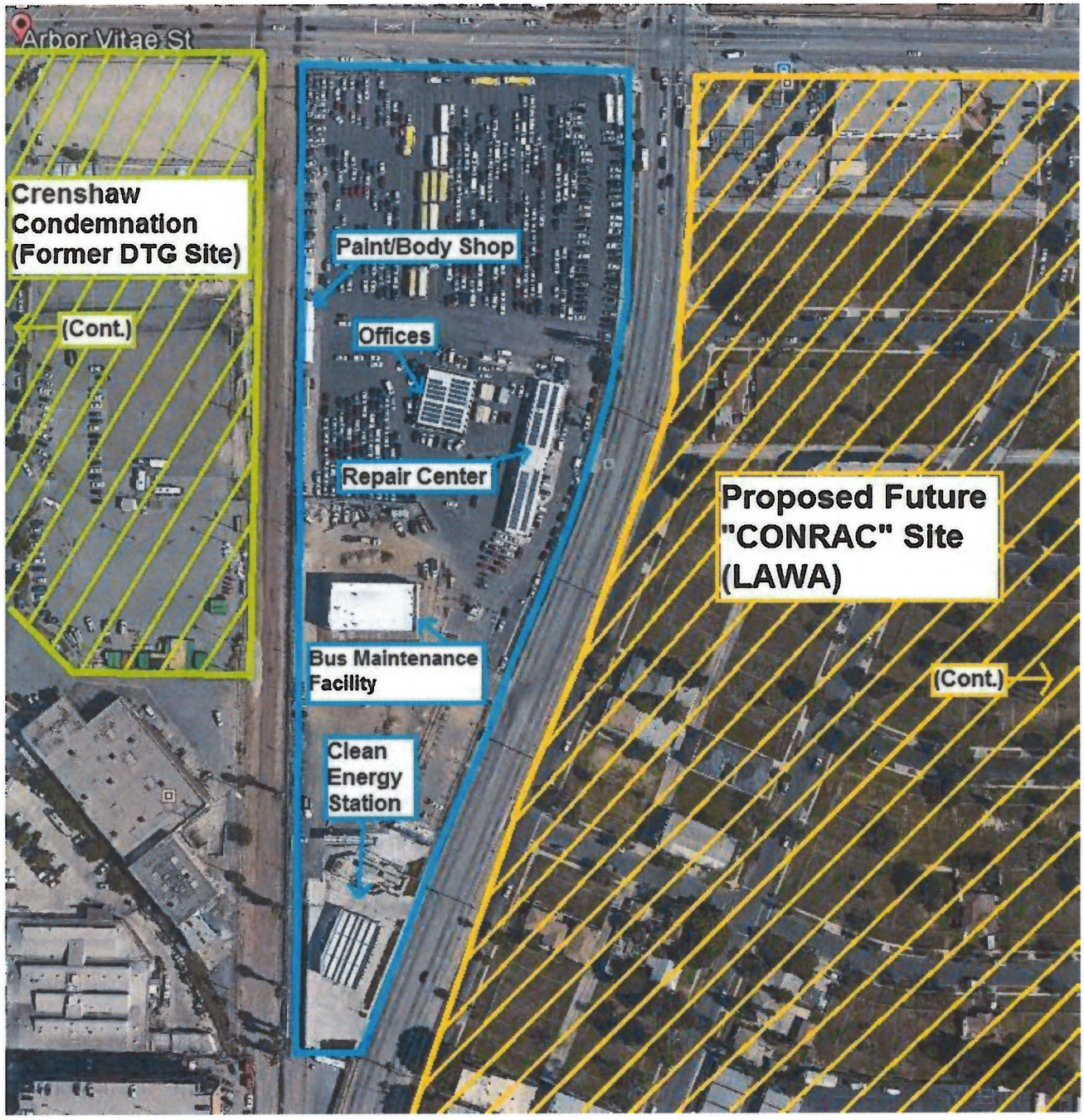
- Light Rail Transit station to be served by the Metro Green and Crenshaw/LAX Lines;
- Bus plaza for Metro and municipal buses;
- Passenger pick up, drop off, pedestrian, and bicycle amenities; and
- Enclosed transit center/terminal building that connects Metro's transit station with LAWA's people mover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

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

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

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

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



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

2. Draft EIR Scoping.

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

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

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

A. Specific Topics to Include.

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

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

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

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

B. Alternative Project Routes.

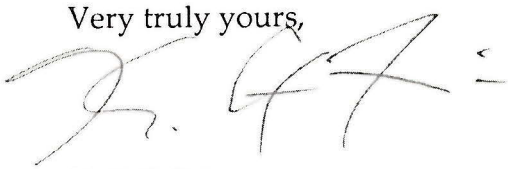
In addition to the foregoing topics, Hertz requests that the Draft EIR address all potentially feasible alternative routes for the Project, including, without limitation, all sites previously identified by Metro as potential alternative locations for the Project in Metro's April 18, 2012, Green Line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

4. **Conclusion.**

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

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

Very truly yours,



K. Erik Friess

KEF:nss

GATEWAY TO LA AIRPORT BUSINESS DISTRICT

VIA EMAIL

March 9, 2015

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

RE: Airport Metro Connector – Scoping Comment

Dear Ms. Khanna:

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

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

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

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

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

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

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

Sincerely,

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

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

Jennifer Lao

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

To Whom It May Concern:

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

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

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

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

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

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

www.la-bike.org

Help build a better, bike-able L.A. County:
Become an LACBC member today!

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
Russ Guiney, Director John Wicker, Chief Deputy Director

March 9, 2015

Sent via email: laxconnector@metro.net

Mr. Meghna Khanna
Deputy Project Manager
Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-2-5
Los Angeles, CA 90012- 2952

Dear Mr. Khanna:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE AIRPORT METRO CONNECTOR PROJECT

The Notice of Preparation of a draft Environmental Impact Report for the Airport Metro Connector (AMC) Project has been reviewed for potential impact on the facilities of the Los Angeles County Department of Parks and Recreation (DPR). We have determined that the project, which proposes a new intermodal AMC transit station, will not affect any DPR facilities.

Thank you for including this Department in this environmental review process. If we may be of further assistance, please contact me at (213) 351-5129 or jchien@parks.lacounty.gov.

Sincerely,

Jui Ing Chien
Park Planner

JIC/ Response to Metro, Airport Metro Connector Project

c: DPR (N. E. Garcia, K. King, C. Lau)

March 10, 2015

Ms. Meghna Khanna
Deputy Project Manager
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-5
Los Angeles, CA, 90012-2952

DRAFT ENVIRONMENTAL IMPACT REPORT NOP
AIRPORT METRO CONNECTOR PROJECT

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS COMMENTS

We completed our review of the Notice of Preparation for the Draft Environmental Impact Report (EIR) for the proposed Airport Metro Connector Project. The proposed project is being developed to connect Los Angeles International Airport (LAX) to Metro's regional rail system. The Airport Metro Connector (AMC) transit station will provide a connection to a planned LAX Automated People Mover (APM) to be built and operated by the Los Angeles World Airports. The AMC transit station would also consolidate bus transit services in the LAX area and provide pedestrian and bicycle amenities.

The County of Los Angeles, Department of Public Works' has no comments at this time. However, we would like the opportunity to review the project's draft EIR when it becomes available.

If you have any other questions or require additional information, please contact Ed Gerlits of Land Development Division at (626) 458-4953 or egerlits@dpw.lacounty.gov.

ECG:
P:\ldpub\SUBPCHECK\Plan Checking Files\Projects not associated with a TR-PM-CUP-Single Lot-Permit\Airport Metro Connector Project\NOP\2015-02-23 NOP SUBMITTAL\Airport Metro Connector Project NOP Memo.docx

Los Angeles
World Airports

TM

March 9, 2015

Meghna Khanna
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza, Mail Stop: 99-22-5
Los Angeles, CA 90012

RE: Airport Metro Connector Notice of Preparation

LAX

LA/Ontario

Van Nuys

City of Los Angeles

Eric Garcetti
Mayor

Board of Airport Commissioners

Sean O. Burton
President

Valeria C. Velasco
Vice President

Gabriel L. Eshaghian
Jackie Goldberg
Beatrice C. Hsu
Matthew M. Johnson
Dr. Cynthia A. Telles

Gina Marie Lindsey
Executive Director

Dear Ms. Khanna,

Los Angeles World Airports (LAWA) is pleased to provide these comments on the Airport Metro Connector (AMC) Notice of Preparation (NOP). Both LAWA and the Los Angeles County Metropolitan Transportation Authority (Metro) have worked collaboratively over the last several years to bring both Metro's AMC project and LAWA's Landside Access Modernization Program to fruition. These two projects will greatly improve access to Los Angeles International Airport (LAX) and result in traffic and air quality improvements to the region. This letter identifies items where LAWA and Metro will need to closely coordinate to ensure the success of each agency's independent projects, and identifies elements that LAWA is obligated to comment on in regards to development in the vicinity of LAX.

Vehicle Circulation at the AMC Site – The Metro AMC site is adjacent to LAWA's proposed Consolidated Rental Car Facility (CONRAC) and East Intermodal Transportation Facility (ITF). Metro's Environmental Impact Report (EIR) will need to account for these planned facilities including the cumulative localized traffic and driveway placements, modifications to Aviation Boulevard, and vehicular movement controls to ensure that both Metro's and LAWA's facilities can function without impacting each other. Continued coordination and information sharing should allow for a mutually beneficial solution to the routing of traffic and site access.

Pedestrian Circulation at the AMC Site – LAWA wants to ensure that Metro passengers can easily flow from the LAWA APM station into the Metro station facility. While exact station specifications are yet to be designed, the two agencies should cooperatively establish criteria and provisions to assure this transfer is intuitive and unobstructed, and meets the needs of both Metro and LAWA passengers.

Interim Operation of AMC Transit Station – LAWA's APM system, including service to the proposed Metro AMC location, is tentatively scheduled to begin service in 2024. Should the Metro AMC station begin operations prior to LAWA's APM system, provisions should be made to allow LAWA's shuttle bus service from the AMC station to the LAX Central Terminal Area (CTA).

Construction of the Proposed AMC Transit Station – As you may be aware, any party proposing to construct an object or structure near existing public use airports is required to notify the Federal Aviation Administration (FAA) before construction begins. In turn, the FAA examines each proposed structure in accordance with Title 14 Code of Federal Regulations Part 77, Objects Affecting Navigable Airspace (Part 77 regulations). As part of that review, FAA first determines whether the proposed structure would constitute an "obstruction" because it would penetrate a series of defined geometric surfaces emanating from airports (referred to collectively as airspace surfaces or Part 77 surfaces), which establish critical airspace needed for aircraft arrivals, departures and safety procedures. In addition, FAA examines whether the proposed structure is too tall or is located too close to an existing or proposed airport that it would constitute a hazard to air navigation. A structure that constitutes a "hazard" presents a very serious safety concern and generally cannot be constructed without compromising the safety of air navigation. These regulations also pertain to construction equipment, such as cranes, that could temporarily cause an obstruction to air navigation.

The proposed AMC transit station will be located approximately 8,500 feet east of Runway 6R-24L. The Part 77 regulations require that developers must file a Notice of Construction or Alteration if a structure or construction of a structure would exceed an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet. Therefore, Metro should determine the need for a completed FAA Form 7460-1, Notice of Proposed Construction or Alteration prior to the start date of the proposed construction.

Thank you again for the opportunity to comment on this project. We look forward to addressing these issues together as both projects move through the environmental process and toward implementation.

Sincerely,

Lisa Trifiletti

Lisa Trifiletti
Director, Environmental and Land Use Planning

Courtney Thomas

From: Litvak, Jody Feerst <Litvakj@metro.net>
Sent: Wednesday, March 11, 2015 11:10 AM
Subject: FW: Mar Vista Community Council Motion--Metro Regional Airport Connector Project

Planning team This is your call to make but I think we should go ahead and include this as the very last of the scoping comments even though it came in late. It costs us nothing and we¹ll be good guys and gals for doing it. Let us know.

From: sealnbear@aol.com [mailto:sealnbear@aol.com]
Sent: Wednesday, March 11, 2015 8:06 AM
To: Litvak, Jody Feerst; Berlin, Renee; Mieger, David; diego.alvarez@lacity.org; opulido@lawa.org; ltrifiletti@lawa.org; ckoontz@lawa.org; Mike.bonin@lacity.org; Chad.Molnar@lacity.org; jessica.duboff@lacity.org; Paul.Backstrom@lacity.org; len.nguyen@lacity.org; tricia.keane@lacity.org; Jay.Greenstein@lacity.org; paul.koretz@lacity.org; billk@marvista.org; melissa@stollerdesign.com; mkrupkin@mindspring.com
Cc: sherriakers@ca.rr.com; Michael.millman@marvista.org; brad.wilhite@marvista.org; robin.doyno@marvista.org; Valerie.davidson@marvista.org; michelle.krupkin@marvista.org; bill.scheding@marvista.org; Melissa.stoller@marvista.org; Yvette.molinaro@marvista.org; bill.koontz@marvista.org; john.kuchta@marvista.org; mitchell.rishe@marvista.org; hetzm5@gmail.com; lipmen@me.com; rl@acinetcom.com; kentstrum@aol.com; darrclarke@gmail.com
Subject: Mar Vista Community Council Motion--Metro Regional Airport Connector Project

To Ms. Jody Litvak et al:

The following motion (see below) was passed by the Board of the Mar Vista Community Council (MVCC) last night at its monthly meeting.

Please add this to the official record of community input for the Metro Regional Airport Connector Project. Is there an official address or other communication method for the MVCC Chair (Bill Koontz) and/or Secretary (Melissa Stoller) to send this motion to you as a formal resolution of the MVCC?

Thank you,
Ken Alpern
Boardmember and Co-Chair, T/I Committee, MVCC

The Mar Vista Community Council supports:

a) Naming the recently-approved and planned MetroRail station for the Crenshaw/LAX Light Rail Line at 96th/Aviation as "LAX Transit Center"

b) Exploring any artistic/station design efforts to include pylons, consistent with the iconic pylons already located at LAX, at the future 96th/Aviation MetroRail station to establish this center as the rail/transit "Gateway to LAX" for commuters, visitors and tourists travelling to/from LAX.

c) Any efforts to facilitate bus and rail access to the future station at 96th and Aviation, and to facilitate transfer to the future LAX People Mover Line.

d) Construction of moving sidewalks with sufficient capacity (or sufficient for two passenger lanes on each walkway for both standing and walking pedestrians, on conveniently-designed,

properly-located, and covered pedestrian bridges) from People Mover stations to each and every terminal, with a configuration to best encourage usage of the People Mover to access LAX airline terminals

e) Whenever possible, construction of moving sidewalks whenever possible and with sufficient capacity on conveniently-designed, properly-located, and covered pedestrian bridges) between airline terminals on opposite sides of the Central Terminal Area.

f) Consistent with Mayor Garcetti¹s vision of City-wide free wi-fi and commercial development favorable to business and tourism, construction and implementation of more cell-phone and laptop plug-in stations, free wi-fi, and commercial development within LAX, as well as on those regions adjacent to the LAX People Mover and on Century Blvd.

g) Consideration and, if possible, implementation of ramps at all vertical circulation and connections between levels, in addition to escalators and elevators at the future Metro station at 96th/Aviation and at the LAX People Mover stations

Airport Metro Connector
Speaker Card

4

Name	Nombre
Steve Lantz	
Organization	Organization
South Bay Cities Council of Governments	

Please limit your comments to two minutes. You can submit written comments.

SOUTHERN CALIFORNIA
ASSOCIATION of
GOVERNMENTS

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
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Greg Pettis, Cathedral City

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Carl Morehouse, San Buenaventura

Policy Committee Chairs

Community, Economic and Human Development
Margaret Finlay, Duarte

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

March 9, 2015

Ms. Meghna Khanna, Deputy Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012
Email: laxconnector@metro.net

RE: SCAG Comment on the Notice of Preparation of a Draft Environmental Impact Report for the Airport Metro Connector Project [SCAG NO. IGR8364]

Dear Ms. Khanna,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Airport Metro Connector Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Airport Metro Connector Project. The proposed project would include the construction and operation of a new intermodal Airport Metro Connector transit station located along the Crenshaw/LAX Light Rail Transit Project to provide a connection to the planned LAX Automated People Mover.

When available, please send environmental documentation to SCAG's *office in Los Angeles or by email to sunl@scag.ca.gov* providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Ping Chang,
Program Manager II, Land Use and Environmental Planning

[1] SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

2015.1.8 printed on recycled paper

**COMMENTS ON THE NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT FOR
THE AIRPORT METRO CONNECTOR PROJECT [SCAG NO. IGR8364]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS Goals

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see http://rtpscs.scag.ca.gov). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

SCAG 2012 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and non-motorized transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why; Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why; DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why; Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why; DEIR page number reference*
etc.		etc.

RTP/SCS Strategies

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf (Tables 4.3 – 4.7, beginning on page 152).

Aviation Demand Forecasts

It is noted that SCAG is currently in the middle of updating the regional aviation demand forecasts for the 2016 RTP/SCS which may impact the demand for this project.

The SCAG Aviation Technical Advisory Committee (ATAC) is a standing subcommittee comprised of a group of aviation professionals who meet in an effort to provide SCAG with technical and professional expertise on regional aviation issues. The ATAC also serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties. This group may be leveraged for input during the CEQA process, as deemed appropriate by LACMTA. Information on the ATAC can be accessed at http://www.scag.ca.gov/aviation/index.htm

If you have any questions regarding the SCAG Aviation Program please contact Mr. Ryan N. Hall at hall@scag.ca.gov or 213-236-1935.

Regional Growth Forecasts

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		Adopted City of Los Angeles Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	3,991,700	4,320,600
Households	6,458,000	7,325,000	1,455,700	1,626,600
Employment	8,414,000	9,441,000	1,817,700	1,906,800

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at:
http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects.* Appendix G can be accessed at:
http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

Serious drought.
Help save water!

March 9, 2015

Mr. Arthur T. Leahy
Los Angeles County MTA
One Gateway Plaza
Los Angeles, CA 90012

RE: Airport Metro Connector Project
Vic. LA-405/PM 22.74
SCH # 2015021009
IGR/CEQA No. 150211AL-NOP

Dear Mr. Leahy:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project includes a new intermodal Airport Metro Connector (AMC) transit station located along the Crenshaw/LAX Light Rail Transit (LRT) Project. The Crenshaw/LAX LRT Project is currently under construction. The project site is southwest of the Arbor Vitae Street/Aviation Boulevard intersection and will be located immediately adjacent to Metro's Southwest Maintenance Facility.

To assist in evaluating the impacts of this project on State transportation facilities, a traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the project's traffic consultant to Caltrans' traffic study guide Website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Listed below are some elements of what is generally expected in the traffic study:

1. Presentations of assumptions and methods used to develop station trip generation, trip distribution, choice of travel mode, and assignments of trips to I-405 and all off ramps at the project vicinity including but not limit to Northbound (NB) I-405 at W Arbor Vitae St, Southbound (SB) I-405 at W Arbor Vitae St. The traffic consultant should work with Caltrans to identify and confirm off ramp study locations prior to the preparation of the traffic study. The traffic study should also analyze the storage for left-turn pocket at on/off-ramps.

Caltrans has serious safety concerns when an excessive amount of vehicles are expected to use an off-ramp, thus causing congestion to back up onto the mainline, which in turn may lead to rear-end accidents. For this project, the City should conduct an off-ramp queuing analysis utilizing the Highway Capacity Manual (HCM) queuing analysis methodology with the actual signal timings. Capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point. The existing queue length should be calculated from the traffic counts, including the percentage of truck assignments to the ramp with a passenger car equivalent factor of 3.0 (worst case scenario) with 30 feet per car. The analyzed result may need to be calibrated with actual signal timing when necessary. Please include mitigation measures if forecasted vehicle queues are expected to exceed 85% of the total available storage capacity such that the storage will allow a 15% safety factor.

2. Project travel modeling should be consistent with other regional and local modeling forecasts and travel data. Caltrans uses the indices to verify the results and any differences or inconsistencies must be thoroughly explained. Please submit modeling assumptions for Caltrans review and comment.

3. Trip generation rates for the project should be based on the nationally recognized recommendations contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE).

4. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area with and without project. Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions should include build-out of all projects and any plan-horizon years.

5. Include all appropriate traffic volumes. The analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.

6. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts should also be included. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.

7. A fair share contribution toward pre-established or future improvements on the State Highway System is considered acceptable mitigation. (Please see Appendix "B" of the Guide for more information).

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. Should you wish to expedite the review process or receive early feedback from the Department please feel free to send a copy of the DEIR directly to our office.

Caltrans would like to formally invite the Lead Agency and the traffic consultants to a formal scoping meeting to discuss preparation of traffic impact study, potential traffic direct/cumulative impacts, and possible traffic mitigation for the State facilities.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 150211AL.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 61st AIR BASE GROUP (AFSPC)
LOS ANGELES AIR FORCE BASE, CALIFORNIA

18 March 2015

Colonel Donna L. Turner
Commander, 61st Air Base Group
483 N. Aviation Boulevard
El Segundo, CA 90254-2808

Ms. Meghna Khanna
Metropolitan Transportation Authority
Los Angeles County
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Ms. Khanna,

I received the Notice of Preparation of a Draft Environmental Impact Report for the Airport Metro Connector Project. Thank you for the opportunity to comment on potential environmental information that may be germane to this project from the perspective of Los Angeles Air Force Base.

We do not have any comments at this time. However, I kindly request to be provided a copy or access to any future preliminary drafts or draft environmental impact reports for review.

Please address any questions to my point of contact, Lieutenant Colonel Todd Inouye, 61st Civil Engineer & Logistics Squadron, at (310) 653-6123 or todd.inouye@us.af.mil.

Sincerely,

DONNA L. TURNER, Colonel, USAF

cc:
61 CELS/CC

Jennifer Lao

From: Khanna, Meghna <KhannaM@metro.net>
Sent: Thursday, March 12, 2015 4:31 PM
To: Jennifer Lao
Subject: FW: Airport Metro Connector Project - future distribution request

I am not sure if Zac Appleton submitted a formal letter. Per my phone conversation with him last month I advised him to do so. In case he did not submit a letter, maybe we can include his email, attached below. Thanks, Meghna

---

From: Appleton, Zac [mailto:Appleton.Zac@epa.gov]
Sent: Monday, February 23, 2015 1:34 PM
To: Khanna, Meghna
Cc: Mary.Nguyen@dot.gov
Subject: Airport Metro Connector Project - future distribution request

Hi Meghna,

After doing some digging around with LAWA and FTA, we understand that this particular project does not have a federal nexus. However, the FAA/LAWA's Automated People Mover (APM) may initiate NEPA at the end of this calendar year. Therefore, if you could please include EPA in the distribution of your DEIR and FEIR, we can check that information to inform our future comments to FAA and LAWA on the APM.

Thanks very much,

Zac Appleton, NEPA Reviewer
U.S. Environmental Protection Agency, Region 9
75 Hawthorne Street, ENF-4-2
San Francisco, CA 94105
Phone: 415-972-3321
Fax: 415-947-8026

Courtney Thomas

From: steven meeks <smeeks.wanc@gmail.com>
Sent: Monday, March 09, 2015 11:49 AM
To: LAXCONNECTOR
Cc: Taneda Larios; Erin Kleiner
Subject: Formal Scoping Comments

Hello,

The boundary area of the West Adams Neighborhood Council is located several miles from the AMC project. We are therefore not impacted by its development in the immediate area of the AMC. The only portion of the overall project that is in our area is the Crenshaw/Expo Line intersection.

We hope this helps.

Steven Meeks
President

APPENDIX B

Notice of Preparation

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

February 17, 2015

Meghna Khanna, Deputy Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-5
Los Angeles, CA 90012

Notice of Preparation of a CEQA Document for the
Airport Metro Connector Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is

recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at JWong@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

LAC150211-01
Control Number

NOP Distribution List

County: Los Angeles SCH# 2015021009

Resources Agency

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Nicole Wong
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Lisa Johansen
- [ ] **Dept. of Conservation**
  Elizabeth Carpenter
- [ ] **California Energy Commission**
  Eric Knight
- [ ] **Cal Fire**
  Dan Foster
- [ ] **Central Valley Flood Protection Board**
  James Herota
- [ ] **Office of Historic Preservation**
  Ron Parsons
- [x] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [x] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- [ ] **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Wildlife Region 1**
  Donald Koch
- [ ] **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Wildlife Region 2**
  Jeff Drongesen
- [ ] **Fish & Wildlife Region 3**
  Charles Armor
- [ ] **Fish & Wildlife Region 4**
  Julie Vance
- [x] **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6 I/M**
  Heidi Sickler
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Wildlife M**
  George Isaac
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- [ ] **Delta Stewardship Council**
  Kevan Samsam
- [ ] **Housing & Comm. Dev.**
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Michael Machado
- [ ] **OES (Office of Emergency Services)**
  Dennis Castrillo
- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [x] **Public Utilities Commission**
  Leo Wong
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Jennifer Deleong
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Cal State Transportation Agency CalSTA

- [x] **Caltrans - Division of Aeronautics**
  Philip Crimmins
- [ ] **Caltrans – Planning HQ LD-IGR**
  Terri Pencovic
- [x] **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Eric Federicks – South
  Susan Zanchi - North
- [ ] **Caltrans, District 4**
  Erik Alm
- [ ] **Caltrans, District 5**
  Larry Newland
- [ ] **Caltrans, District 6**
  Michael Navarro
- [x] **Caltrans, District 7**
  Dianna Watson
- [ ] **Caltrans, District 8**
  Mark Roberts
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- All Other Projects
  Cathi Slaminski
  - [x] Transportation Projects
    Nesamani Kalandiyur
  - [ ] Industrial/Energy Projects
    Mike Tollstrup
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Jeffery Werth
  Division of Drinking Water
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [x] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____
  _____
  _____
- [ ] _____
  Conservancy

Last Updated 10/13/2014

APPENDIX C

Elected Officials Briefing Sign-in Sheet

AMC Transit Station
Elected Officials Briefing Sign In
Westchester Municipal Building Community Room
7166 Manchester Avenue, Los Angeles, CA 90045
2:00 PM - 4:00 PM
Thursday, February 19, 2015

#	Name	Affiliation	Phone	Email
1	Odysseus Bostick	State Assembly (Burke)	(310) 412-6400	odysseus.bostick@asm.ca.gov
2	Meghan Sahli-Wells	Culver City Mayor	(310) 845-5831	you have it!
3	Councilman George Dotson	City of Inglewood	(310) 412-8602	gdotson@cityofinglewood.org
4	Lisa Trifiletti	LAWA	(424) 646-5186	ltrifiletti@lawa.org
5	Jessie Holzer	Councilmember Mike Bonin's Office	(213) 258-7092	jessie.holzer@lacity.org
6	Hamilton Cloud	Cong. Maxine Waters	(323) 757-8900	hamilton.cloud@mail.house.gov
7	Jim Butts	Mayor of Inglewood	(310) 412-8601	jbutts@cityofingelwood.org
8	Jennifer Lao	TRG	(323) 669-7651	jlao@therobertgroup.com
9	Meghna Kihanna	Metro	(213) 922-3931	khanna@metro.net
10	Fred Sutton	CD-11	(310) 568-8772	fred.sutton@lacity.org
11	Barrett Jackson	Sebastian Ridley Thomas	(310) 342-1070	barrett.jackson@asm.ca.gov
12	Jerry Ramirez	County of LA, Chief Executive Office	(213) 974-4282	jramirez@ceo.lacounty.gov
13	Rick Meade	LACMTA	(213) 922-7917	meader@metro.net
14	Charles Stewart	Sen. Holly Mitchell	(213) 748-6656	charles.stewart@sen.ca.gov
15	Olivia Valentine	Mayor Pro Tem, Hawthorne	(818) 517-0848	ovalentine@cityofhawthorne.com
16	Lark Jacobson	El Segundo	(310) 524-2302	
17	Avelivo Valencia	Sen. Hall	(714) 916-2729	avelivo.valencia@sen.ca.gov
18	James Reiha	Sen. Allen	(213) 258-0117	james.reina@sen.ca.gov
19	Brandon Villalpando	Asm. David Hadley	(310) 316-2164	brandoon.villalpando@asm.ca.gov
20	Jacki Bacharach	SBCCOG	(310) 293-2612	jacki@southbaycities.org
21	Alex Padilla	City of Inglewood, City Council	(310) 412-8601	apadilla@cityofinglewood.org

Airport Metro Connector Transit Station Community Scoping Meeting

February 19, 2015
2P to 4P
Elected Officials Briefing

Name Nombre	Affiliation Affiliacion	Phone Teléfono	Email Correo electronic
BARRETT JACKSON	SEBASTIAN RIDLEY THOMAS	310-342-1070	barrett.jackson@asm.ca.gov
Jerry Ramirez	County of Los Angeles, Chief Executive Office	213.974.4282	~~train~~ jramirez@ceo.lacounty.gov
Rick Meade	LACMTA	213-922-7917	MeadeR@Metro.net.
Charles Stewart	Sen. Holly Mitchell	213/748-6656	charles.stewart@sen.ca.gov
Olivia Valentine	Mayor Pro Tem, Hawthorne	(818)517-0848	ovalentine@cityofhawthorne.com

Metro

Airport Metro Connector Transit Station

February 19, 2015
2P to 4P

Elected Officials Briefing

Name Nombre	Affiliation Affiliacion	Phone Teléfono	Email Correo electronic
Carl Jacobson	El Segundo	310 524 2302	
Avelino Valencia	Sent. Hall	714 916.2729	avelino.valencia@sen.ca.gov
James Reiha	Sen. Allen	213-258-0117	James.Reiha@sen.ca.gov
Brandon Villalpando	Asm. David Hadley	(310) 316-2164	Brandon.Villalpando@asm.ca.gov
JACKI BACHARACH	SBCCOG	310-293 2612	jacki@southbaycities.org
ALEX PADILLA	CITY OF INGLEWOOD CITY COUNCIL	310 412-8601	APADILLA@CITYOFINLEWOOD.ORG
JAMES T. BUTTS JR.	MAYOR INGLEWOOD	"	JBUTTS@CITYOFINGLEWOOD.ORG

Metro

Airport Metro Connector Transit Station

February 19, 2015
2P to 4P

Elected Officials Briefing

Name Nombre	Affiliation Affiliacion	Phone Teléfono	Email Correo electronic
Odysseus Bostick	State Assembly (Burke)	310-412-6400	odysseus.bostick@asm.ca.gov
Meghan Sahli-Wells	Culver City Mayor	310-845-5831	you have it!
Councilman George Dotson	City Inglewood	(310) 412-8602	Gdotson@cityofinglewood.org
Lisa Trifiletti	LAWA	(424) 646-5186	ltrifiletti@lawa.org
Jessie Holzer	councilmember Mike Bonin's office	213-258-7092	jessie.holzer@lacity.org
Hamilton Cloud	Cong. Maxine Waters	323 757-8900	hamilton.cloud@mail.house.gov
JIM BUTTS	Mayor, Inglewood		
Jennifer Lao	TRG	323-669-7651	jlao@therobertgroup.com
Meghna Khanna	Metro	213-922-3931	khanna@metro.net
Fred Sutton	CDII	310.568.8792	fred.sutton@lacity.org

Metro

Name Nombre	Affiliation Affiliacion	Phone Teléfono	Email Correo electronic
Diego Alvarez	LAWA	4246465179	dalvarez@lawa.org

Metro

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 (BVCIA)	Mary Jones-Darks	3930 Roxanne Ave. #3	Los Angeles, CA 90008
4	Brookside Home Owners Association	Owen Smith, President	920 Longwood Ave	Los Angeles, CA 90019
5	California Department of Conservation	Derek Chernow, Acting Director	801 K St, MS 24-01	Sacramento, CA 95814
6	California Department of Fish and Game	John McCamman, Director	1416 9th St	Sacramento, CA 95814
7	California Department of Housing and Community Development	Ray Brewer, Field Office Director	AT&T Building, 611 West Sixth Street, Suite 800	Los Angeles, CA 90017
8	California Department of Parks and Recreation	Ruth Coleman, Director	P.O. Box 942896	Sacramento, CA 95814
9	California Department of Transportation (Caltrans)	Gary Iverson, Senior Environmental Planner	120 South Spring Street	Los Angeles, CA 90012
10	California Energy Resources, Conservation and Development Commission	Melissa Jones, Executive Director	1516 9th St.	Sacramento, CA 95814
11	California Environmental Protection Agency	Connell Dunning, Transportation Lead	76 Hawthorne Street	San Francisco, CA 91405
12	California Office of Emergency Services	Mona Bontty, Regional Administrator, Southern Region	4671 Liberty Ave.	Los Alamitos, CA 90720
13	California Public Utilities Commission	Rosa Munoz, Utilities Engineer	320 West 4th Street, Suite 500,	Los Angeles, CA 90013
14	California State Board of Mining and Geology	Stephen Testa, Executive Director	801 K St., Suite 2015	Sacramento, CA 95814
15	California State Lands Commission	Curtis Fossum, Executive Officer	100 Howe Ave., Suite 100 South	Sacramento, CA 95814
16	California State Resource Agency	John Laird, Secretary	1416 9th St., Suite 1311	Sacramento, CA 95814
17	California Transportation Commission	Bimla Rhinehart, Executive Director	1120 N St., MS-52	Sacramento, CA 95814
18	California Water Resources Control Board	Felicia Marcus, Chair	1001 I St.	Sacramento, CA 95814
19	Centinela Valley Union High School District	Alicia Mendez	14901 S. Inglewood Ave	Lawndale, CA 90260
20	City of El Segundo, Department of Planning and Building Safety	Kimberly Christenson, Planning Manager	350 Main St	El Segundo, CA 90245
21	City of Inglewood, Planning Commission	Larry Springs	One W. Manchester Blvd., 4th Floor	Inglewood, CA 90301
22	City of Los Angeles, Department of Planning	Michael LoGrande, Director of Planning	200 N. Spring St, 5th Fl	Los Angeles, CA 90012
23	City of Los Angeles, Department of Transportation (LADOT)	Seleta Reynolds, General Manager	100 S. Main St	Los Angeles, CA 90012
24	City of Los Angeles, District 10th	Herb Wesson, Council Member	200 N. Spring Street, Room 430	Los Angeles, CA 90012
25	City of Los Angeles, District 11th	Mike Bonin	200 N. Spring Street, Room 425	Los Angeles, CA 90012
26	City of Los Angeles, District 12th	Mitchell Englander	200 N. Spring Street, Room 405	Los Angeles, CA 90012
27	City of Los Angeles, District 13th	Mitch O'Farrel	200 N. Spring Street, Room 475	Los Angeles, CA 90012
28	City of Los Angeles, District 14th	Jose Huizar	200 N. Spring Street, Room 465	Los Angeles, CA 90012
29	City of Los Angeles, District 15th	Joe Buscaino	200 N. Spring Street, Room 425	Los Angeles, CA 90012
30	City of Los Angeles, District 1st	Gil Cedillo	200 N. Spring Street, Room 410	Los Angeles, CA 90012
31	City of Los Angeles, District 2nd	Paul Krekorian	200 N. Spring Street, Room 435	Los Angeles, CA 90012

Airport Metro Connector
Agency Community Group Distribution

#	Agency	Contact	Street Address	City, State, Zip
32	City of Los Angeles, District 3rd	Bob Blumenfeld	200 N. Spring Street, Room 450	Los Angeles, CA 90012
33	City of Los Angeles, District 4th	Tom LaBonge	200 N. Spring Street, Room 480	Los Angeles, CA 90012
34	City of Los Angeles, District 5th	Paul Koretz	200 N. Spring Street, Room 440	Los Angeles, CA 90012
35	City of Los Angeles, District 6th	Nury Martinez	200 N. Spring Street, Room 455	Los Angeles, CA 90012
36	City of Los Angeles, District 7th	Felipe Fuentes	200 N. Spring Street, Room 470	Los Angeles, CA 90012
37	City of Los Angeles, District 8th	Bernard Parks	200 N. Spring Street, Room 460	Los Angeles, CA 90012
38	City of Los Angeles, District 9th	Curren Price	200 N. Spring Street, Room 420	Los Angeles, CA 90012
39	City of Los Angeles, Public Library	Tyree Wieder, Board of Library Commissioners	630 W. 5th St	Los Angeles, CA 90071
40	County of Los Angeles	Don Knabe, Supervisor	866 Kenneth Hahn Hall of	Los Angeles, CA 90012
41	County of Los Angeles	Mark Ridley Thomas, Supervisor	866 Kenneth Hahn Hall of	Los Angeles, CA 90012
42	County of Los Angeles, Department of Library Services	Margaret Donnellan Todd, County Librarian	7400 E. Imperial Hwy	Downey, CA 90242
43	County of Los Angeles, Department of Regional Planning Department	Richard Bruckner, Director	320 W. Temple St	Los Angeles, CA 90012
44	Crenshaw Chamber of Commerce	Michael Jones, President	P. O. Box 8193	Los Angeles, CA 90008
45	Department of Defense	Christine E Wormuth, Under Secretary of Defense (Policy)	2000 Defense Pentagon	Washington D.C. 20301
46	Department of Energy	Ernest Moniz, Secretary of Energy	1000 Independence Ave, SW S	Washington D.C. 20585
47	Department of Housing and Urban Development	Ray Brewer, Field Office Director	AT&T Building, 611 West Sixth Street, Suite 800	Los Angeles, CA 90017
48	Department of the Interior	Patricia Port, Regional Environmental Officer	333 Bush St, Suite 515	San Francisco, CA 94104
49	Empowerment Congress West Area Neighborhood Development Council	Danielle Lafayette, Chair	3761 Stocker Ave., #106	Baldwin Hills, CA 90008
50	Environmental Protection Agency (EPA)	Gina McCarthy, EPA Administrator	1200 Pennsylvania Ave, NW	Washington, DC 20460
51	Federal Aviation Administration-Western-Pacific Region	Keith Lusk, Program Manager	15000 Aviation Blvd	Lawndale, CA 90261
52	Federal Emergency Management Administration (FEMA)	Nancy Ward, Administrator, Western Region	1111 Broadway, Suite 1200	Oakland, CA 94607
53	Federal Highway Administration (FHWA)	Vincent Mammano, Division Administrator, California Division	650 Capitol Mall, Suite 4-100	Sacramento, CA 95814
54	Federal Railroad Administration (FRA)	Alvin Settje, Regional Administrator, Region 7	801 I St, Suite 466	Sacramento, CA 95814
55	Federal Transit Administration	Ray Sukys, Director of Planning and Program Development	201 Mission St, Suite 1650	San Francisco, CA 94105
56	Gabrielino-Tongva Tribe	Bernie Acuna, Tribal Chairman	1999 Avenue of the Stars, Ste. 1100	Los Angeles, CA 90067-4618
57	Governor's Office of Planning and Research	Ken Alex, Director	1400 Tenth St., Rm. 100	Sacramento, CA 95814
58	Hawthorne Municipal Airport	Malek Taweil, Senior Engineer	12101 S. Crenshaw Blvd	Hawthorne, CA 90250
59	Hawthorne Unified School District	Helen Morgan, Superintendent	14120 S. Hawthorne Blvd	Hawthorne, CA 900250

Airport Metro Connector
Agency Community Group Distribution

#	Agency	Contact	Street Address	City, State, Zip
60	Historic Preservation Office, Advisory Council	John Fowler, Executive Director	401 F Street NW, Suite 308	Washington DC 20001-2637
61	Inglewood Chamber of Commerce	Norman Cravens	330 E. Queen St.	Inglewood, CA 90301
62	Inglewood Unified School District	Dr. Donald Brann	401 S. Inglewood Ave.	Inglewood, CA 90301
63	Lafayette Square Neighborhood Association	Jackie DuPont-Walker, President	1621 Wellington Rd.	Los Angeles, CA 90019
64	LAX Area Advisory Committee	Rose Cody, Facilitator	1 World Way	Los Angeles, CA 90045
65	LAX Coastal Area Chamber of Commerce	Christina Davis, President	9100 S. Sepulveda Blvd. #210	Los Angeles, CA 90045
66	Los Angeles Air Force Base	Ellen M. Pawlikowski, Lieutenant General	483 N. Aviation Blvd	El Segundo, CA 90245
67	Los Angeles Alliance for a New Economy	Elliot Petty, Community Organizer	464 Lucas Ave., #202	Los Angeles, CA 90017
68	Los Angeles County Office of Education	Arturo Delgado, Ed.D, Superintendent	9300 Imperial Hwy	Downey, CA 90242
69	Los Angeles County Sheriff's Department	Sheriff Jim McDonnel, Sheriff	4700 Ramona Blvd	Monterey Park, CA 91754
70	Los Angeles Fire Department	Ralph M. Terrazas, Fire Chief	200 N. Main St., Rm 1800	Los Angeles, CA 90012
71	Los Angeles Neighborhood Initiative	Veronica Hahni, Executive Director	800 S Figueroa St, Suite 970	Los Angeles, CA 90017
72	Los Angeles Regional Water Quality Control Board	Samuel Unger, Executive Officer	300 W. 4th St, Suite 200	Los Angeles, CA 90013
73	Los Angeles Unified School District	Dr. John Deasy, Superintendent	333 S. Beaudry Ave	Los Angeles, CA 90014
74	Los Angeles Urban League	Blair H. Taylor, President and CEO	3450 Mount Vernon Dr.	Los Angeles, CA 90008
75	Los Angeles World Airports (LAWA)	Gina Marie Lindsey, Board Executive Director	1 World Way	Los Angeles, CA 90045
76	Mayor's office	Borja Leon	200 N. Spring Street, Suite 303	Los Angeles, CA 90012
77	Metropolitan Water District of Southern California	Dee Zinke, Deputy General Manager	700 N Alameda St	Los Angeles, CA 90012
78	Mid-City Neighborhood Council	Allan Dicastro, President	P.O. Box 78642	Los Angeles, CA 90016
79	National Marine Fisheries	Rodney McInnis, Southwest Regional Administrator	501 W. Ocean Blvd.	Long Beach, CA 90802
80	Native American Heritage Commission	Larry Myers, Executive Secretary	915 Capitol Mall, Rm 364	Sacramento, CA 95814
81	Neighborhood Council of Westchester/Playa	John Loizeaux, Airport Relations Committee Chair	8726 S. Sepulveda Blvd PMB 191A	Los Angeles, CA 90045
82	South Coast Air Quality Management District (SCAQMD)	Steve Smith, Program Supervisor, Planning, Rule Development and Area Sources	21865 E. Copley Dr	Diamond Bar, CA 91765
83	Southern California Association of Governments (SCAG)	Hassan Ikhrata, Executive Director	818 W. 7th St	Los Angeles, CA 90047
84	Southern California Edison	Anne Shen Smith, Chief Executive Officer	P. O. Box 3150	San Dimas, CA 91773
85	State of California	Dale Bonner, Secretary of Business, Transportation, and Housing	980 9th St., Suite 2450	Sacramento, CA 95814
86	State of California, Health and Human Services	Diana S.Dooley, Secretary	1600 9th St., Rm. 460	Sacramento, CA 95814
87	State of California, High Speed Rail Authority	Jeff Morales, Chief Executive Officer	1725 23rd Street, Suite 100	Sacramento, CA 95814

Airport Metro Connector
Agency Community Group Distribution

#	Agency	Contact	Street Address	City, State, Zip
88	State Office of Historic Preservation	Elizabeth Edwards Harris, Architectural History	P. O. Box 942896	Sacramento, CA 95816
89	The U.S. Department of Health and Human Services	Regional Administrator, Region IX	90 7th Street, Suite 5-100	San Francisco, CA 94103
90	Transportation Security Administration, U.S. Department of Homeland Security	John S. Pistole, Administrator	601 S 12th St	Arlington, VA 22202-4220
91	U.S. Army Corps of Engineers (USACE)	William Leady, Commander	915 Wilshire Boulevard, Suite 980	Los Angeles, CA 90017
92	West Adams Neighborhood Council	Steven Meeks, President	4712 W. Adams Blvd	Los Angeles, CA 90016
93	West Angeles CDC	Belinda Allen, Chair	6028 Crenshaw Blvd.	Los Angeles, CA 90043
94	Westchester Business Improvement Association	Karen Dial, President	8929 South Sepulveda Boulevard#130	Westchester, CA 90045
95	State Clearinghouse		P.O Box 3044	Sacramento, CA 95812
96	Los Angeles County Registrar-Recorder/County Clerk		P.O. Box 1208	Norwalk, CA 90650
97	Department of Veterans Affairs, Policy & Planning	Raul Perea-Henze, Assistant Secretary	1722 I Street, NW	Washington, DC 20421
98	Federal Bureau of Investigation, FBI-Los Angeles	Steven M. Martinez, Assistant Director in Charge	11000 Wilshire Boulevard, Suite 1700, ROB	Los Angeles, CA 90024-3672
99	National Park Service	Patricia Neubacher, Regional Director-Pacific West	333 Bush St, Suite 500	San Francisco, CA 94104
100	U.S. Fish and Wildlife Service	G. Mendel Stewart, Field Supervisor	2177 Salk Avenue, Suite 250	Carlsbad, CA 92008
101	U.S. General Services Administration, Portfolio Management Division	Matt Jear, President	50 United Nations Pl, Fl 3	San Francisco, CA 94102
102	California Air Resources Board	James Goldstein, Executive Director	P.O. Box 2815	Sacramento, CA 95814
103	Southern California Regional Rail Authority	John Fenton, Chief Executive Officer	P.O. Box 531776	Los Angeles CA 90053
104	Gabrielino Tongva Nation	Sam Dunlap, Cultural Resources Director	P.O. Box 86908	Los Angeles, CA 90086
105	Los Angeles City/County Native American Indian	Ron Andrade	3175 West 6th Street, Room 403	Los Angeles, CA 90020

APPENDIX E

AMC Public Hearing Presentation

Airport Metro Connector

Scoping Meeting

February 23, 2015

Meeting Agenda

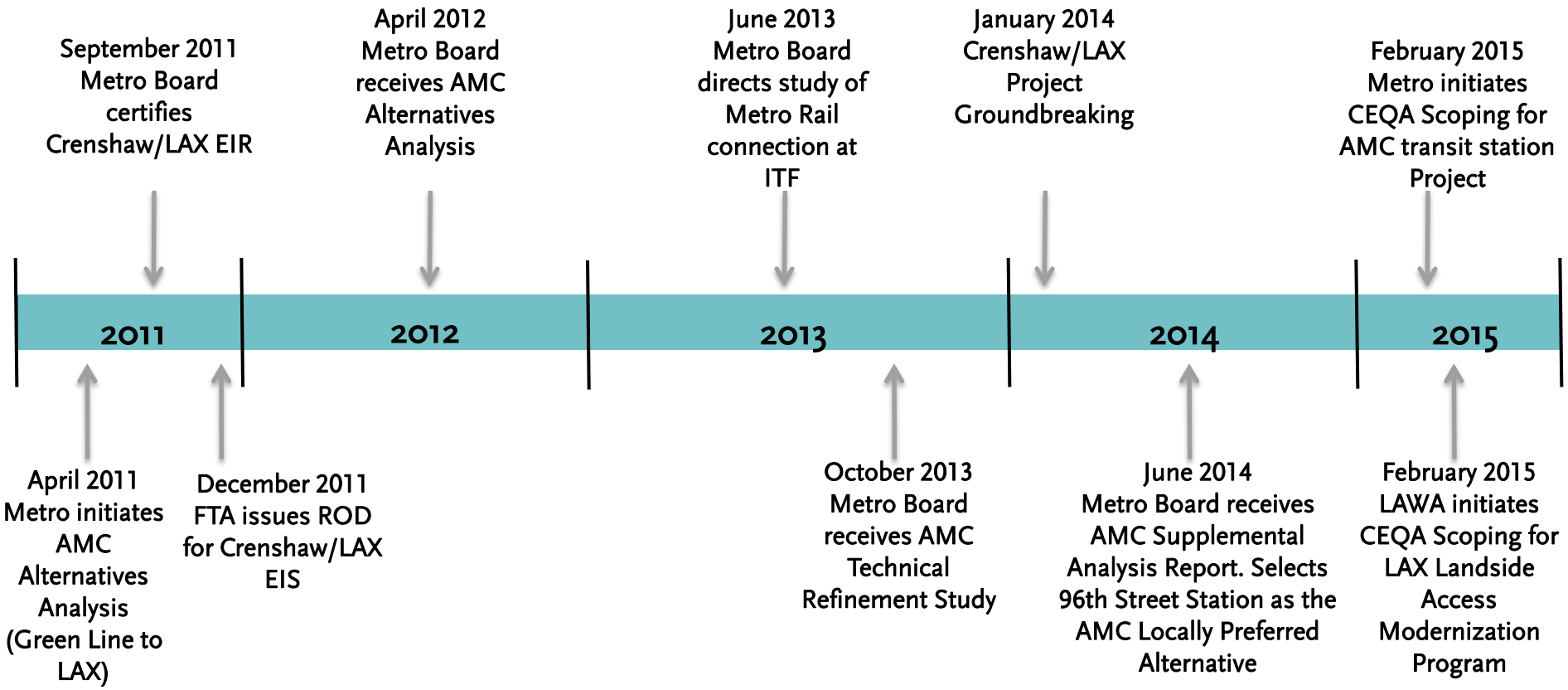
- Welcome and Opening Remarks
- Purpose of Scoping Meeting
- Related Studies and Project Timeline
- Project Area
- Project Purpose and Need
- Project Components
- Project Development Phases
- CEQA Process Overview
- Environmental Issues to be Studied
- Next Steps
- Opportunities for Public Input

Metro

Measure R – What's in the Works?

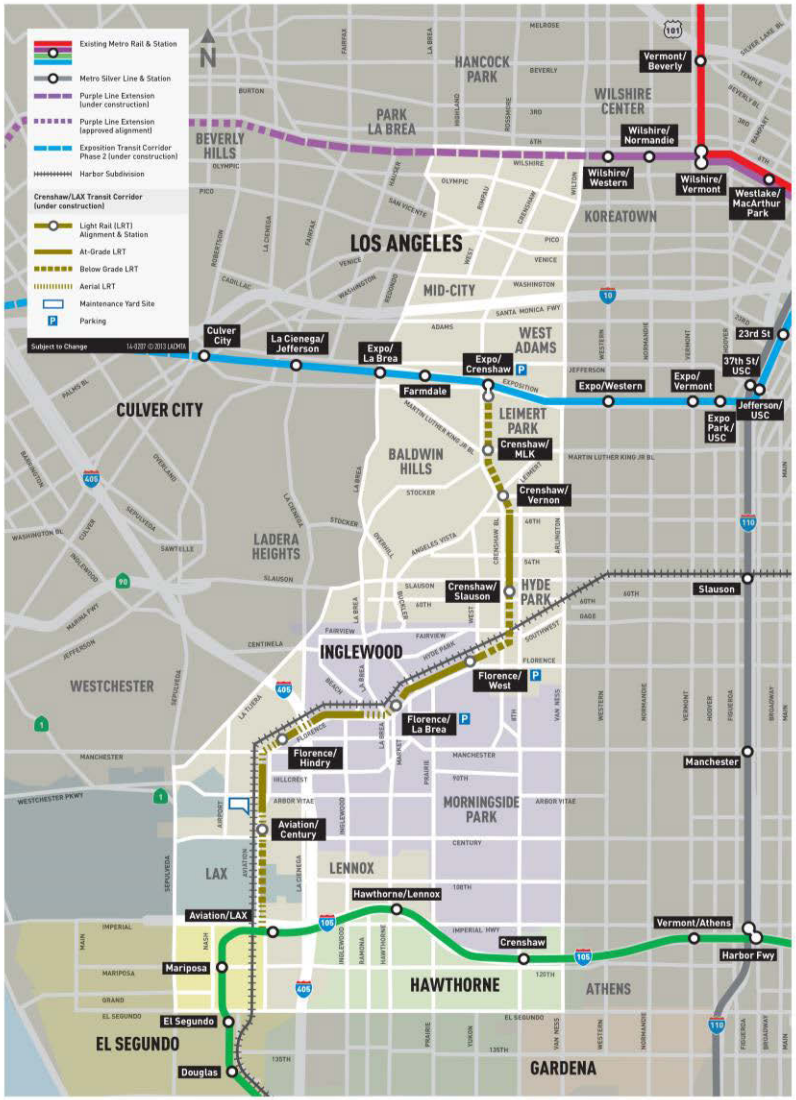
Metro

Crenshaw/LAX & AMC Project Timelines



Metro

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

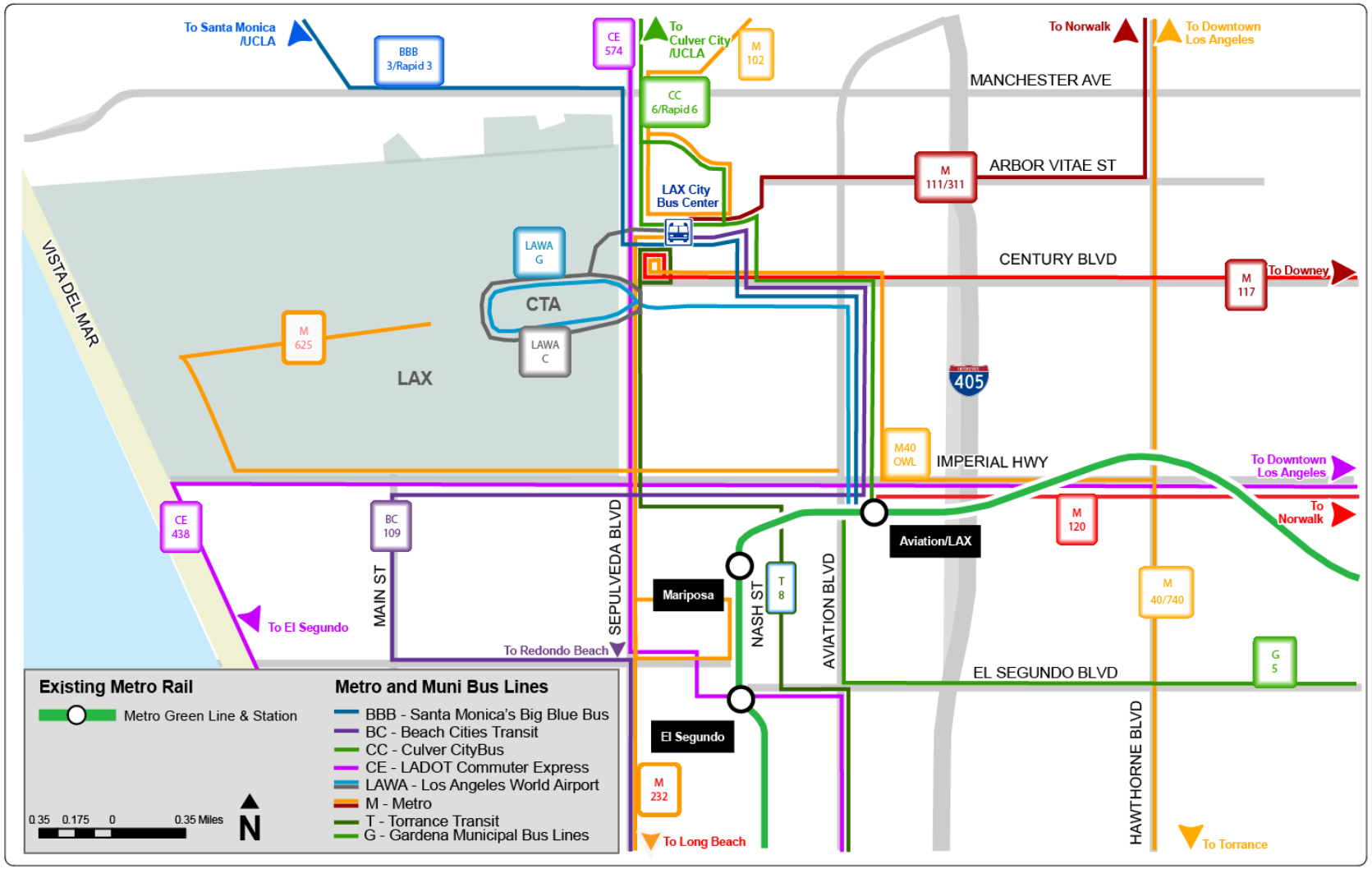
> Provide a reliable, fast, and convenient connection between the LAX area and Metro's regional rail system

> Integrate with existing and future transit connections and airport facilities

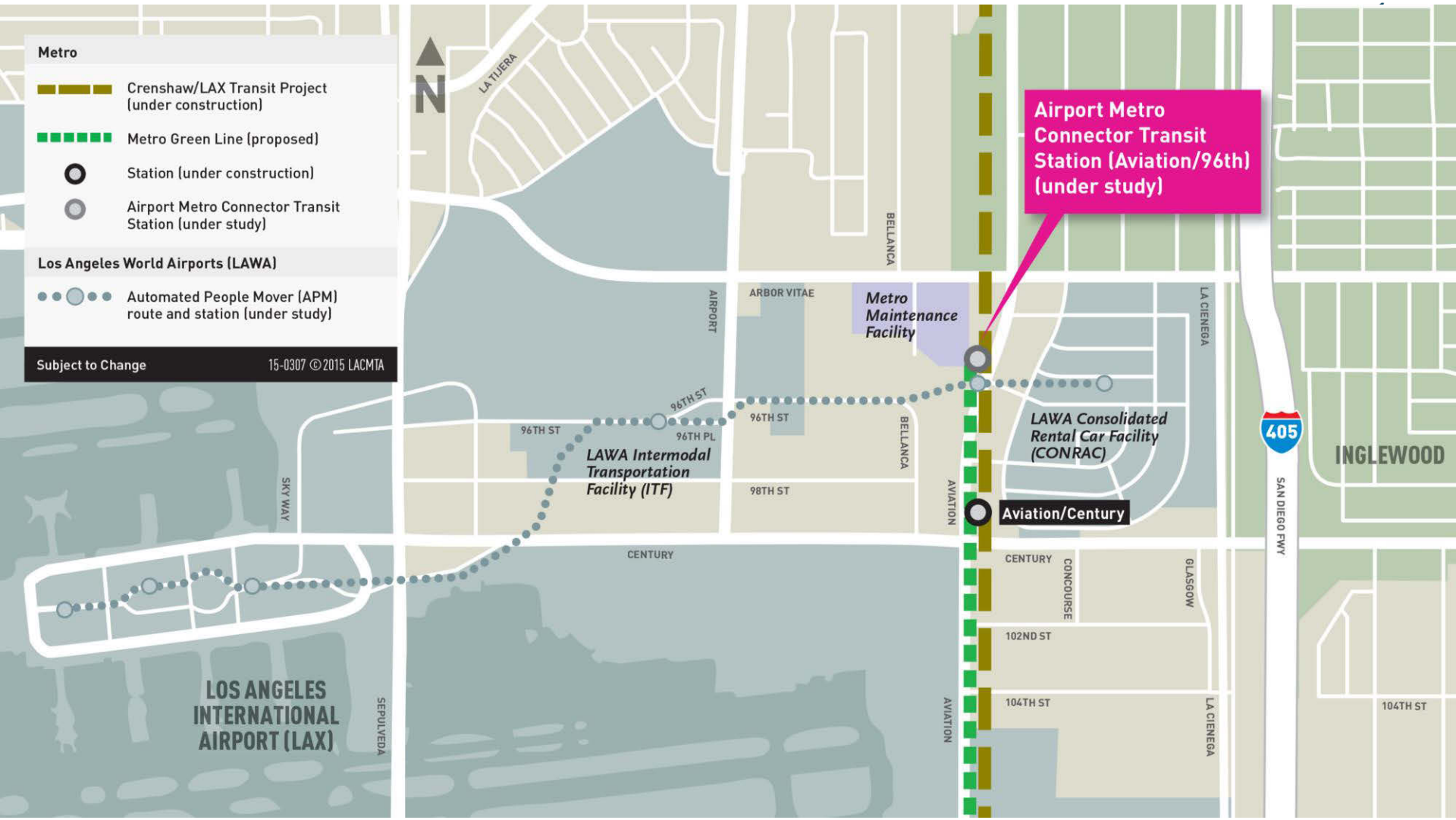
> Increase the share of transit trips to and from LAX with minimal impact to airport facilities and surrounding communities and help reduce air pollution

Metro

Existing LAX-Area Transit Service



AMC Transit Station Project Area

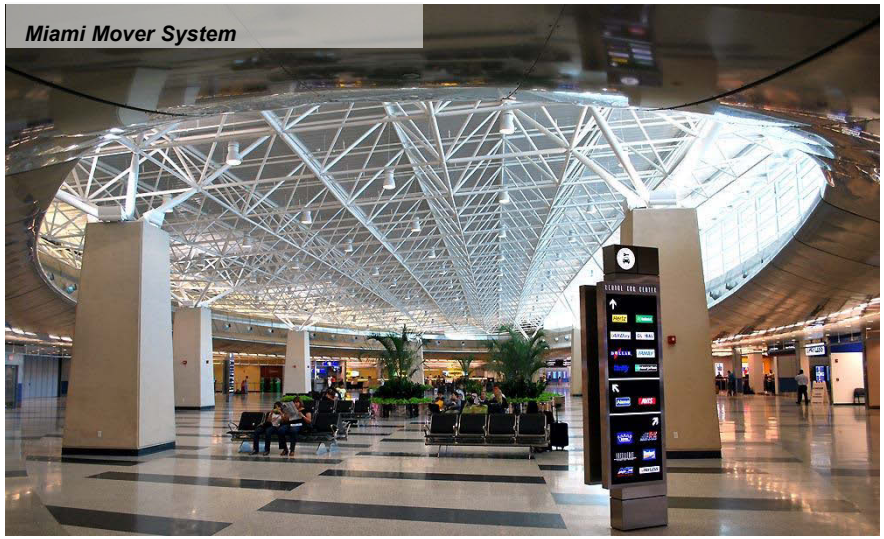


Airports with Rail to APM Connections

San Francisco AirTrain

Oakland Airport Connector

Phoenix SkyTrain



Miami Mover System

AMC Transit Station Project Components

- LRT station to be served by the Metro Green Line (proposed service extension) and Crenshaw/LAX Line (project under construction)
- Bus plaza for Metro and municipal buses
- Passenger pick-up, drop-off, pedestrian, and bicycle amenities
- Enclosed transit center/terminal building that connects Metro's AMC transit station with LAWA's APM Station

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

We Are Here

Metro

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

Metro

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

Metro

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

Metro

How to Submit CEQA Scoping Comments

> Tonight:
- Verbally recorded by court reporter (2 minutes per comment) or
- Hand in a written comment form

> Mail in comment form or letter via U.S. Mail attention to:
Meghna Khanna, Deputy Project Manager
Metro
One Gateway Plaza, Mail Stop: 99-22-5
Los Angeles, CA 90012

> Phone: 213-922-4484

> E-mail: laxconnector@metro.net with the subject "Formal Scoping Comments"

> Project Website: metro.net/laxconnector - click on "Comment/Question Form" under "Contact Us"

> Facebook: Facebook.com/laxconnector – click on "Formal Scoping Comments"

> Twitter: @laxconnector – use #LAXConnectorScoping

> All comments must be received by 5:00 p.m. on March 9, 2015

APPENDIX F

Public Hearing Sign-in Sheet

AMC Transit Station
Public Scoping Meeting
Flight Path Learning Center
6661 Imperial Highway, Los Angeles, CA 90045
6:00 PM - 8:00 PM
Monday, February 23, 2015

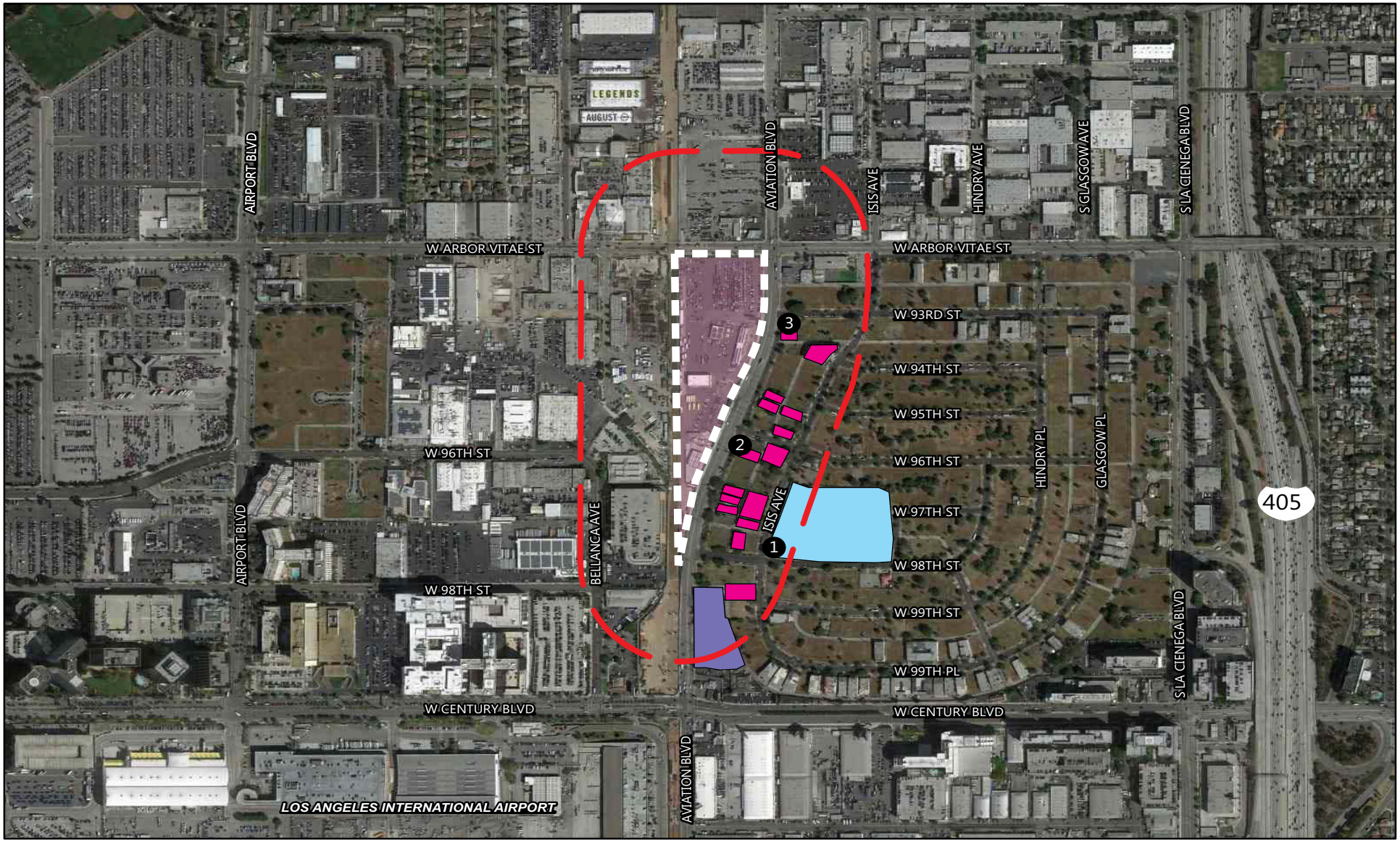
#	Name	Affiliation	Address	City	Zip Code	Phone	Email
1	Aaron Beckett		5147 West Bl	Los Angeles	90043	(323) 595-2589	aaronbeckett073@yahoo.com
2	Albert Kaneshiro	HOK	9530 Jefferson Blvd	Culver City	90232	310-828-9555	albert.kaneshiro@HOK.com
3	Alex Brideau III		888 N Alameda St., Apt 327	Los Angeles	90012	(213) 538-2539	alika@brideau.net
4	Anare Maloney		5910 Mujetta Ave	Valley Glenn	91401		
5	Barbara Reilly					(310) 542-7149	bajakare47@gmail.com
6	Chris Musich	Gensler	500 S. Flower	Los Angeles	90071	213-327-3883	chris_musich@gensler.com
7	Christian Solis			Los Angeles	90005		christiancsolis@aol.com
8	Conrad Rodriguez	LAWA	7301 World Way	Los Angeles	90045	(424) 646-7661	crodriguez@lawa.org
9	Craig F Thompson	Citizens for Better Mobility	3741 N. El Sereno Ave	Altadena	91001	(909) 973-0935	
10	David Herbst	Vectis				213-973-4113 x101	dherbst@vectisstrategies.com
11	David Mose		417 S Hill	Los Angeles		(818) 429-2800	dmose227@gmail.com
12	Debra Gerod	Gruen Associates	6330 San Vicente Blvd, Suite 20	Los Angeles	90048	323-937-4270	gerod@gruenassociates.com
13	Devon Deming	LAWA	7301 World Way W.	Los Angeles	90045	(424) 646-7775	ddeming@lawa.org
14	Diana Conover		3115 Singingwood	Torrance	90505		
15	Elnor Johnson		9112 S. 7th Ave	Inglewood	90305	(213) 760-7747	chosenconcepts@sbcglobal.net
16	Eric Banghart	resident	6423 W. 87th	Los Angeles	90045	(213) 222-7993	ebanghart@gmail.com
17	Eric O' Donnell		356 Vesuvius	Brea	92823		
18	Esther Bimoore		9134 Crenshaw Blvd	Inglewood	90305	(323) 779-2236	
19	Frank Giannini		659 W Walnut	El Segundo	90245	(310) 322-2489	
20	Gordon Head		6151 W Century, #800	Los Angeles	90045	(310) 954-1829	gordon.head@hotchmott.com
21	Jacqueline Hamilton	Tuskegee Airmen, Inc. LA Chapter; LAX Masterplan Stakeholder Group; LAX Focus Group;					jrhjobs@yahoo.com
22	James Okazaki		2814 Cedaris Rd	San Marino	91108	(213) 249-3246	
23	Jim Withrow		4336 W Hillsdale	Inglewood	90302	(310) 629-2176	j4jfixit@gmail.com
24	John Ruhler	WSIA/ Westchester BID	7839 Henefer Ave	Los Angeles	90045	(310) 645-9820	jruhler916@aol.com
25	Ken Alpern		3222 Military Ave	Los Angeles	90034	(310) 413-6136	
26	Maria Majcherek	City of Hawthorne	4455 W. 126th	Hawthorne	90250	(310) 349-2972	mmajcherek@cityofhawthorne.org

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
27	Mark R. Johnston	self/NARP/TRAC	4185 Van Buren Street	Chino	91710	(909) 591-6691	canammj@yahoo.com
28	Matthew Parrent	Gruen Associates	6330 San Vicente Blvd, Suite 20	Los Angeles	90048		parrent@gruenassociates.com
29	Mindy Wilcox	City of Inglewood	1 Manchester	Inglewood	90301	(310) 412-4241	mwilcox@cityofinglewood.org
30	Molly Weismantel	RNL	333 S. Grand Ave.	Los Angeles	90071	213-955-9775	mollyweismantel@rnldesign.com
31	Monica Campis	ASC	2129 W Rosecrans Ave	Gardena	90249	(310) 467-3272	mcampis@layellowcab.com
32	Monroe Jones	LACBC	7116 Firmanent Ave	Van Nuys	91406	(818) 233-4414	monroejones@yahoo.com
33	Paul Nolan	HMM	6150 W Century Blvd, Suite 800	Los Angeles	90045	(310) 954-1818	paulnolan@hatchmott.com
34	Phil Klinkkon	Gruen Associates	6330 San Vicente Blvd, Suite 20	Los Angeles	90048	323-937-4270	klinkon@gruenassociates.com
35	Richard Stanger		2409 Clark Ave	Venice	90291		
36	Rose Cote	LAWA				(424) 646-7303	rcote@lawa.org
37	Russell Czuleger		2800 Plaza Del Amo	Torrance	90503	(310) 376-0512	rczuleger@sbcglobal.net
38	Steve Lantzz	SBCCOG	513 El Medio	Pacific Palisades	90272	(213) 494-8557	lantzsh10@gmail.com
39	Steven Kats	V & A Associates	530 S. Hewitt St., Suite	Los Angeles	90013	323-217-8875	steven.kats@va-incorp.com
40	Susan Gray	Metro				(213) 922-2729	grays@metro.net
41	Terrance Roan	resident	4539 W. 170th St	Lawndale	90260	(310) 370-2075	
42	Terrance Ross	USBC LA Metro	2270 Sepulveda Blvd	Torrance	90501	(310) 467-3272	
43	Tony Lzuleger		1730 Ruxton LAWC, F	Redondo Beach	90278	(310) 213-8669	tonyespeed@msn.com
44	Tony Sardo	Parsons	2201 Dupont Dr. #200	Irvine	92612	949-333-4531	Thomas.sardo@parsons.com

APPENDIX D
Noise and Vibration Calculations

Locations



LEGEND

- Project Site Boundary
- 500-ft Buffer
- Residences within 500 feet of Project Site
- Bright Star Secondary Charter Academy
- Travelodge Hotel LAX (5447 W Century Blvd)

Noise Monitoring Locations

1. Bright Star Secondary Charter Academy
2. Single-Family Residence (9608-9612 Aviation Blvd)
3. Single-Family Residence (9302 Aviation Blvd)

Approximate Scale

0 800 1600 Feet

N

Location 1

9/29/2016

Information Panel

Name	Location 1
Start Time	Wednesday, January 20, 2016 14:26:22
Stop Time	Wednesday, January 20, 2016 14:41:23

General Data Panel

Description	Meter	Value	Description	Meter	Value
Lmax	1	79.8 dB	Leq	1	63.3 dB
Lmin	1	52.6 dB	Weighting	1	A
Response	1	SLOW	Exchange Rate	1	3 dB

Location 2

9/29/2016

Information Panel

Name	Location 2
Start Time	Wednesday, January 20, 2016 14:01:11
Stop Time	Wednesday, January 20, 2016 14:16:34

General Data Panel

Description	Meter	Value	Description	Meter	Value
Lmax	1	82.7 dB	Lmin	1	52.7 dB
Leq	1	70 dB	Weighting	1	A
Response	1	SLOW	Exchange Rate	1	3 dB

Location 3

9/29/2016

Information Panel

Start Time	Wednesday, January 20, 2016 14:53:41
Stop Time	Wednesday, January 20, 2016 15:08:51
Name	Location 3

General Data Panel

Description	Meter	Value	Description	Meter	Value
Lmax	1	76.4 dB	Lmin	1	56.1 dB
Leq	1	68.6 dB	Weighting	1	A
Response	1	SLOW	Exchange Rate	1	3 dB

Existing

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 1**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**70 dBA**

Noise Source Parameters	
Number of Noise Sources:	**2**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	35
	Avg. Number of Events/hr	24
Nighttime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	35

	Avg. Number of Events/hr	6
Distance	Distance from Source to Receiver (ft)	570
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Noise Source Parameters		Source 2
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	Signal Duration/hr (seconds)	400
Nighttime hrs	Signal Duration/hr (seconds)	120
Distance	Distance from Source to Receiver (ft)	720
	Number of Intervening Rows of Buildings	
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	70 dBA
Total Project Ldn:	49 dBA
Total Noise Exposure:	70 dBA
Increase:	0 dB
Impact?:	None

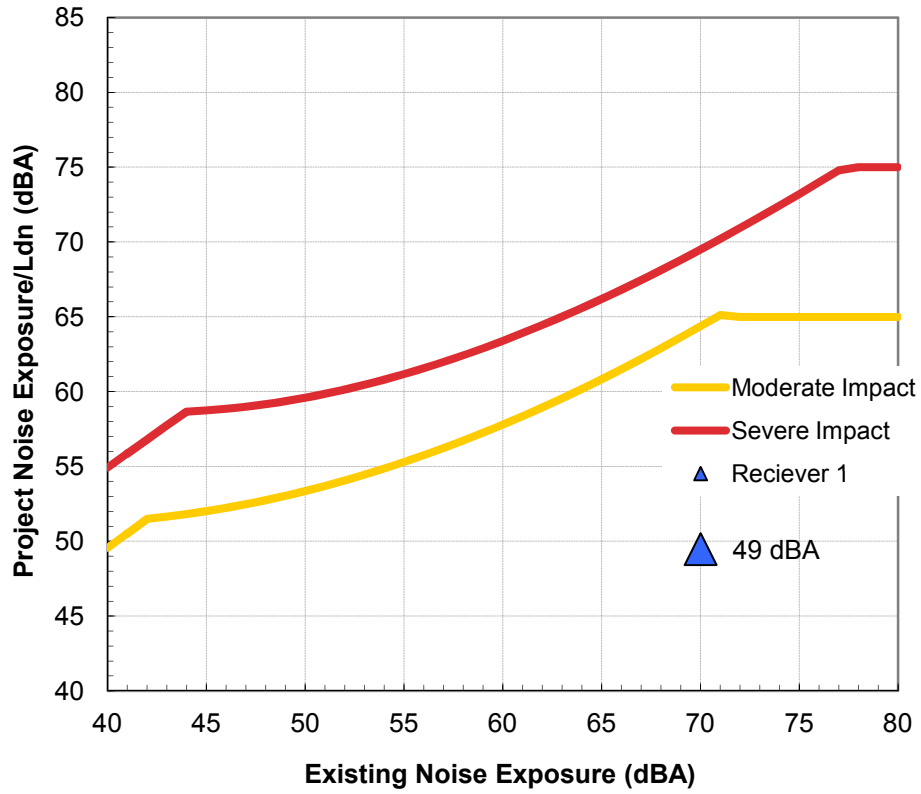
Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	--
Dist to Sev. Impact Contour (Sources 1+2):	--

Source 1 Results

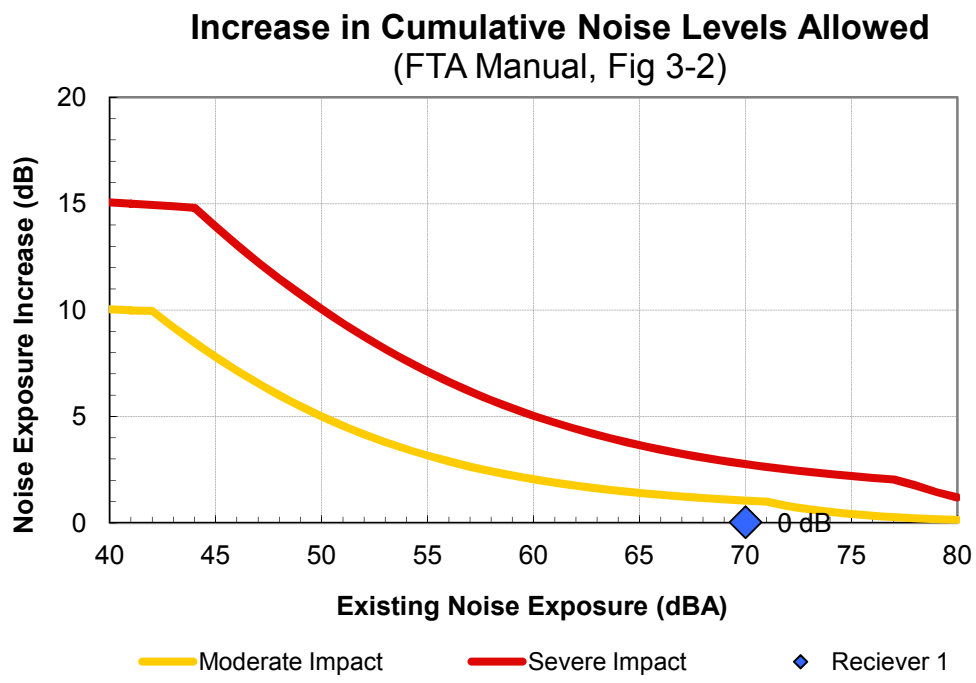
Leq(day):	47.3 dBA
Leq(night):	41.3 dBA
Ldn:	49.2 dBA

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Source 2 Results

Leq(day):	34.9 dBA
Leq(night):	29.7 dBA
Ldn:	37.3 dBA
Incremental Ldn (Src 1-2):	49.5 dBA

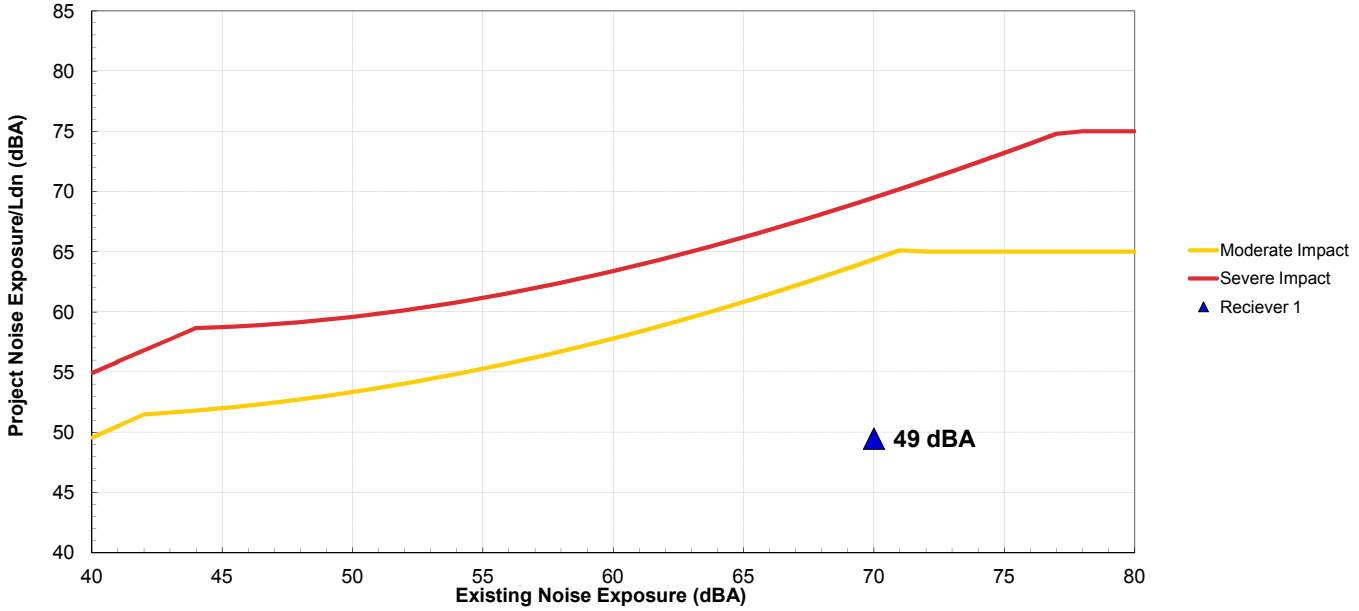


Project: Airport Metro Connector
Receiver: Reciever 1

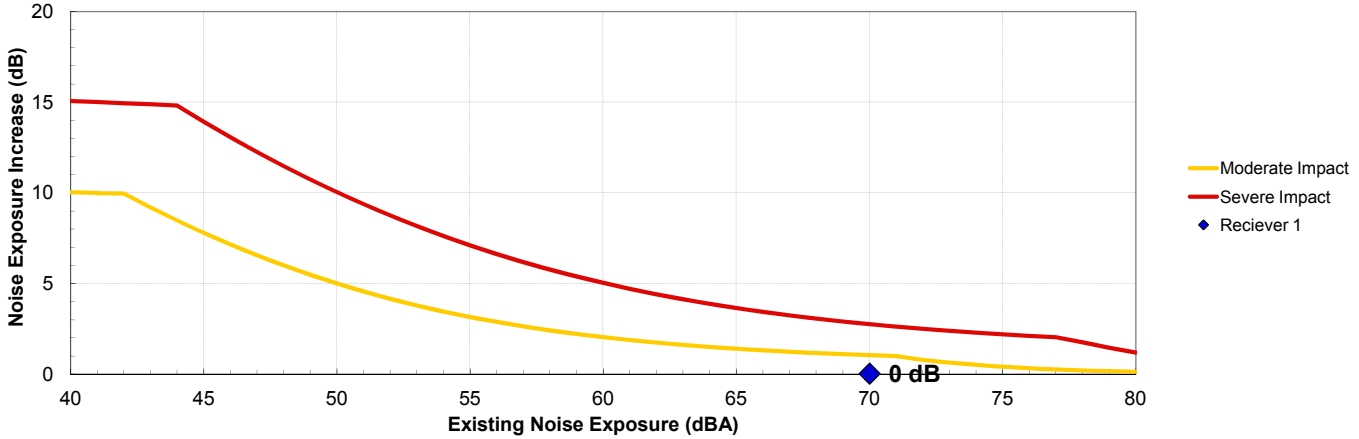
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	570 ft	49.2 dBA	70 dBA
2	Crossing Signals	720 ft	37.3 dBA	70 dBA
3	--	87 ft		70 dBA
4	--	70 ft		70 dBA
5	--	ft		70 dBA
6	--	ft		70 dBA
	Combined Sources		**49 dBA**	**70 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	**69 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

d1	64
d2	110
	87

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 2**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**70 dBA**

Noise Source Parameters	
Number of Noise Sources:	**2**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	35
	Avg. Number of Events/hr	24
Nighttime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	35

	Avg. Number of Events/hr	6
Distance	Distance from Source to Receiver (ft)	440
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Noise Source Parameters		Source 2
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	Signal Duration/hr (seconds)	400
Nighttime hrs	Signal Duration/hr (seconds)	120
Distance	Distance from Source to Receiver (ft)	918
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

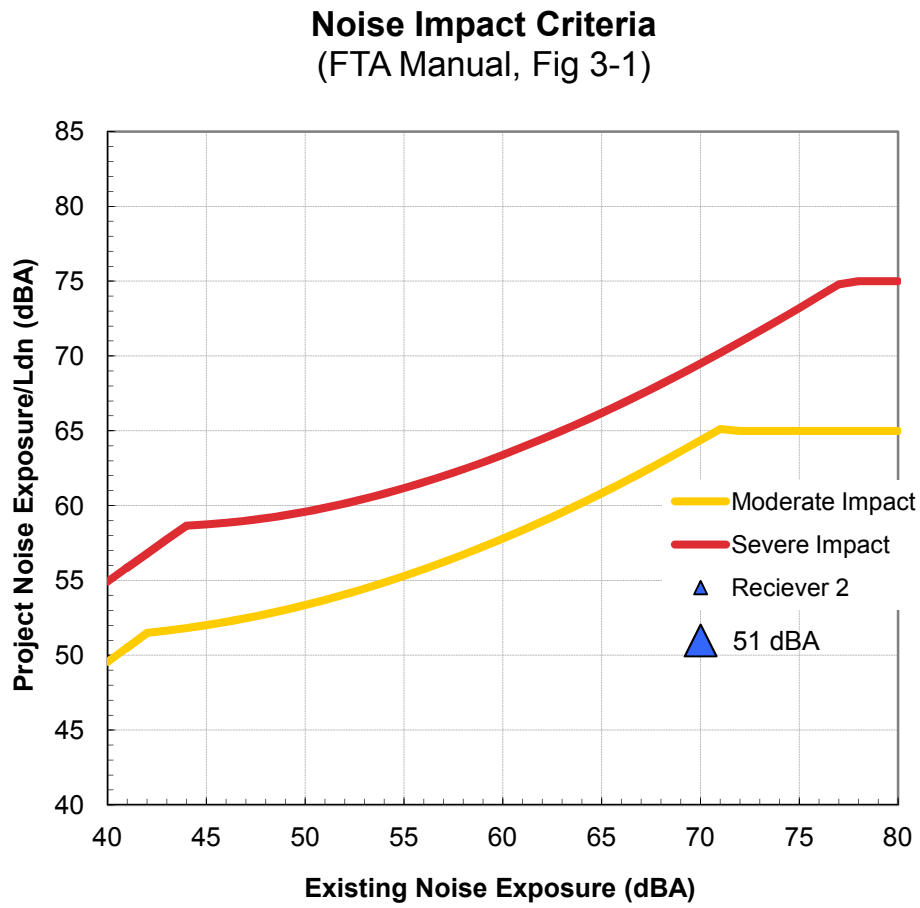
Existing Ldn:	70 dBA
Total Project Ldn:	51 dBA
Total Noise Exposure:	70 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	--
Dist to Sev. Impact Contour (Sources 1+2):	--

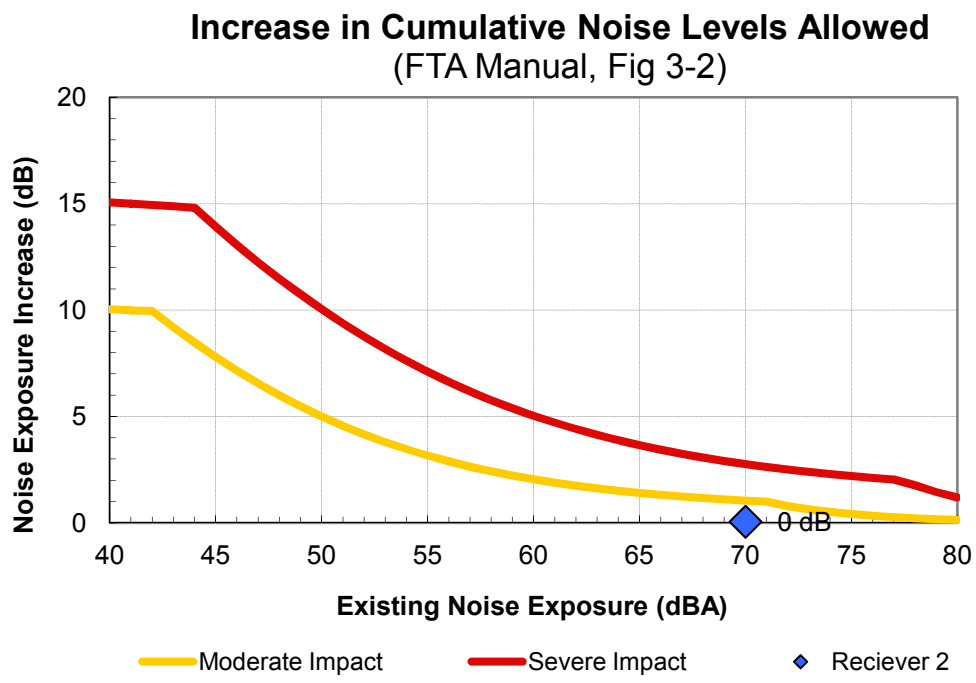
Source 1 Results

Leq(day):	49.0 dBA
Leq(night):	42.9 dBA
Ldn:	50.9 dBA



Source 2 Results

Leq(day):	32.3 dBA
Leq(night):	27.0 dBA
Ldn:	34.7 dBA
Incremental Ldn (Src 1-2):	51.0 dBA

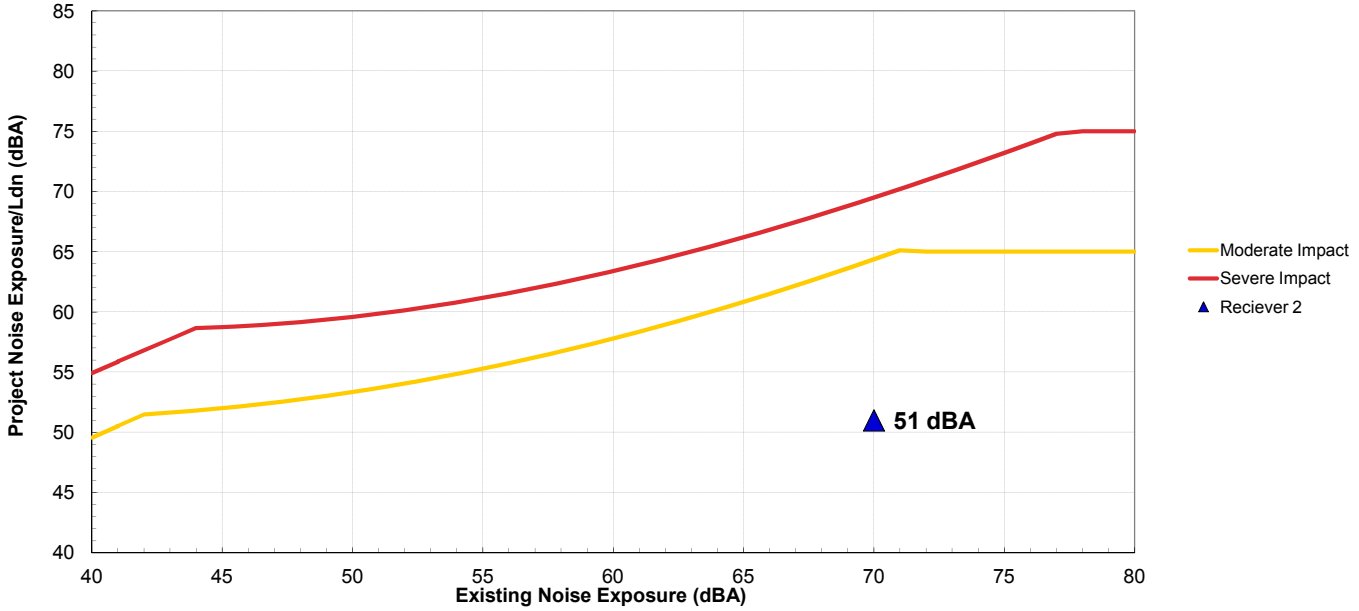


Project: Airport Metro Connector
Receiver: Reciever 2

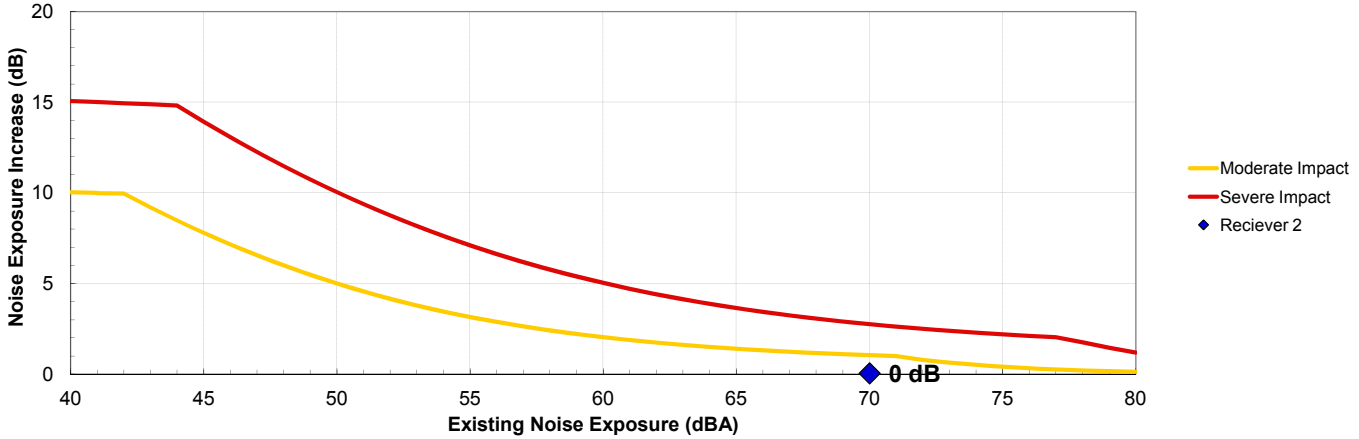
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	440 ft	50.9 dBA	70 dBA
2	Crossing Signals	918 ft	34.7 dBA	70 dBA
3	--	724 ft		70 dBA
4	--	70 ft		70 dBA
5	--	ft		70 dBA
6	--	ft		70 dBA
	Combined Sources		**51 dBA**	**70 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	**69 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	60
D2	107
Average	83.5

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 3**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**70 dBA**

Noise Source Parameters	
Number of Noise Sources:	**2**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	35
	Avg. Number of Events/hr	24
Nighttime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	35

	Avg. Number of Events/hr	6
Distance	Distance from Source to Receiver (ft)	240
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Noise Source Parameters		Source 2
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	Signal Duration/hr (seconds)	400
Nighttime hrs	Signal Duration/hr (seconds)	120
Distance	Distance from Source to Receiver (ft)	1350
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	70 dBA
Total Project Ldn:	55 dBA
Total Noise Exposure:	70 dBA
Increase:	0 dB
Impact?:	None

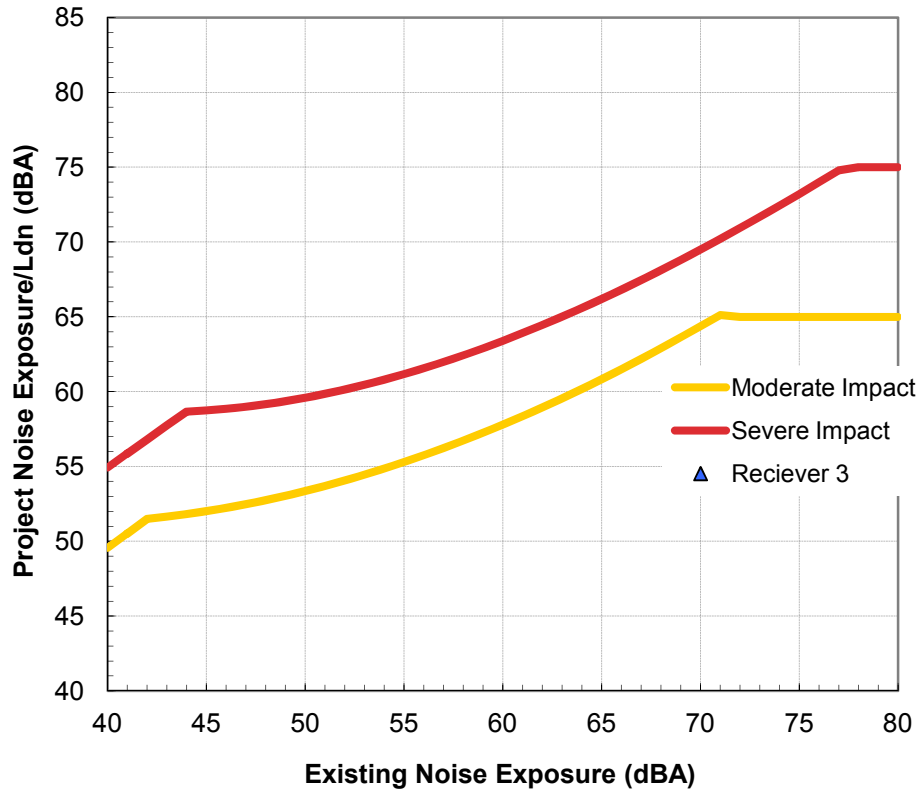
Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	--
Dist to Sev. Impact Contour (Sources 1+2):	--

Source 1 Results

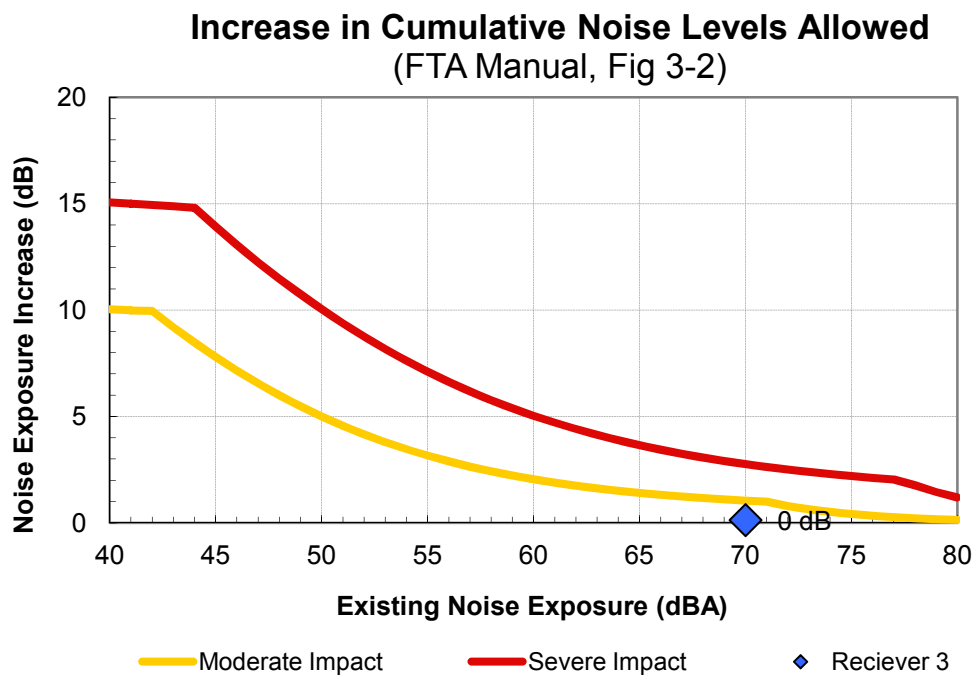
Leq(day):	52.9 dBA
Leq(night):	46.9 dBA
Ldn:	54.8 dBA

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Source 2 Results

Leq(day):	28.1 dBA
Leq(night):	22.8 dBA
Ldn:	30.5 dBA
Incremental Ldn (Src 1-2):	54.9 dBA

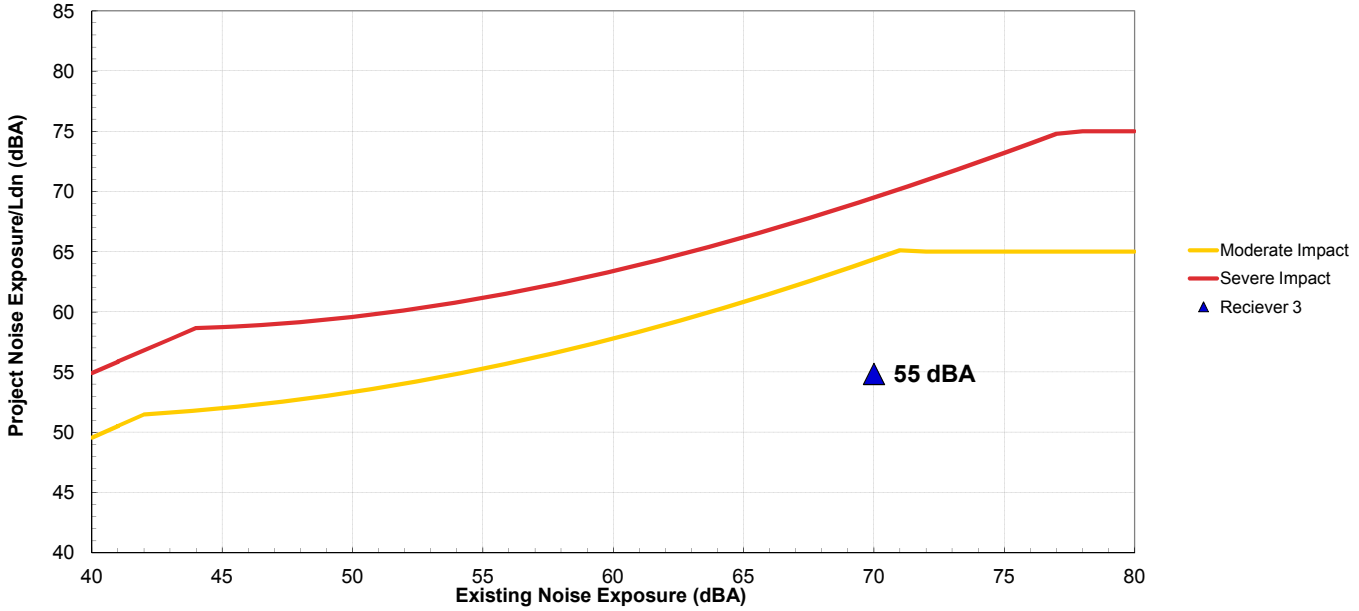


Project: Airport Metro Connector
Receiver: Reciever 3

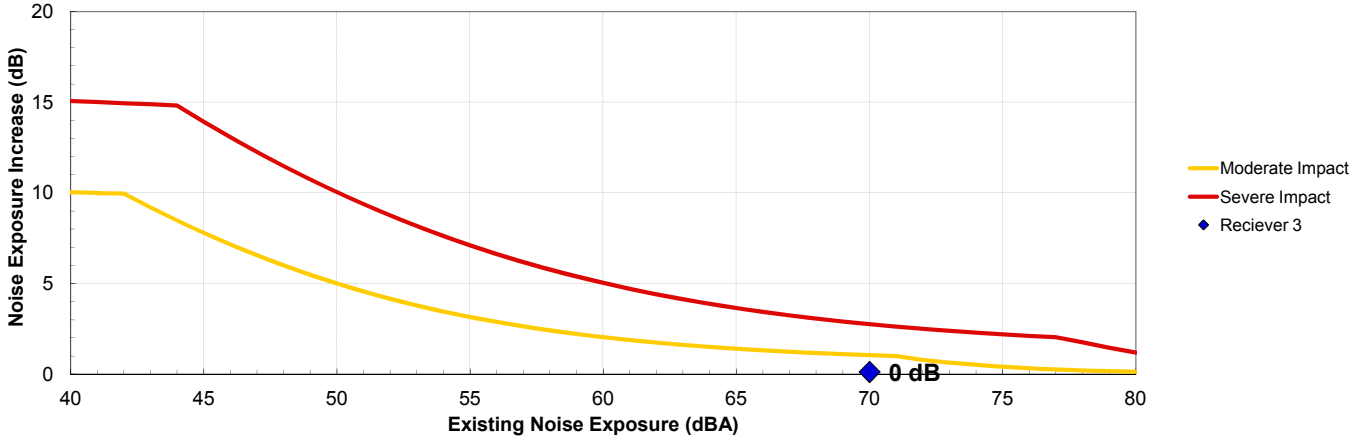
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	240 ft	54.8 dBA	70 dBA
2	Crossing Signals	1350 ft	30.5 dBA	70 dBA
3	--	724 ft		70 dBA
4	--	70 ft		70 dBA
5	--	ft		70 dBA
6	--	ft		70 dBA
	Combined Sources		**55 dBA**	**70 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	**69 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	60
D2	107
Average	83.5

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 4 (Travelodge Hotel)**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**70 dBA**

Noise Source Parameters	
Number of Noise Sources:	**2**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	35
	Avg. Number of Events/hr	24
Nighttime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	35

	Avg. Number of Events/hr	6
Distance	Distance from Source to Receiver (ft)	123
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	Yes

Noise Source Parameters		Source 2
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	Signal Duration/hr (seconds)	400
Nighttime hrs	Signal Duration/hr (seconds)	120
Distance	Distance from Source to Receiver (ft)	1900
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

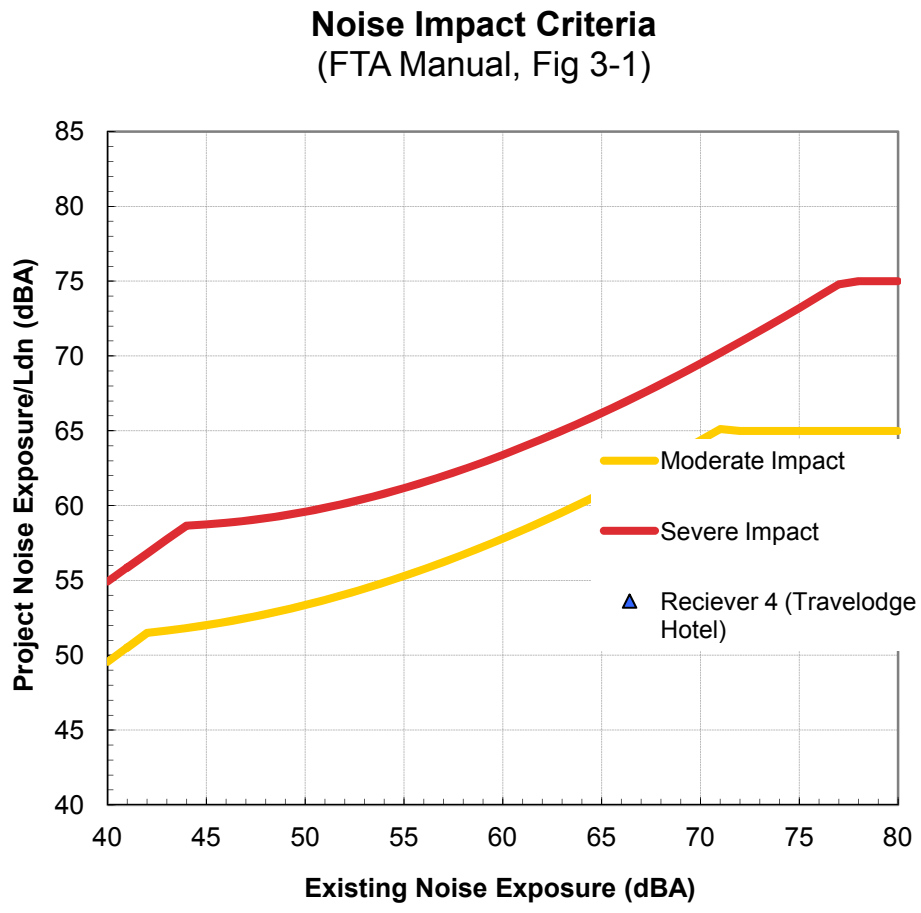
Existing Ldn:	70 dBA
Total Project Ldn:	63 dBA
Total Noise Exposure:	71 dBA
Increase:	1 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	--
Dist to Sev. Impact Contour (Sources 1+2):	--

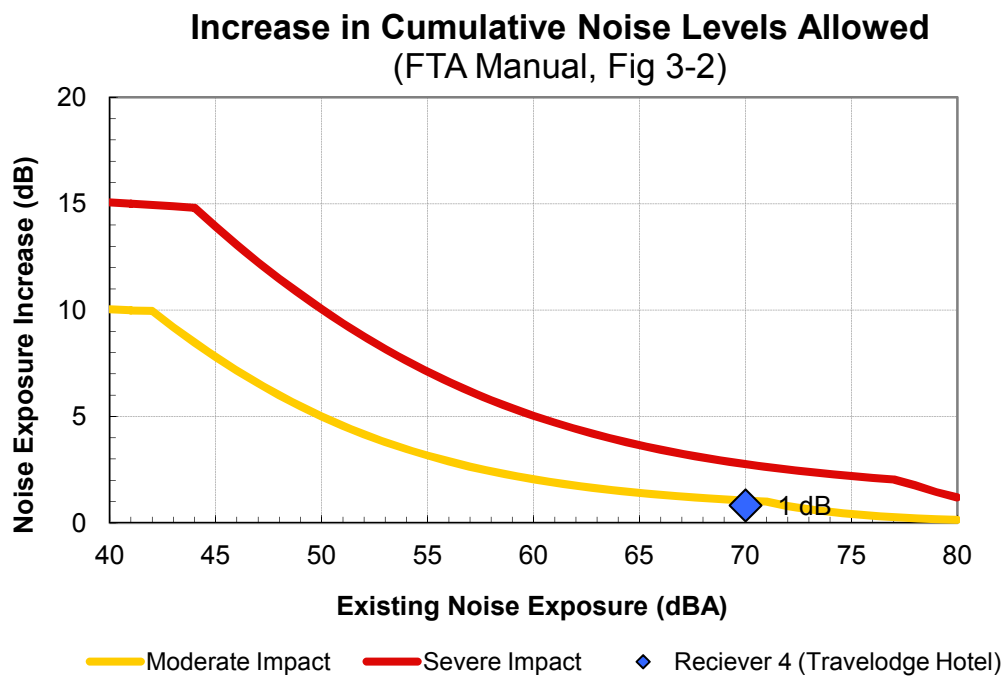
Source 1 Results

Leq(day):	61.3 dBA
Leq(night):	55.2 dBA
Ldn:	63.2 dBA



Source 2 Results

Leq(day):	24.4 dBA
Leq(night):	19.1 dBA
Ldn:	26.8 dBA
Incremental Ldn (Src 1-2):	63.2 dBA

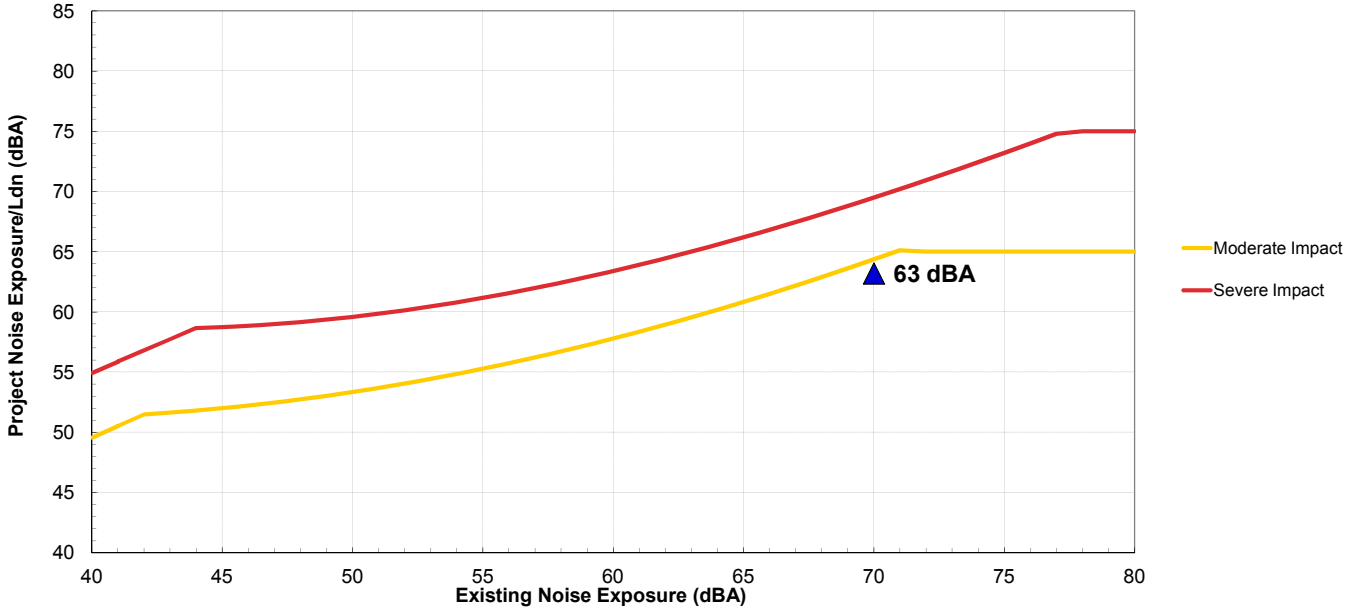


Project: Airport Metro Connector
Receiver: Reciever 4 (Travelodge Hotel)

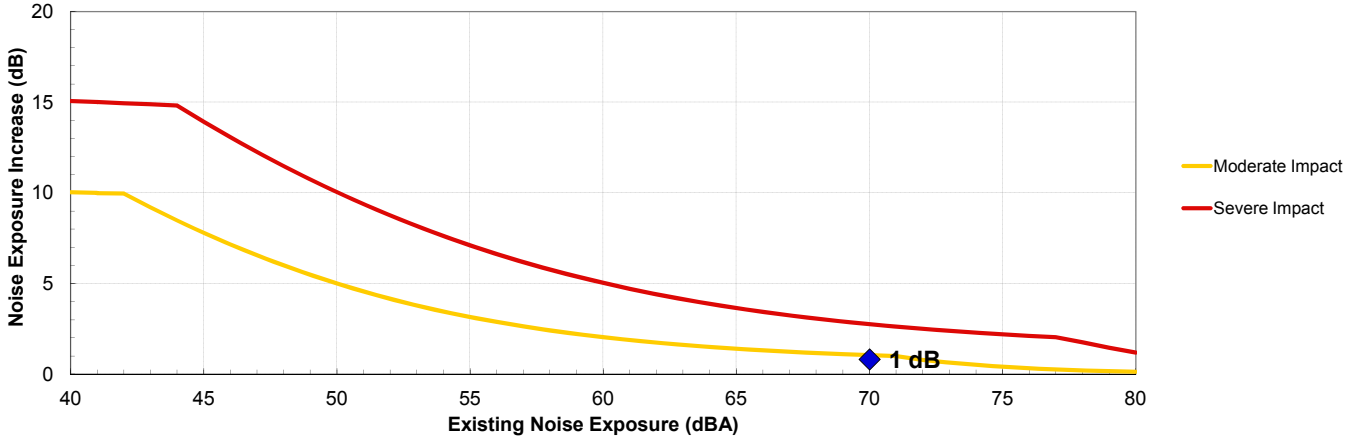
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	123 ft	63.2 dBA	70 dBA
2	Crossing Signals	1900 ft	26.8 dBA	70 dBA
3	--	724 ft		70 dBA
4	--	70 ft		70 dBA
5	--	ft		70 dBA
6	--	ft		70 dBA
	Combined Sources		**63 dBA**	**70 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	**69 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	7
D2	56
Average	31.5

Project

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Noise Impact Assessment Spreadsheet
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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 1**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**70 dBA**

Noise Source Parameters	
Number of Noise Sources:	**4**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	24
Nighttime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	6

Distance	**Distance from Source to Receiver (ft)**	570
	Number of Intervening Rows of Buildings	1
Adjustments	**Noise Barrier?**	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Noise Source Parameters		**Source 2**
	Source Type:	Stationary Source
	Specific Source:	Bus Transit Center
Daytime hrs	**Avg. Number of Buses/hr**	58
Nighttime hrs	**Avg. Number of Buses/hr**	24
Distance	**Distance from Source to Receiver (ft)**	400
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No

Noise Source Parameters		**Source 3**
	Source Type:	Highway/Transit
	Specific Source:	Buses (hybrid)
Daytime hrs		
	Speed	10
	Avg. Number of Events/hr	9

Nighttime hrs		
	Speed	10
	Avg. Number of Events/hr	4
Distance	**Distance from Source to Receiver (ft)**	87
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No

Noise Source Parameters		**Source 4**
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	**Signal Duration/hr (seconds)**	400
Nighttime hrs	**Signal Duration/hr (seconds)**	120
Distance	**Distance from Source to Receiver (ft)**	720
	Number of Intervening Rows of Buildings	1
Adjustments	**Noise Barrier?**	No

Project Results Summary

Existing Ldn:	70 dBA
Total Project Ldn:	52 dBA
Total Noise Exposure:	70 dBA
Increase:	0 dB
Impact?:	None

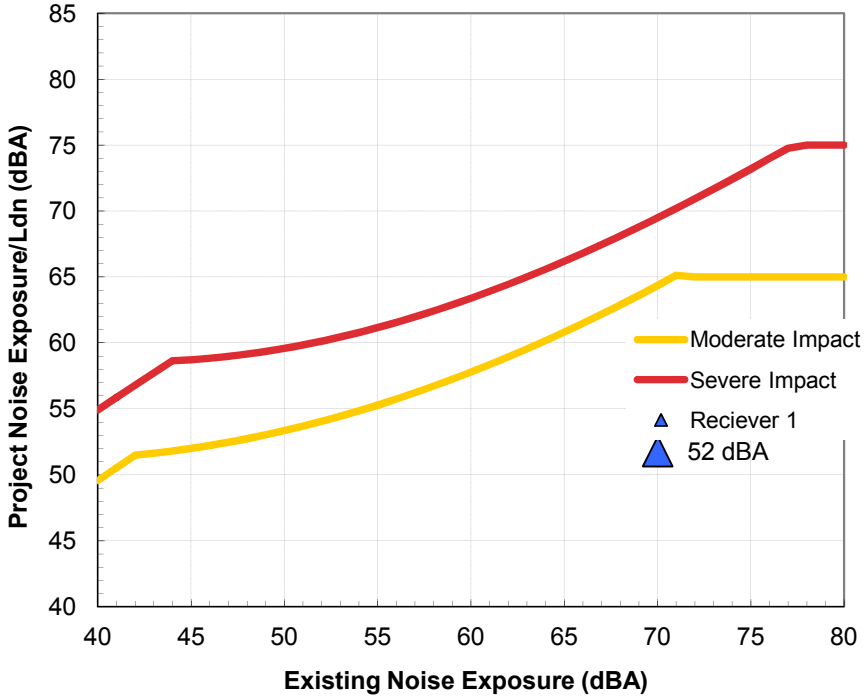
Distance to Impact Contours

Dist to Mod. Impact Contour:	---
Dist to Sev. Impact Contour:	---

Source 1 Results

Leq(day):	37.9 dBA
Leq(night):	31.9 dBA
Ldn:	39.9 dBA

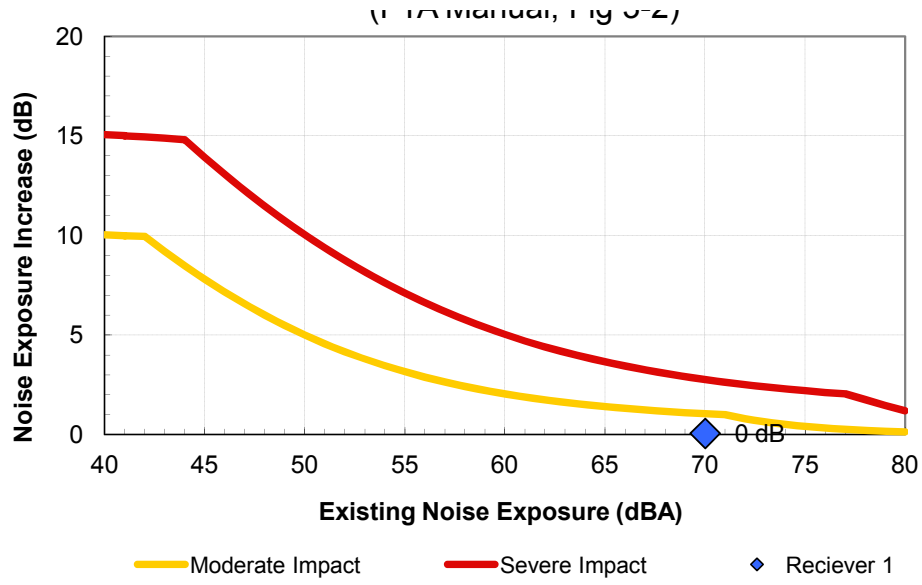
Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)

Source 2 Results

Leq(day):	47.4 dBA
Leq(night):	43.6 dBA
Ldn:	50.8 dBA
Incremental Ldn (Src 1-2):	51.2 dBA



Source 3 Results

Leq(day):	38.7 dBA
Leq(night):	35.1 dBA
Ldn:	42.3 dBA
Incremental Ldn (Src 1-3):	51.7 dBA

Source 4 Results

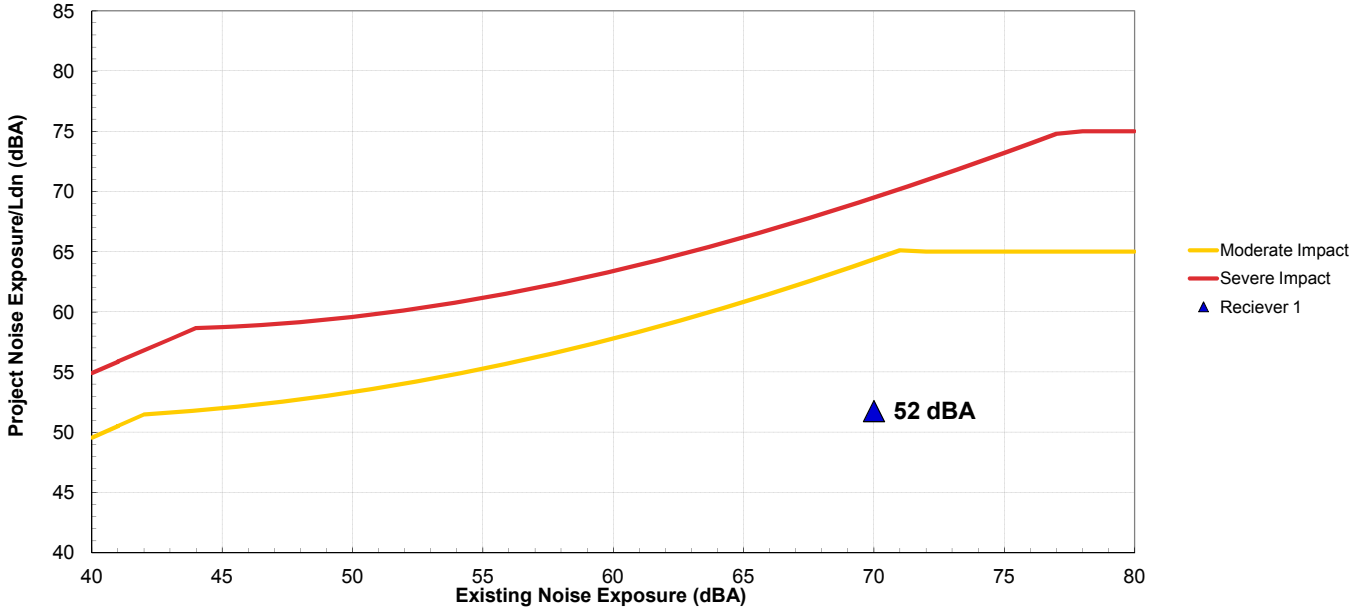
Leq(day):	34.9 dBA
Leq(night):	25.2 dBA
Ldn:	35.0 dBA
Incremental Ldn (Src 1-4):	51.8 dBA

Project: Airport Metro Connector
Receiver: Reciever 1

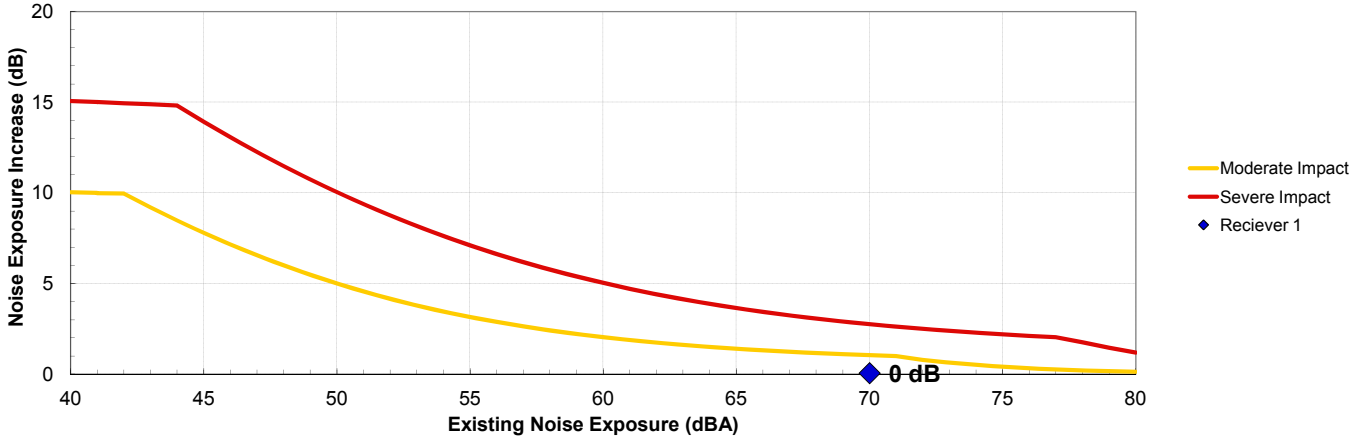
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	570 ft	39.9 dBA	70 dBA
2	Bus Transit Center	400 ft	50.8 dBA	70 dBA
3	Buses (hybrid)	87 ft	42.3 dBA	70 dBA
4	Crossing Signals	720 ft	35.0 dBA	70 dBA
5	--	70 ft		70 dBA
6	--	ft		70 dBA
	Combined Sources		**52 dBA**	**70 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	**69 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	64
D2	110
Average	87

Bus Trips From North (15% of total)

Total Trips	From North
58	8.7
24	3.6

Bus Trips From South

Total Trips	From South
58	49
24	20

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 2**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**70 dBA**

Noise Source Parameters	
Number of Noise Sources:	**4**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	24
Nighttime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	6

Distance	**Distance from Source to Receiver (ft)**	440
	Number of Intervening Rows of Buildings	1
Adjustments	**Noise Barrier?**	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Noise Source Parameters		**Source 2**
	Source Type:	Stationary Source
	Specific Source:	Bus Transit Center
Daytime hrs	**Avg. Number of Buses/hr**	58
Nighttime hrs	**Avg. Number of Buses/hr**	24
Distance	**Distance from Source to Receiver (ft)**	325
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No

Noise Source Parameters		**Source 3**
	Source Type:	Highway/Transit
	Specific Source:	Buses (hybrid)
Daytime hrs		
	Speed	25
	Avg. Number of Events/hr	49

Nighttime hrs		
	Speed	25
	Avg. Number of Events/hr	20
Distance	**Distance from Source to Receiver (ft)**	83
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No

Noise Source Parameters		**Source 4**
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	**Signal Duration/hr (seconds)**	400
Nighttime hrs	**Signal Duration/hr (seconds)**	120
Distance	**Distance from Source to Receiver (ft)**	918
	Number of Intervening Rows of Buildings	1
Adjustments	**Noise Barrier?**	No

Project Results Summary

Existing Ldn:	70 dBA
Total Project Ldn:	59 dBA
Total Noise Exposure:	70 dBA
Increase:	0 dB
Impact?:	None

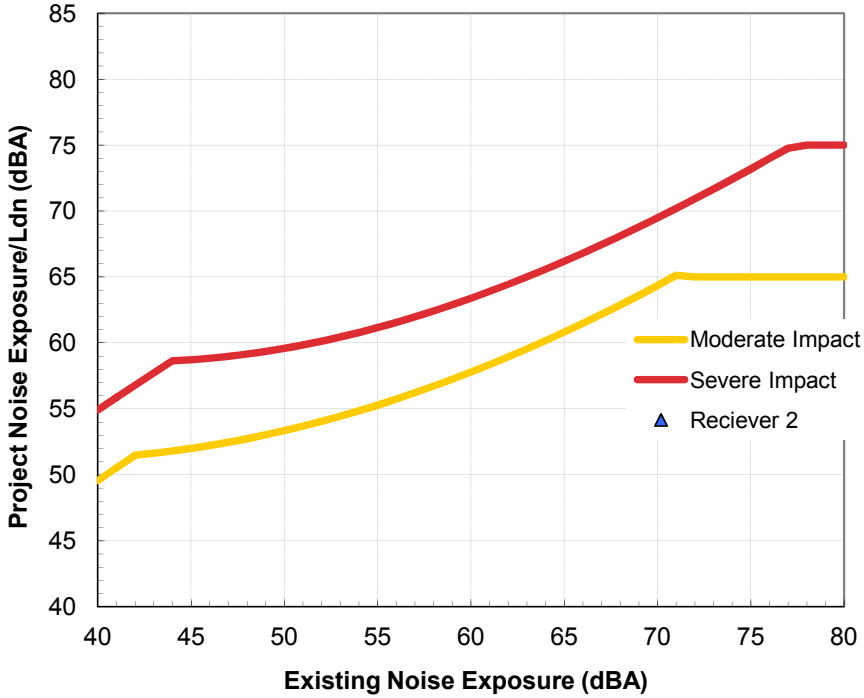
Distance to Impact Contours

Dist to Mod. Impact Contour:	---
Dist to Sev. Impact Contour:	---

Source 1 Results

Leq(day):	39.6 dBA
Leq(night):	33.6 dBA
Ldn:	41.5 dBA

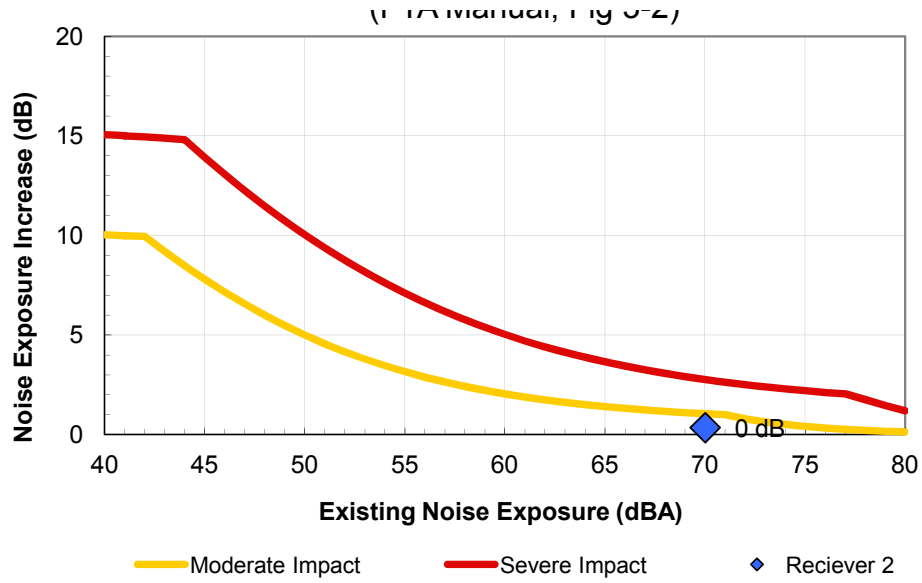
Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)

Source 2 Results

Leq(day):	49.7 dBA
Leq(night):	45.9 dBA
Ldn:	53.1 dBA
Incremental Ldn (Src 1-2):	53.4 dBA



Source 3 Results

Leq(day):	54.7 dBA
Leq(night):	50.8 dBA
Ldn:	58.0 dBA
Incremental Ldn (Src 1-3):	59.3 dBA

Source 4 Results

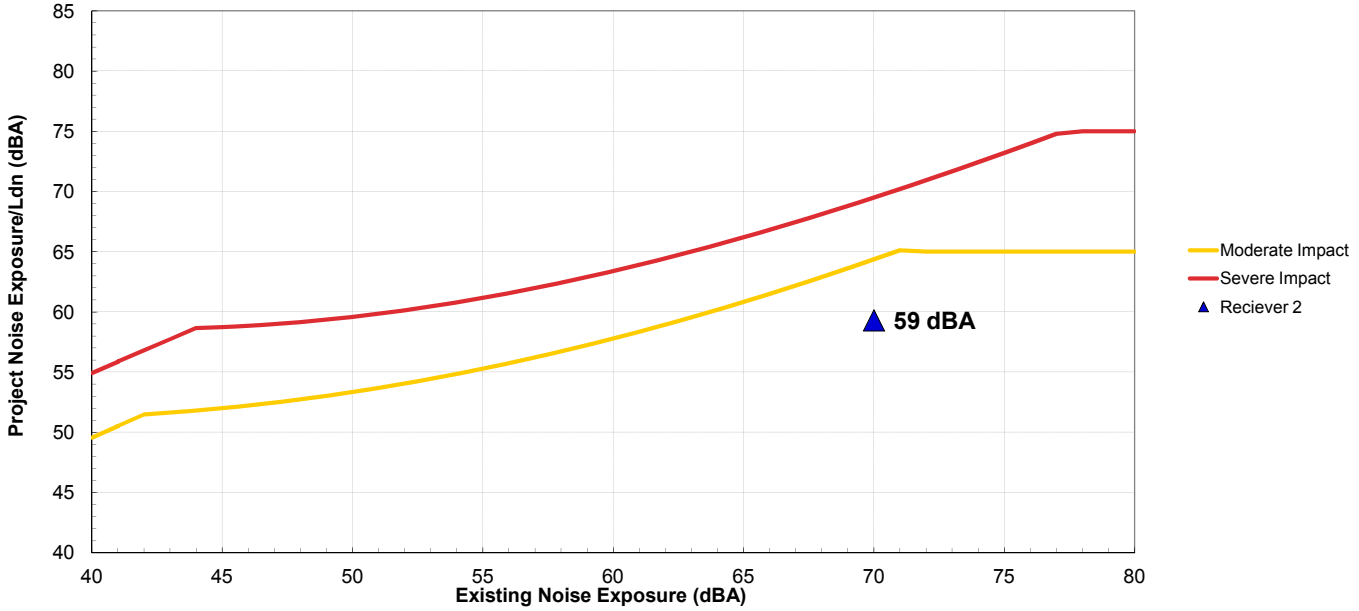
Leq(day):	32.3 dBA
Leq(night):	22.5 dBA
Ldn:	32.4 dBA
Incremental Ldn (Src 1-4):	59.3 dBA

Project: Airport Metro Connector
Receiver: Reciever 2

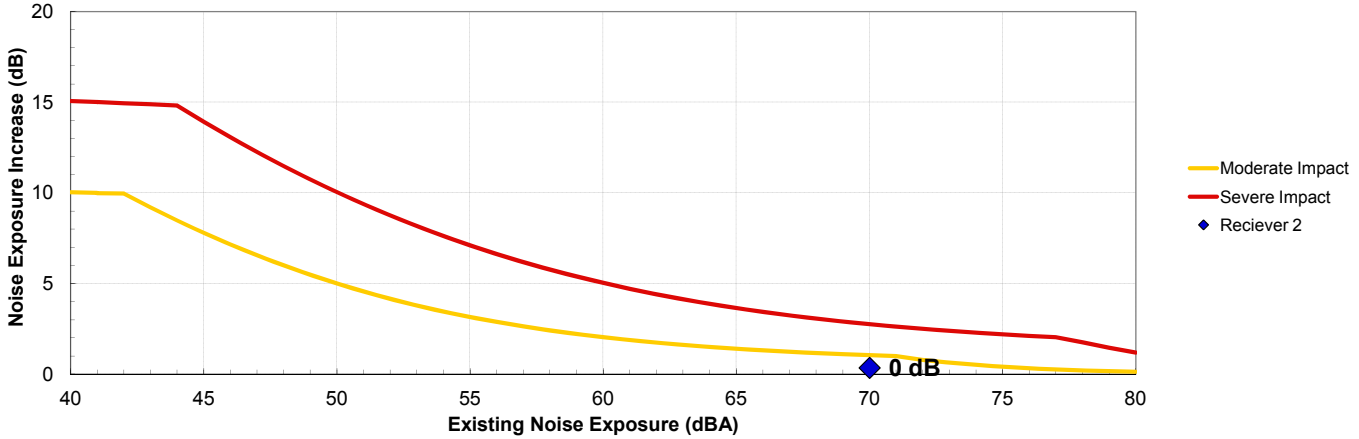
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	440 ft	41.5 dBA	70 dBA
2	Bus Transit Center	325 ft	53.1 dBA	70 dBA
3	Buses (hybrid)	83 ft	58.0 dBA	70 dBA
4	Crossing Signals	918 ft	32.4 dBA	70 dBA
5	--	70 ft		70 dBA
6	--	ft		70 dBA
	Combined Sources		**59 dBA**	**70 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	**69 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	60
D2	107
Average	83.5

Bus Trips From North (15% of total)

Total Trips	From North
58	8.7
24	3.6

Bus Trips From South

Total Trips	From South
58	49
24	20

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 3**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**70 dBA**

Noise Source Parameters	
Number of Noise Sources:	**4**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	24

Nighttime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	6
Distance	**Distance from Source to Receiver (ft)**	240
	Number of Intervening Rows of Buildings	1
Adjustments	**Noise Barrier?**	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Noise Source Parameters		**Source 2**
	Source Type:	Stationary Source
	Specific Source:	Bus Transit Center
Daytime hrs	**Avg. Number of Buses/hr**	58
Nighttime hrs	**Avg. Number of Buses/hr**	24
Distance	**Distance from Source to Receiver (ft)**	700
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No

Noise Source Parameters		Source 3
	Source Type:	Highway/Transit
	Specific Source:	Buses (hybrid)
Daytime hrs		
	Speed	30
	Avg. Number of Events/hr	49
Nighttime hrs		
	Speed	30
	Avg. Number of Events/hr	20
Distance	Distance from Source to Receiver (ft)	80
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 4
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	Signal Duration/hr (seconds)	400
Nighttime hrs	Signal Duration/hr (seconds)	120
Distance	Distance from Source to Receiver (ft)	1350
	Number of Intervening Rows of Buildings	1
Adjustments	Noise Barrier?	No

Project Results Summary

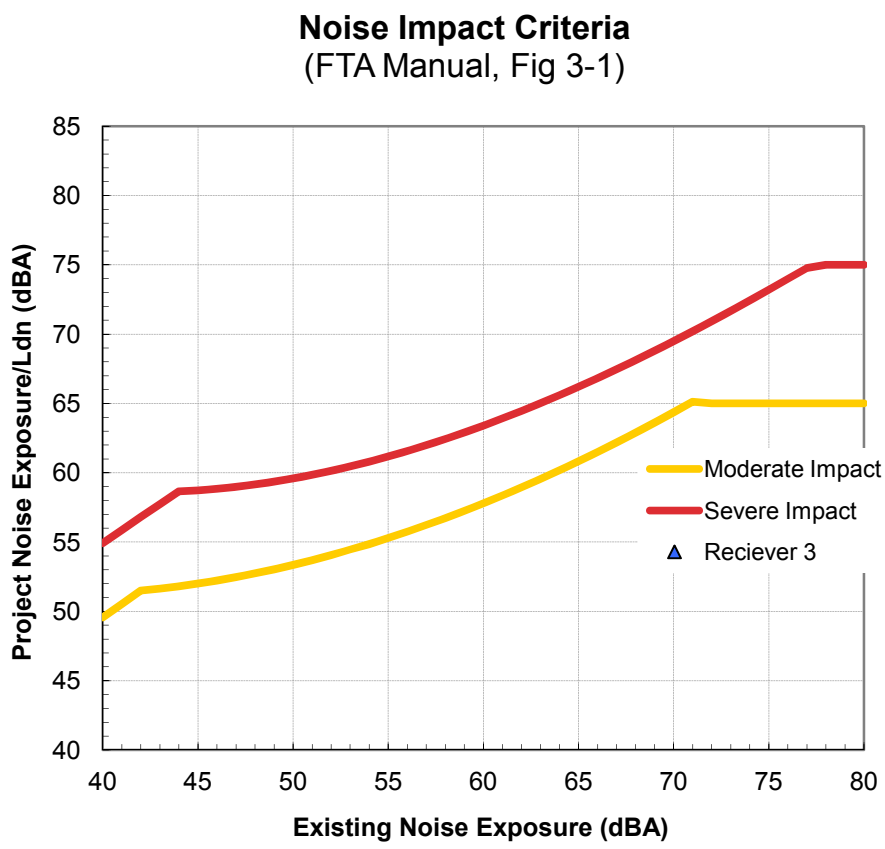
Existing Ldn:	70 dBA
Total Project Ldn:	60 dBA
Total Noise Exposure:	70 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour:	---
Dist to Sev. Impact Contour:	---

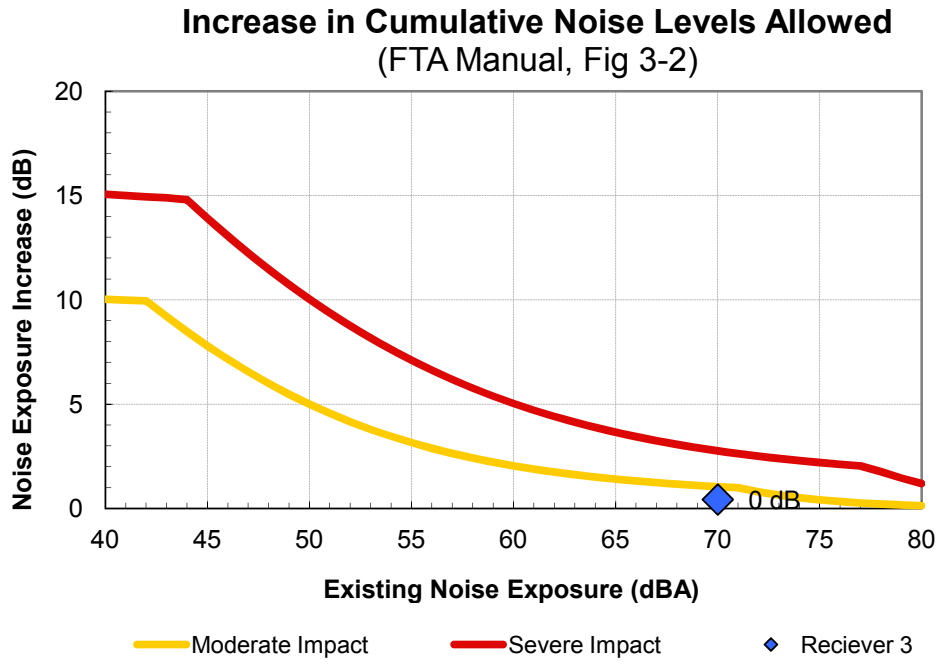
Source 1 Results

Leq(day):	43.5 dBA
Leq(night):	37.5 dBA
Ldn:	45.5 dBA



Source 2 Results

Leq(day):	41.4 dBA
Leq(night):	37.5 dBA
Ldn:	44.8 dBA
Incremental Ldn (Src 1-2):	48.1 dBA



Source 3 Results

Leq(day):	56.6 dBA
Leq(night):	52.7 dBA
Ldn:	59.9 dBA
Incremental Ldn (Src 1-3):	60.2 dBA

Source 4 Results

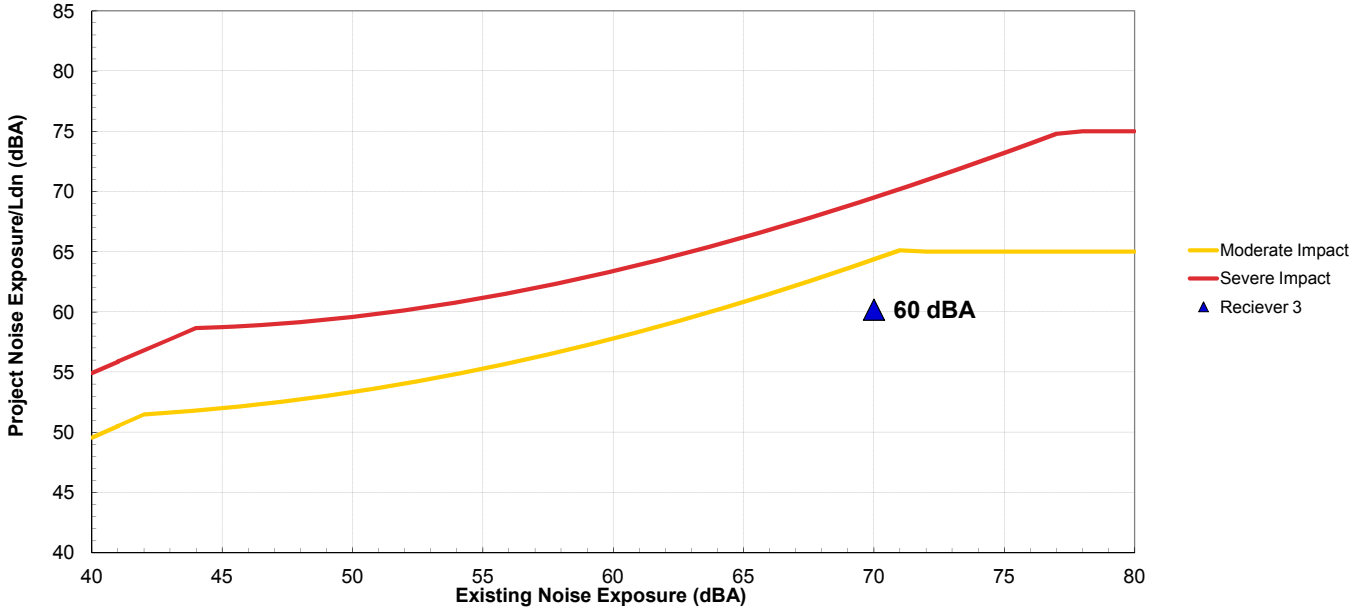
Leq(day):	28.1 dBA
Leq(night):	18.3 dBA
Ldn:	28.2 dBA
Incremental Ldn (Src 1-4):	60.2 dBA

Project: Airport Metro Connector
Receiver: Reciever 3

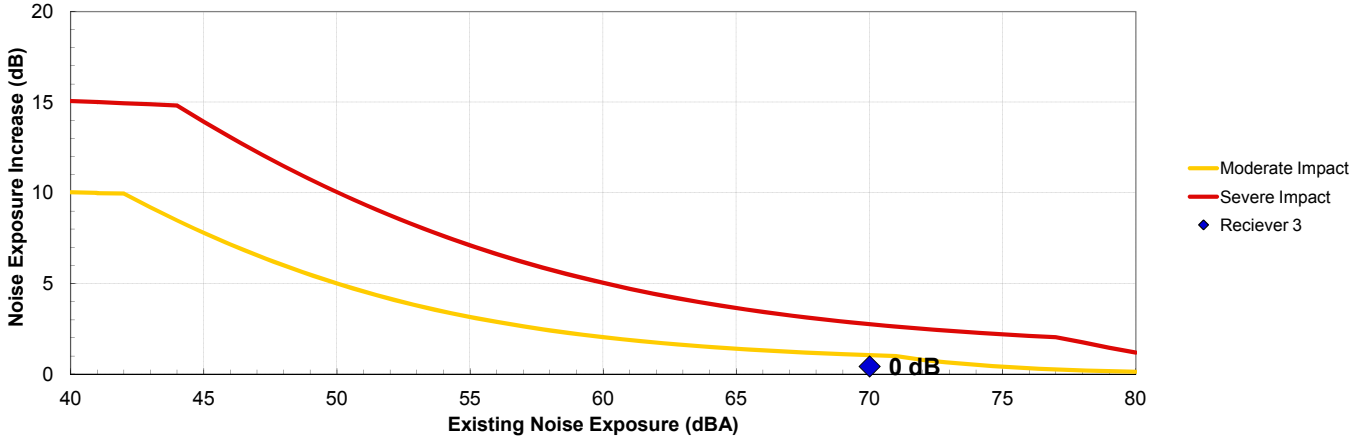
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	240 ft	45.5 dBA	70 dBA
2	Bus Transit Center	700 ft	44.8 dBA	70 dBA
3	Buses (hybrid)	80 ft	59.9 dBA	70 dBA
4	Crossing Signals	1350 ft	28.2 dBA	70 dBA
5	--	70 ft		70 dBA
6	--	ft		70 dBA
	Combined Sources		**60 dBA**	**70 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	**69 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	60
D2	100
Average	80

Bus Trips From North (15% of total)

Total Trips	From North
58	8.7
24	3.6

Bus Trips From South

Total Trips	From South
58	49
24	20

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 4 (Travelodge Hotel)**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**71 dBA**

Noise Source Parameters	
Number of Noise Sources:	**4**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	24

Nighttime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	6
Distance	**Distance from Source to Receiver (ft)**	123
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	Yes

Noise Source Parameters		**Source 2**
	Source Type:	Stationary Source
	Specific Source:	Bus Transit Center
Daytime hrs	**Avg. Number of Buses/hr**	58
Nighttime hrs	**Avg. Number of Buses/hr**	24
Distance	**Distance from Source to Receiver (ft)**	1280
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No

Noise Source Parameters		Source 3
	Source Type:	Highway/Transit
	Specific Source:	Buses (hybrid)
Daytime hrs		
	Speed	20
	Avg. Number of Events/hr	49
Nighttime hrs		
	Speed	20
	Avg. Number of Events/hr	20
Distance	Distance from Source to Receiver (ft)	31
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 4
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	Signal Duration/hr (seconds)	400
Nighttime hrs	Signal Duration/hr (seconds)	120
Distance	Distance from Source to Receiver (ft)	1900
	Number of Intervening Rows of Buildings	1
Adjustments	Noise Barrier?	No

Project Results Summary

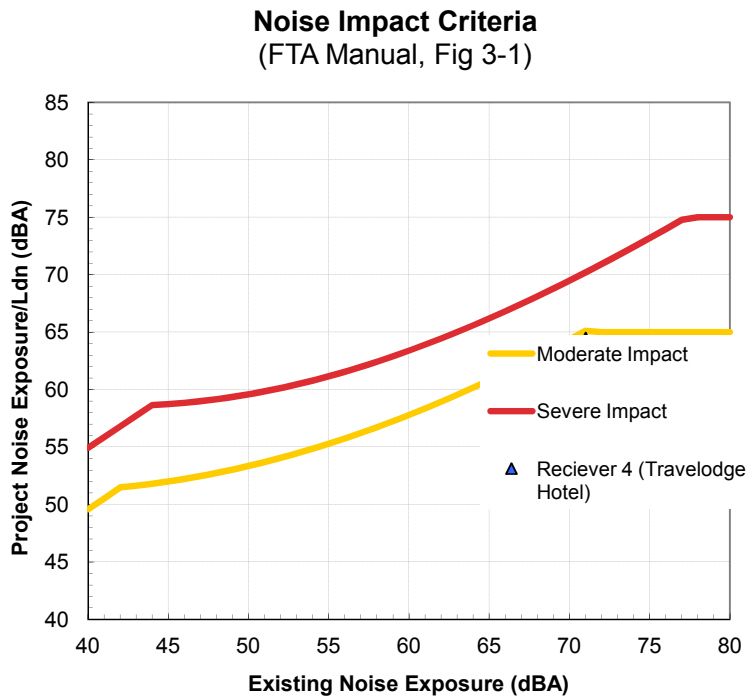
Existing Ldn:	71 dBA
Total Project Ldn:	64 dBA
Total Noise Exposure:	72 dBA
Increase:	1 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour:	---
Dist to Sev. Impact Contour:	---

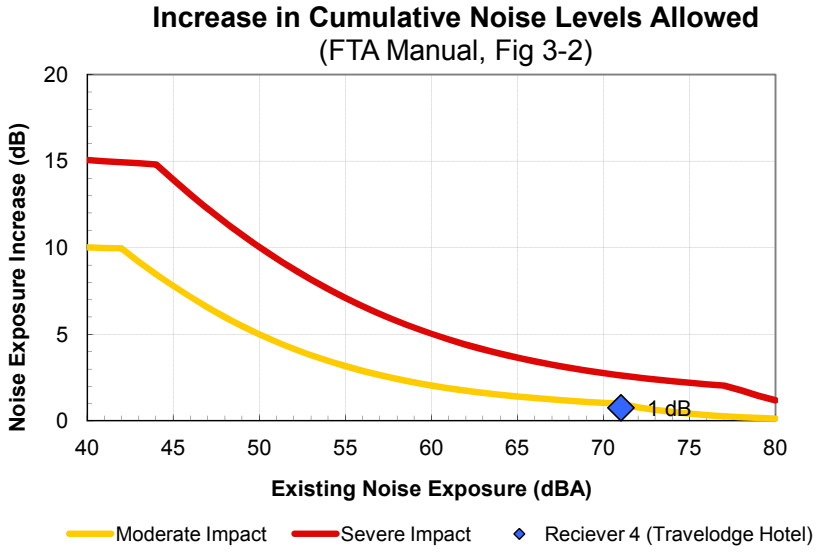
Source 1 Results

Leq(day):	56.4 dBA
Leq(night):	50.4 dBA
Ldn:	58.3 dBA



Source 2 Results

Leq(day):	34.8 dBA
Leq(night):	31.0 dBA
Ldn:	38.2 dBA
Incremental Ldn (Src 1-2):	58.4 dBA



Source 3 Results

Leq(day):	59.1 dBA
Leq(night):	55.2 dBA
Ldn:	62.4 dBA
Incremental Ldn (Src 1-3):	63.8 dBA

Source 4 Results

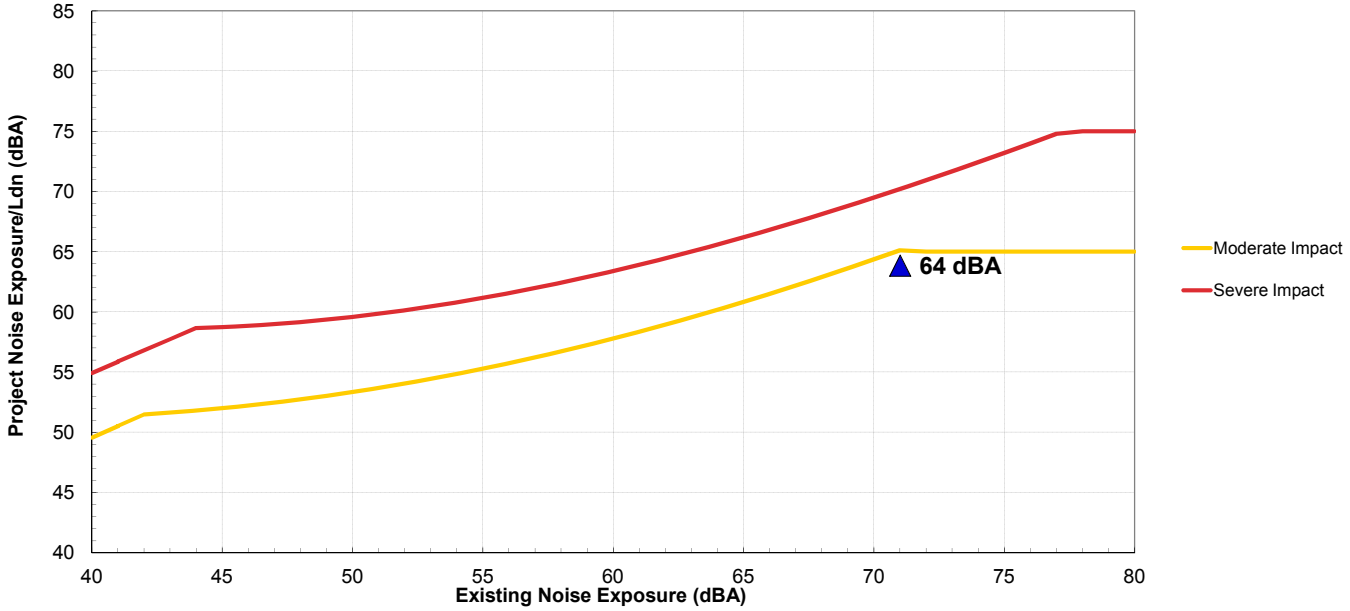
Leq(day):	24.4 dBA
Leq(night):	14.6 dBA
Ldn:	24.5 dBA
Incremental Ldn (Src 1-4):	63.8 dBA

Project: Airport Metro Connector
Receiver: Reciever 4 (Travelodge Hotel)

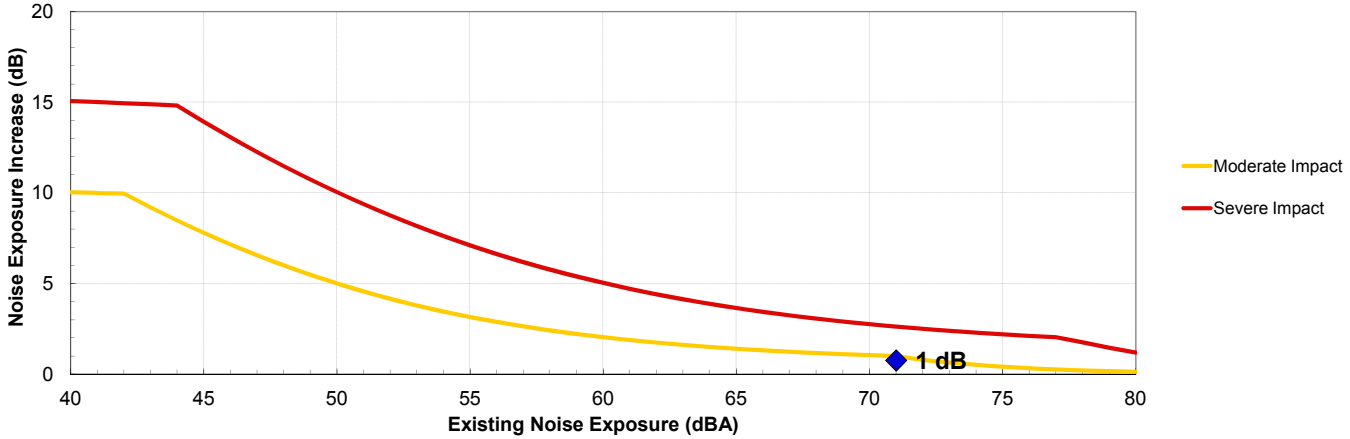
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	123 ft	58.3 dBA	71 dBA
2	Bus Transit Center	1280 ft	38.2 dBA	71 dBA
3	Buses (hybrid)	31 ft	62.4 dBA	71 dBA
4	Crossing Signals	1900 ft	24.5 dBA	71 dBA
5	--	70 ft		71 dBA
6	--	ft		71 dBA
	Combined Sources		**64 dBA**	**71 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	
65 dBA	70 dBA	
65 dBA	**70 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	7
D2	56
Average	31.5

Bus Trips From North (15% of total)

Total Trips	From North
58	8.7
24	3.6

Bus Trips From South

Total Trips	From South
58	49
24	20

No Build Alternative

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 1**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**70 dBA**

Noise Source Parameters	
Number of Noise Sources:	**4**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	35
	Avg. Number of Events/hr	24

Nighttime hrs	Avg. Number of Transit Vehicles/train	4
	Speed (mph)	35
	Avg. Number of Events/hr	6
Distance	Distance from Source to Receiver (ft)	570
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Noise Source Parameters		Source 2
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	Signal Duration/hr (seconds)	400
Nighttime hrs	Signal Duration/hr (seconds)	120
Distance	Distance from Source to Receiver (ft)	720
	Number of Intervening Rows of Buildings	
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 3
	Source Type:	Stationary Source
	Specific Source:	Bus Transit Center
Daytime hrs	Avg. Number of Buses/hr	58
Nighttime hrs	Avg. Number of Buses/hr	24
Distance	Distance from Source to Receiver (ft)	1975
	Number of Intervening Rows of Buildings	1
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 4
	Source Type:	Highway/Transit
	Specific Source:	Buses (hybrid)
Daytime hrs		
	Speed (mph)	40
	Avg. Number of Events/hr	8
Nighttime hrs		
	Speed (mph)	40
	Avg. Number of Events/hr	4
Distance	Distance from Source to Receiver (ft)	87
	Number of Intervening Rows of Buildings	
Adjustments	Noise Barrier?	No

Project Results Summary

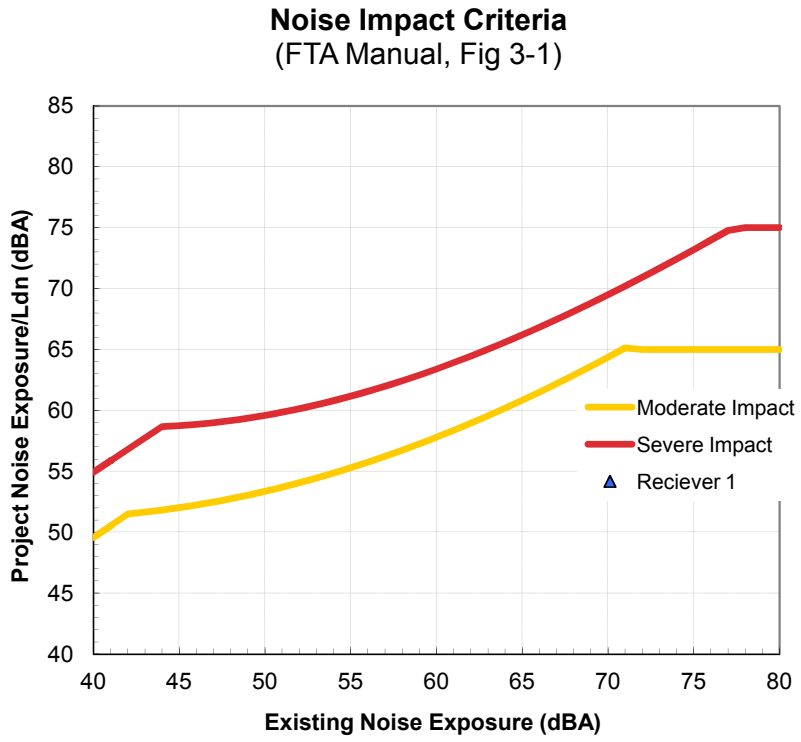
Existing Ldn:	70 dBA
Total Project Ldn:	56 dBA
Total Noise Exposure:	70 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour:	---
Dist to Sev. Impact Contour:	---

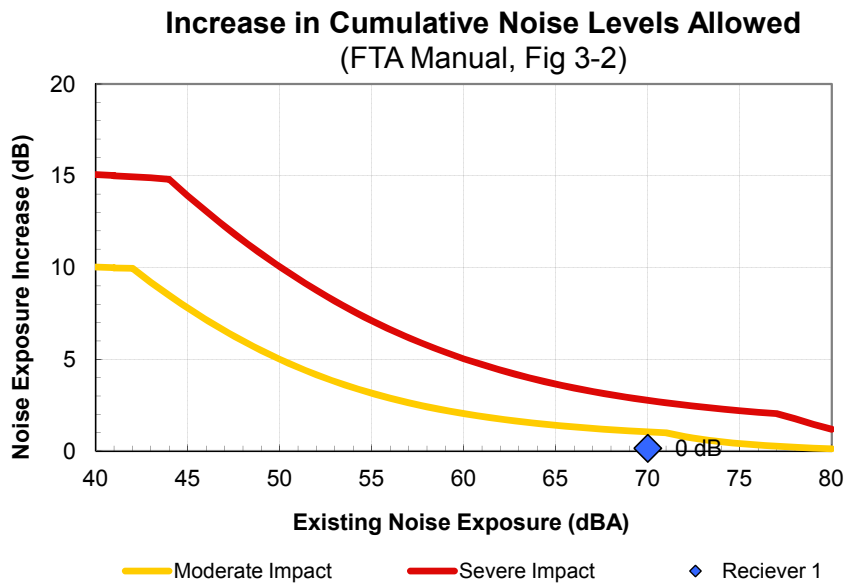
Source 1 Results

Leq(day):	47.3 dBA
Leq(night):	41.3 dBA
Ldn:	49.2 dBA



Source 2 Results

Leq(day):	34.9 dBA
Leq(night):	29.7 dBA
Ldn:	37.3 dBA
Incremental Ldn (Src 1-2):	49.5 dBA



Source 3 Results

Leq(day):	30.1 dBA
Leq(night):	21.8 dBA
Ldn:	30.8 dBA
Incremental Ldn (Src 1-3):	49.5 dBA

Source 4 Results

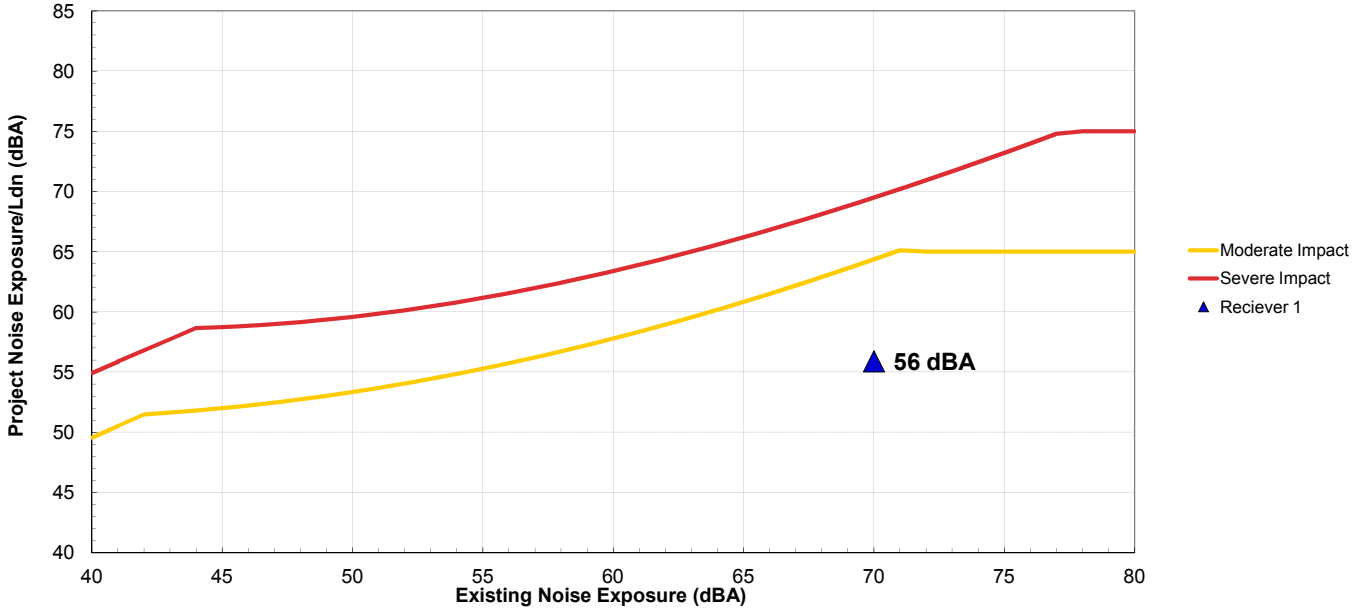
Leq(day):	50.8 dBA
Leq(night):	47.8 dBA
Ldn:	54.8 dBA
Incremental Ldn (Src 1-4):	55.9 dBA

Project: Airport Metro Connector
Receiver: Reciever 1

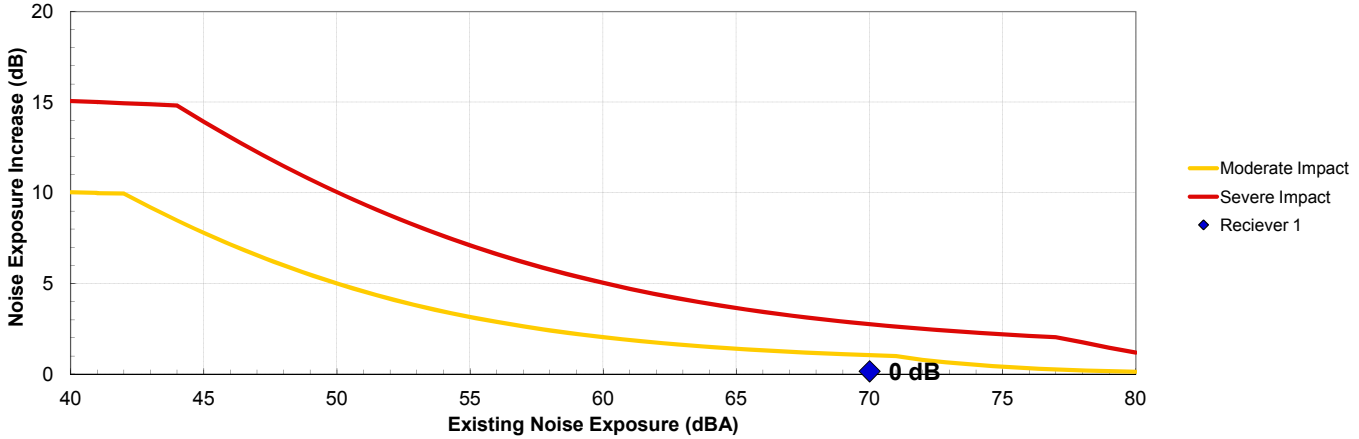
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	570 ft	49.2 dBA	70 dBA
2	Crossing Signals	720 ft	37.3 dBA	70 dBA
3	Bus Transit Center	1975 ft	30.8 dBA	70 dBA
4	Buses (hybrid)	87 ft	54.8 dBA	70 dBA
5	--	ft		70 dBA
6	--	ft		70 dBA
	Combined Sources		**56 dBA**	**70 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	**69 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

d1	64
d2	110
	87

Metro Busline 111 Daytime/Nightime Trips	
Daytime	**Trips**
One Way Per Hour	4
Two Way Per Hour	8
Nighttime	**Trips**
One Way Per Hour	2
Two Way Per Hour	4

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 2**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**70 dBA**

Noise Source Parameters	
Number of Noise Sources:	**4**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	35
	Avg. Number of Events/hr	24

Nighttime hrs	Avg. Number of Transit Vehicles/train	4
	Speed (mph)	35
	Avg. Number of Events/hr	6
Distance	Distance from Source to Receiver (ft)	440
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Noise Source Parameters		Source 2
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	Signal Duration/hr (seconds)	400
Nighttime hrs	Signal Duration/hr (seconds)	120
Distance	Distance from Source to Receiver (ft)	918
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 3
	Source Type:	Stationary Source
	Specific Source:	Bus Transit Center
Daytime hrs	Avg. Number of Buses/hr	58
Nighttime hrs	Avg. Number of Buses/hr	24
Distance	Distance from Source to Receiver (ft)	1565
	Number of Intervening Rows of Buildings	1
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 4
	Source Type:	Highway/Transit
	Specific Source:	Buses (hybrid)
Daytime hrs		
	Speed (mph)	40
	Avg. Number of Events/hr	8
Nighttime hrs		
	Speed (mph)	40
	Avg. Number of Events/hr	4
Distance	Distance from Source to Receiver (ft)	83
	Number of Intervening Rows of Buildings	
Adjustments	Noise Barrier?	No

Project Results Summary

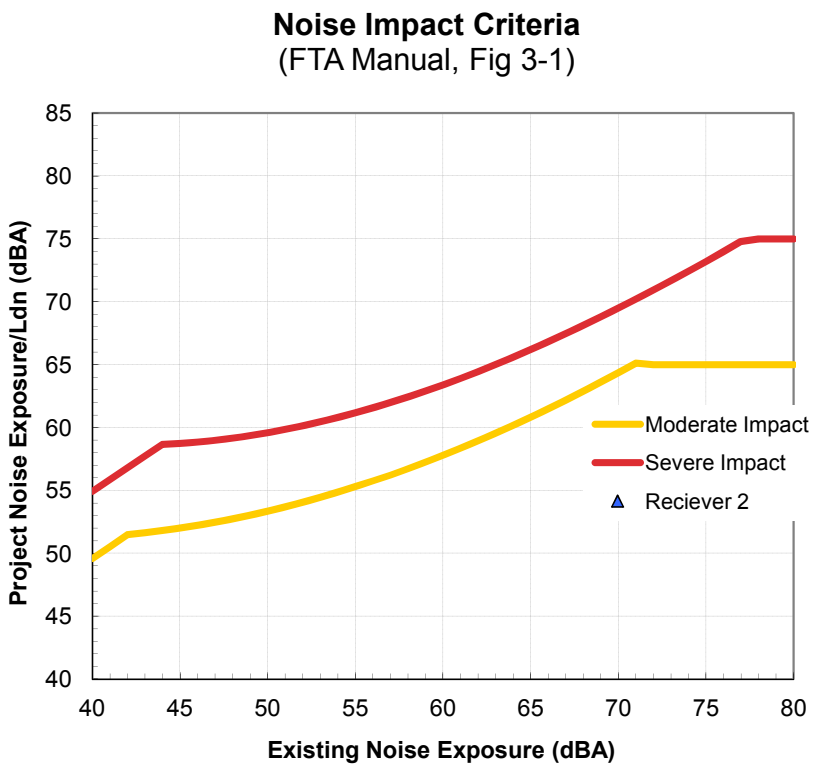
Existing Ldn:	70 dBA
Total Project Ldn:	57 dBA
Total Noise Exposure:	70 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour:	---
Dist to Sev. Impact Contour:	---

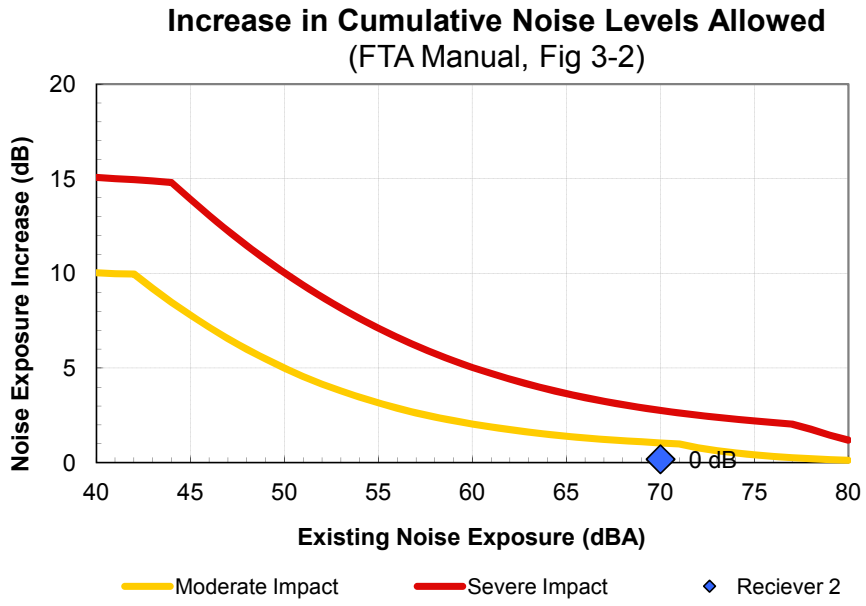
Source 1 Results

Leq(day):	49.0 dBA
Leq(night):	42.9 dBA
Ldn:	50.9 dBA



Source 2 Results

Leq(day):	32.3 dBA
Leq(night):	27.0 dBA
Ldn:	34.7 dBA
Incremental Ldn (Src 1-2):	51.0 dBA



Source 3 Results

Leq(day):	32.6 dBA
Leq(night):	24.3 dBA
Ldn:	33.3 dBA
Incremental Ldn (Src 1-3):	51.1 dBA

Source 4 Results

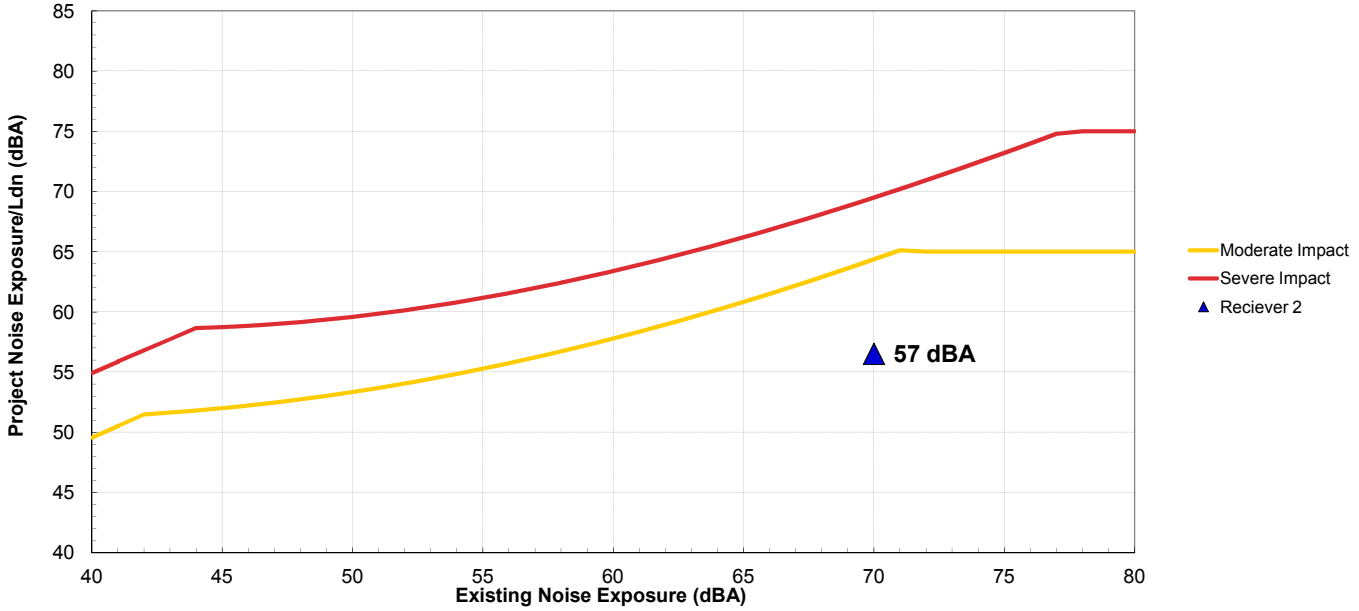
Leq(day):	51.1 dBA
Leq(night):	48.1 dBA
Ldn:	55.1 dBA
Incremental Ldn (Src 1-4):	56.5 dBA

Project: Airport Metro Connector
Receiver: Reciever 2

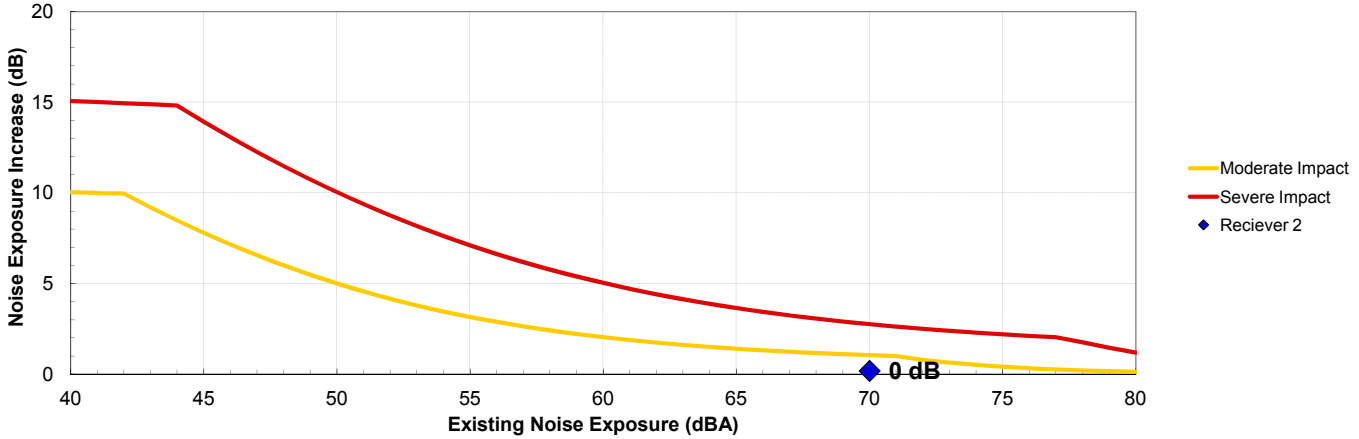
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	440 ft	50.9 dBA	70 dBA
2	Crossing Signals	918 ft	34.7 dBA	70 dBA
3	Bus Transit Center	1565 ft	33.3 dBA	70 dBA
4	Buses (hybrid)	83 ft	55.1 dBA	70 dBA
5	--	ft		70 dBA
6	--	ft		70 dBA
	Combined Sources		**57 dBA**	**70 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	**69 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	60
D2	107
Average	83.5

Metro Busline 111 Daytime/Nightime Trips	
Daytime	**Trips**
One Way Per Hour	4
Two Way Per Hour	8
Nighttime	**Trips**
One Way Per Hour	2
Two Way Per Hour	4

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 3**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**70 dBA**

Noise Source Parameters	
Number of Noise Sources:	**4**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	35
	Avg. Number of Events/hr	24

Nighttime hrs	Avg. Number of Transit Vehicles/train	4
	Speed (mph)	35
	Avg. Number of Events/hr	6
Distance	Distance from Source to Receiver (ft)	240
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Noise Source Parameters		Source 2
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	Signal Duration/hr (seconds)	400
Nighttime hrs	Signal Duration/hr (seconds)	120
Distance	Distance from Source to Receiver (ft)	1350
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 3
	Source Type:	Stationary Source
	Specific Source:	Bus Transit Center
Daytime hrs	Avg. Number of Buses/hr	58
Nighttime hrs	Avg. Number of Buses/hr	24
Distance	Distance from Source to Receiver (ft)	1000
	Number of Intervening Rows of Buildings	1
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 4
	Source Type:	Highway/Transit
	Specific Source:	Buses (hybrid)
Daytime hrs		
	Speed (mph)	40
	Avg. Number of Events/hr	8
Nighttime hrs		
	Speed (mph)	40
	Avg. Number of Events/hr	4
Distance	Distance from Source to Receiver (ft)	80
	Number of Intervening Rows of Buildings	
Adjustments	Noise Barrier?	No

Project Results Summary

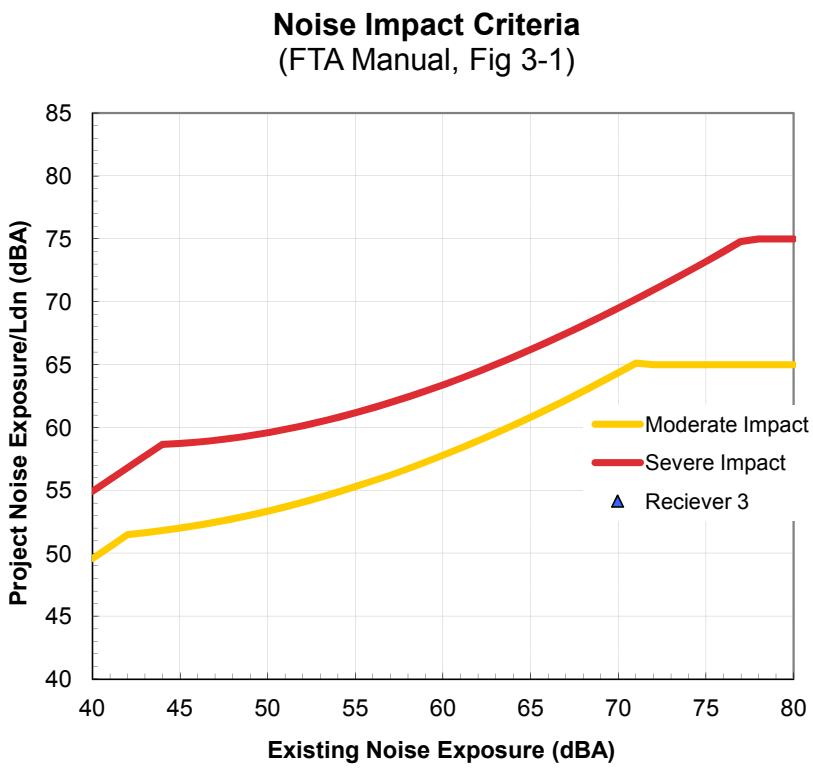
Existing Ldn:	70 dBA
Total Project Ldn:	58 dBA
Total Noise Exposure:	70 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour:	---
Dist to Sev. Impact Contour:	---

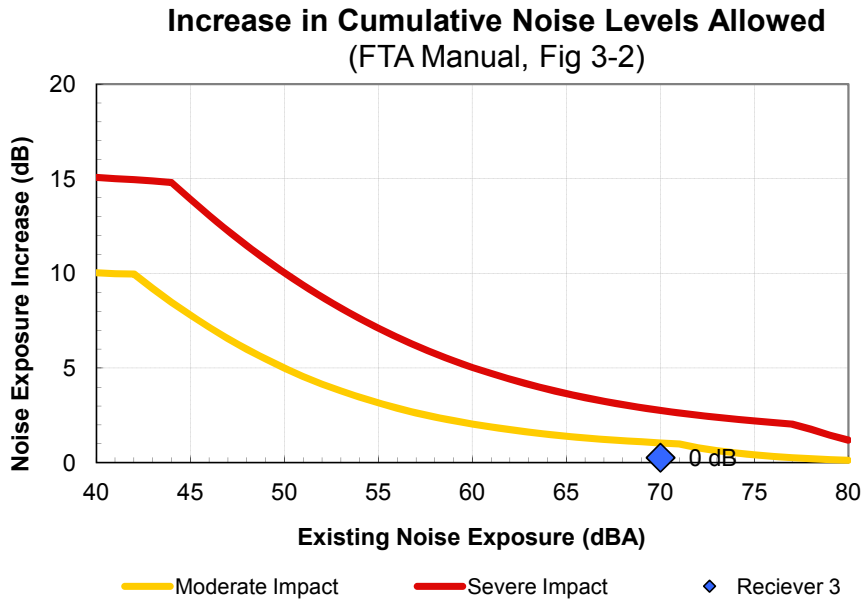
Source 1 Results

Leq(day):	52.9 dBA
Leq(night):	46.9 dBA
Ldn:	54.8 dBA



Source 2 Results

Leq(day):	28.1 dBA
Leq(night):	22.8 dBA
Ldn:	30.5 dBA
Incremental Ldn (Src 1-2):	54.9 dBA



Source 3 Results

Leq(day):	37.5 dBA
Leq(night):	29.2 dBA
Ldn:	38.2 dBA
Incremental Ldn (Src 1-3):	55.0 dBA

Source 4 Results

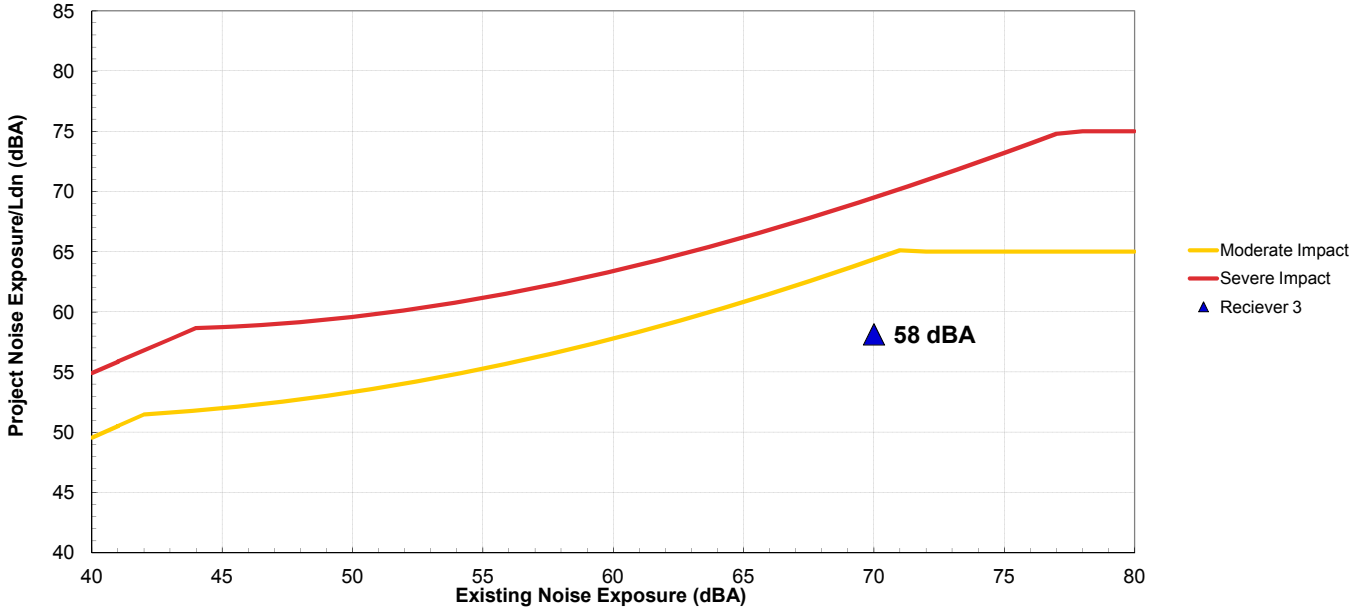
Leq(day):	51.3 dBA
Leq(night):	48.3 dBA
Ldn:	55.3 dBA
Incremental Ldn (Src 1-4):	58.1 dBA

Project: Airport Metro Connector
Receiver: Reciever 3

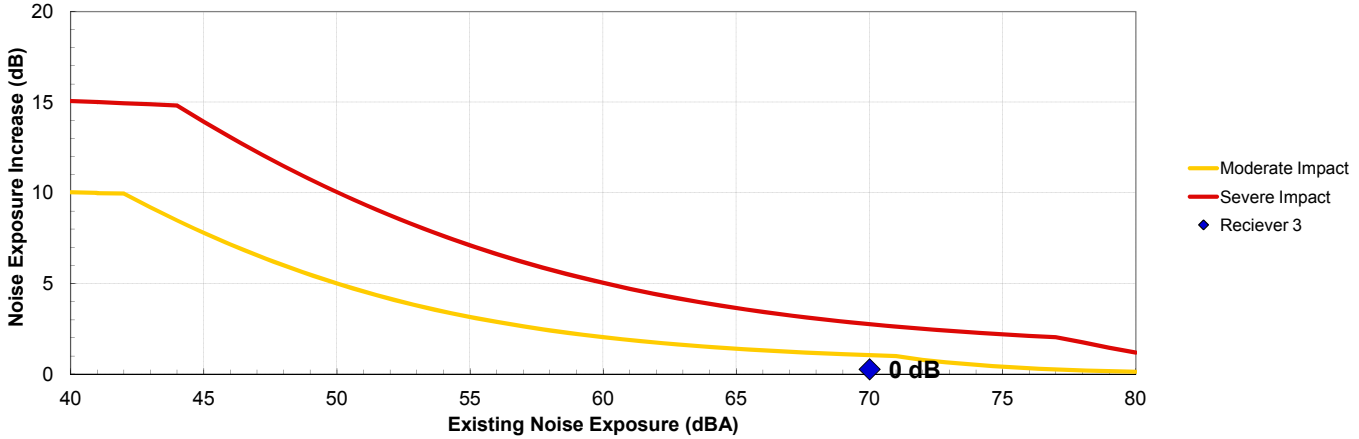
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	240 ft	54.8 dBA	70 dBA
2	Crossing Signals	1350 ft	30.5 dBA	70 dBA
3	Bus Transit Center	1000 ft	38.2 dBA	70 dBA
4	Buses (hybrid)	80 ft	55.3 dBA	70 dBA
5	--	ft		70 dBA
6	--	ft		70 dBA
	Combined Sources		**58 dBA**	**70 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	None
64 dBA	69 dBA	
64 dBA	69 dBA	
64 dBA	**69 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	60
D2	100
Average	80

Metro Busline 111 Daytime/Nightime Trips	
Daytime	**Trips**
One Way Per Hour	4
Two Way Per Hour	8
Nighttime	**Trips**
One Way Per Hour	2
Two Way Per Hour	4

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 4 (Travelodge Hotel)**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**71 dBA**

Noise Source Parameters	
Number of Noise Sources:	**4**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	24

Nighttime hrs	Avg. Number of Transit Vehicles/train	4
	Speed (mph)	20
	Avg. Number of Events/hr	6
Distance	Distance from Source to Receiver (ft)	123
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	Yes

Noise Source Parameters		Source 2
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	Signal Duration/hr (seconds)	400
Nighttime hrs	Signal Duration/hr (seconds)	120
Distance	Distance from Source to Receiver (ft)	1900
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 3
	Source Type:	Stationary Source
	Specific Source:	Bus Transit Center
Daytime hrs	Avg. Number of Buses/hr	58
Nighttime hrs	Avg. Number of Buses/hr	24
Distance	Distance from Source to Receiver (ft)	500
	Number of Intervening Rows of Buildings	1
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 4
	Source Type:	Highway/Transit
	Specific Source:	Buses (hybrid)
Daytime hrs		
	Speed (mph)	20
	Avg. Number of Events/hr	8
Nighttime hrs		
	Speed (mph)	20
	Avg. Number of Events/hr	4
Distance	Distance from Source to Receiver (ft)	31
	Number of Intervening Rows of Buildings	
Adjustments	Noise Barrier?	No

Project Results Summary

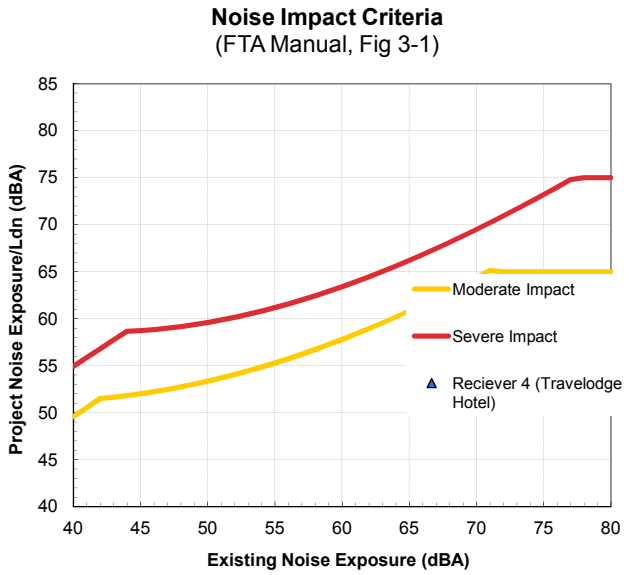
Existing Ldn:	71 dBA
Total Project Ldn:	60 dBA
Total Noise Exposure:	71 dBA
Increase:	0 dB
Impact?:	None

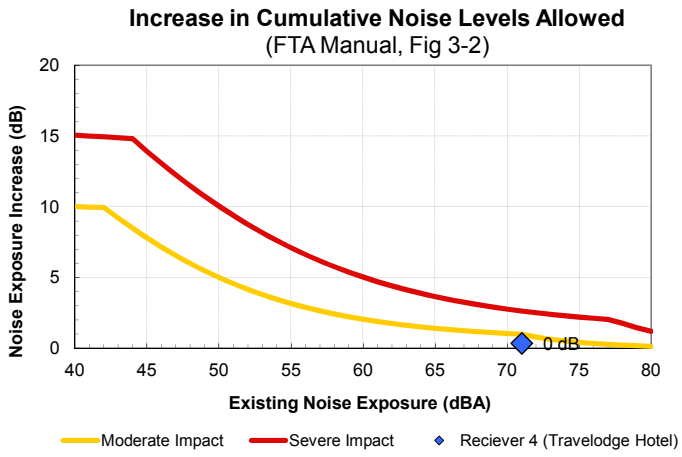
Distance to Impact Contours

Dist to Mod. Impact Contour:	---
Dist to Sev. Impact Contour:	---

Source 1 Results

Leq(day):	56.4 dBA
Leq(night):	50.4 dBA
Ldn:	58.3 dBA





Source 2 Results

Leq(day):	24.4 dBA
Leq(night):	19.1 dBA
Ldn:	26.8 dBA
Incremental Ldn (Src 1-2):	58.3 dBA

Source 3 Results

Leq(day):	45.0 dBA
Leq(night):	36.7 dBA
Ldn:	45.7 dBA
Incremental Ldn (Src 1-3):	58.6 dBA

Source 4 Results

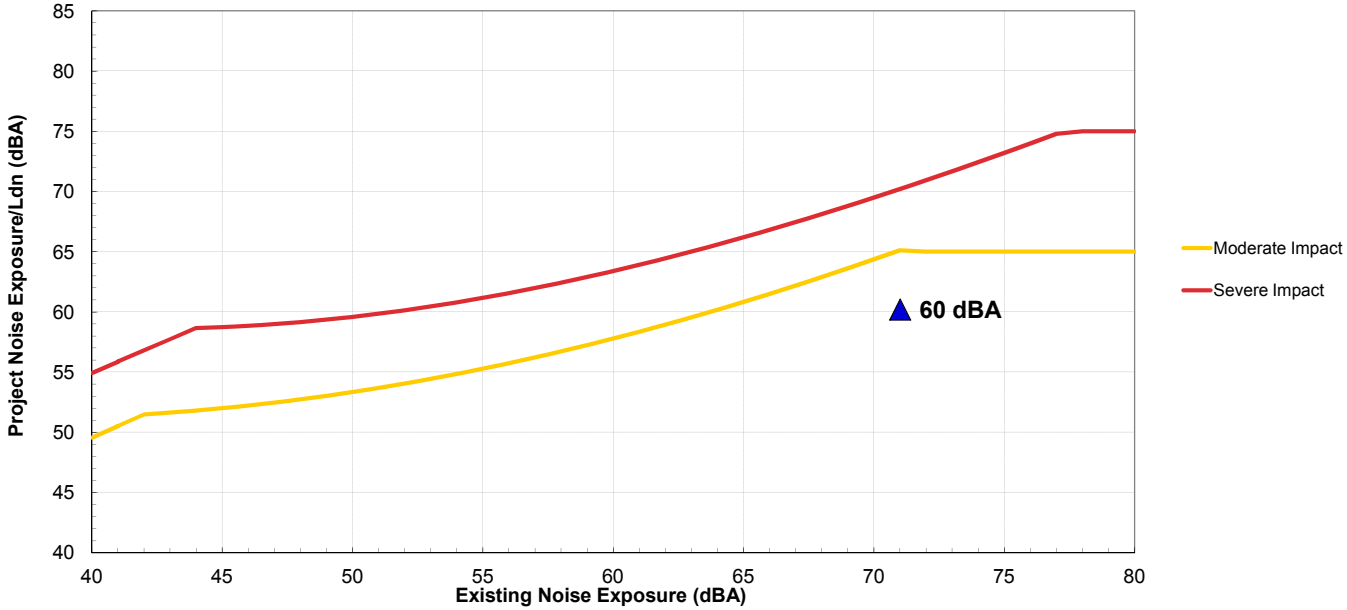
Leq(day):	51.2 dBA
Leq(night):	48.2 dBA
Ldn:	55.2 dBA
Incremental Ldn (Src 1-4):	60.2 dBA

Project: Airport Metro Connector
Receiver: Reciever 4 (Travelodge Hotel)

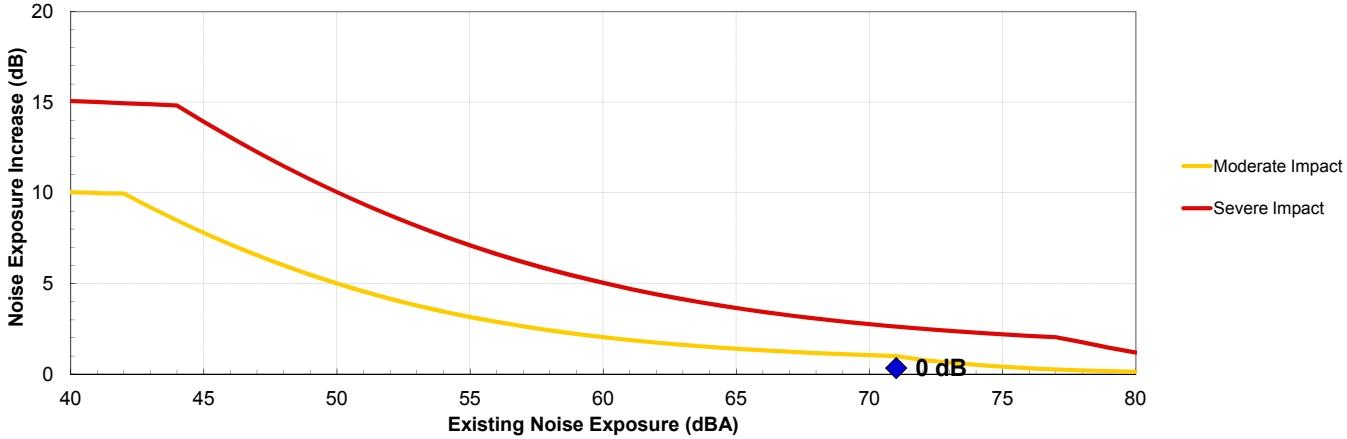
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	123 ft	58.3 dBA	71 dBA
2	Crossing Signals	1900 ft	26.8 dBA	71 dBA
3	Bus Transit Center	500 ft	45.7 dBA	71 dBA
4	Buses (hybrid)	31 ft	55.2 dBA	71 dBA
5	--	ft		71 dBA
6	--	ft		71 dBA
	Combined Sources		**60 dBA**	**71 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	
65 dBA	70 dBA	
65 dBA	**70 dBA**	**None**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	7
D2	56
Average	31.5

Metro Busline 111 Daytime/Nightime Trips	
Daytime	**Trips**
One Way Per Hour	4
Two Way Per Hour	8
Nighttime	**Trips**
One Way Per Hour	2
Two Way Per Hour	4

Cumulative Build

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Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 4 (Travelodge Hotel)**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**71 dBA**

Noise Source Parameters	
Number of Noise Sources:	**6**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	24

Nighttime hrs	Avg. Number of Transit Vehicles/train	4
	Speed (mph)	20
	Avg. Number of Events/hr	6
Distance	Distance from Source to Receiver (ft)	123
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	Yes

Noise Source Parameters		Source 2
	Source Type:	Stationary Source
	Specific Source:	Bus Transit Center
Daytime hrs	Avg. Number of Buses/hr	58
Nighttime hrs	Avg. Number of Buses/hr	24
Distance	Distance from Source to Receiver (ft)	1280
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 3
	Source Type:	Highway/Transit
	Specific Source:	Buses (hybrid)
Daytime hrs		
	Speed	20
	Avg. Number of Events/hr	49
Nighttime hrs		
	Speed	20
	Avg. Number of Events/hr	20
Distance	Distance from Source to Receiver (ft)	31
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 4
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Daytime hrs	Signal Duration/hr (seconds)	400
Nighttime hrs	Signal Duration/hr (seconds)	120
Distance	Distance from Source to Receiver (ft)	1900
	Number of Intervening Rows of Buildings	1
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 5
	Source Type:	Fixed Guideway
	Specific Source:	Automated Guideway Transit /Steel Wheel
Daytime hrs	Avg. Number of vehicles/train	5
	Speed (mph)	20
	Avg. Number of Events/hr	30
Nighttime hrs	Avg. Number of vehicles/train	5
	Speed (mph)	20
	Avg. Number of Events/hr	9
Distance	Distance from Source to Receiver (ft)	820
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 6
	Source Type:	Highway/Transit
	Specific Source:	Automobiles and Vans
Daytime hrs		
	Speed	40
	Avg. Number of Events/hr	399
Nighttime hrs		
	Speed	40
	Avg. Number of Events/hr	163
Distance	Distance from Source to Receiver (ft)	31
	Number of Intervening Rows of Buildings	
Adjustments	Noise Barrier?	No

Project Results Summary

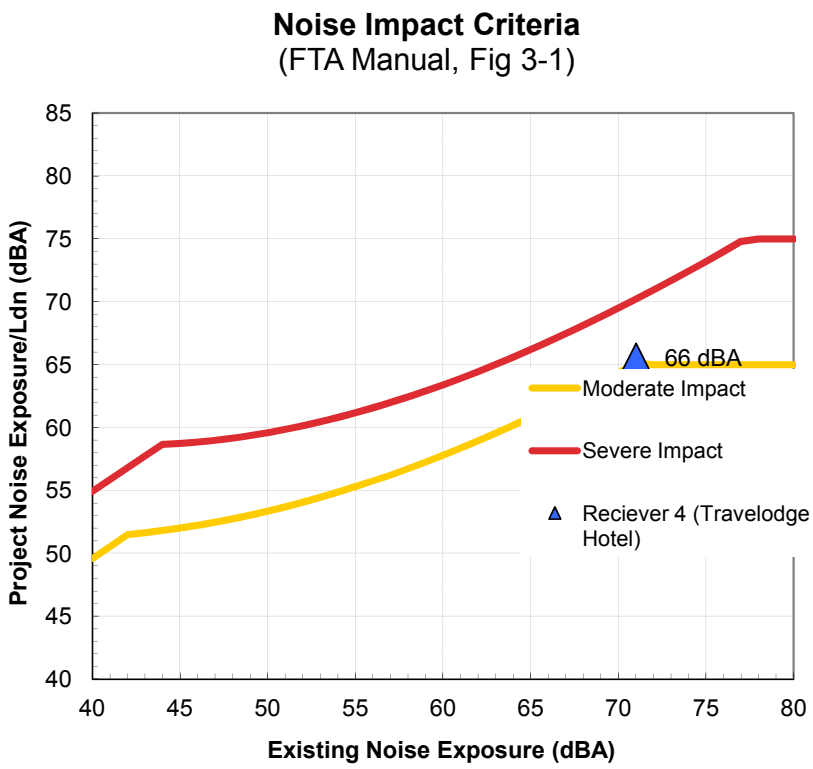
Existing Ldn:	71 dBA
Total Project Ldn:	66 dBA
Total Noise Exposure:	72 dBA
Increase:	1 dB
Impact?:	**Moderate**

Distance to Impact Contours

Dist to Mod. Impact Contour:	---
Dist to Sev. Impact Contour:	---

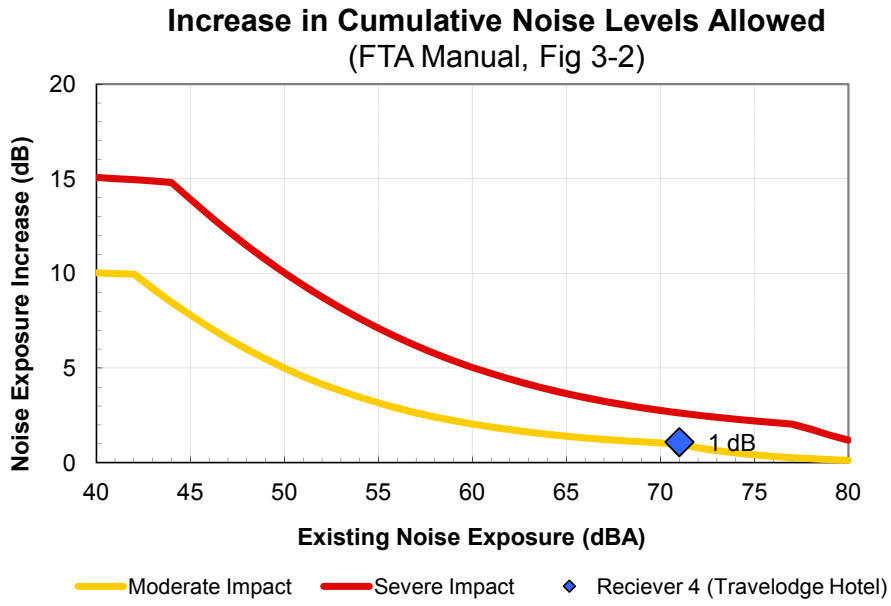
Source 1 Results

Leq(day):	56.4 dBA
Leq(night):	50.4 dBA
Ldn:	58.3 dBA



Source 2 Results

Leq(day):	34.8 dBA
Leq(night):	31.0 dBA
Ldn:	38.2 dBA
Incremental Ldn (Src 1-2):	58.4 dBA



Source 3 Results

Leq(day):	59.1 dBA
Leq(night):	55.2 dBA
Ldn:	62.4 dBA
Incremental Ldn (Src 1-3):	63.8 dBA

Source 4 Results

Leq(day):	24.4 dBA
Leq(night):	14.6 dBA
Ldn:	24.5 dBA
Incremental Ldn (Src 1-4):	63.8 dBA

Source 5 Results

Leq(day):	38.0 dBA
Leq(night):	32.8 dBA
Ldn:	40.4 dBA
Incremental Ldn (Src 1-5):	63.9 dBA

Source 6 Results

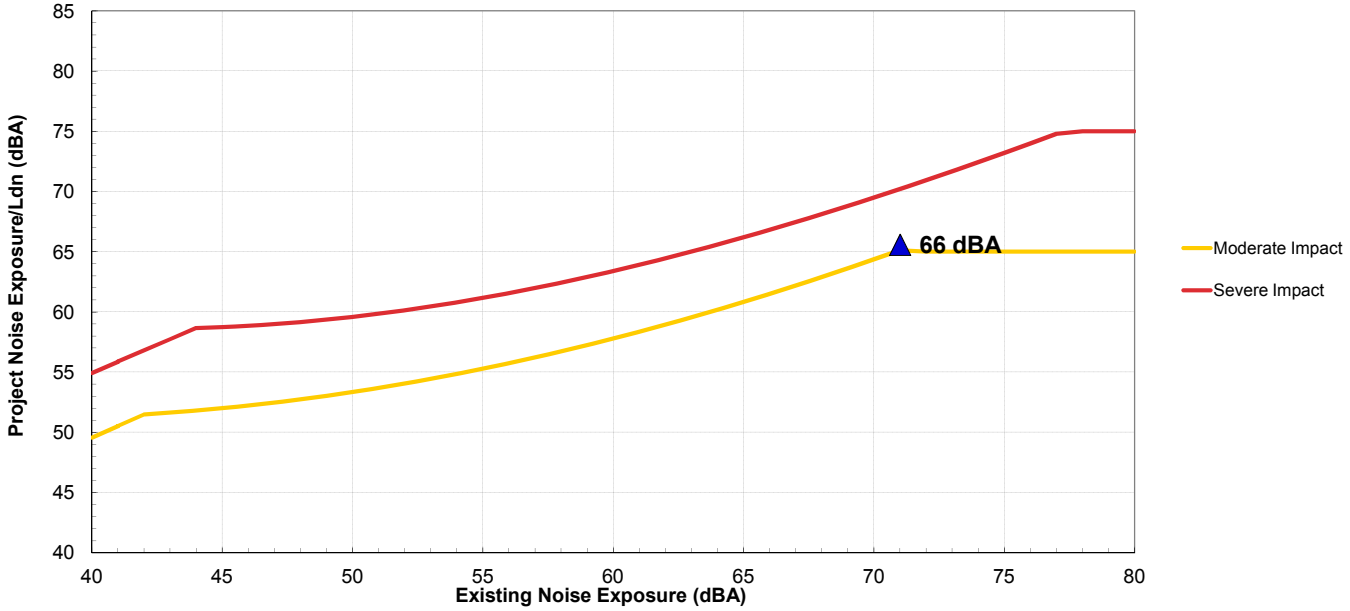
Leq(day):	64.6 dBA
Leq(night):	60.7 dBA
Ldn:	68.0 dBA
Incremental Ldn (Src 1-6):	69.4 dBA

Project: Airport Metro Connector
Receiver: Reciever 4 (Travelodge Hotel)

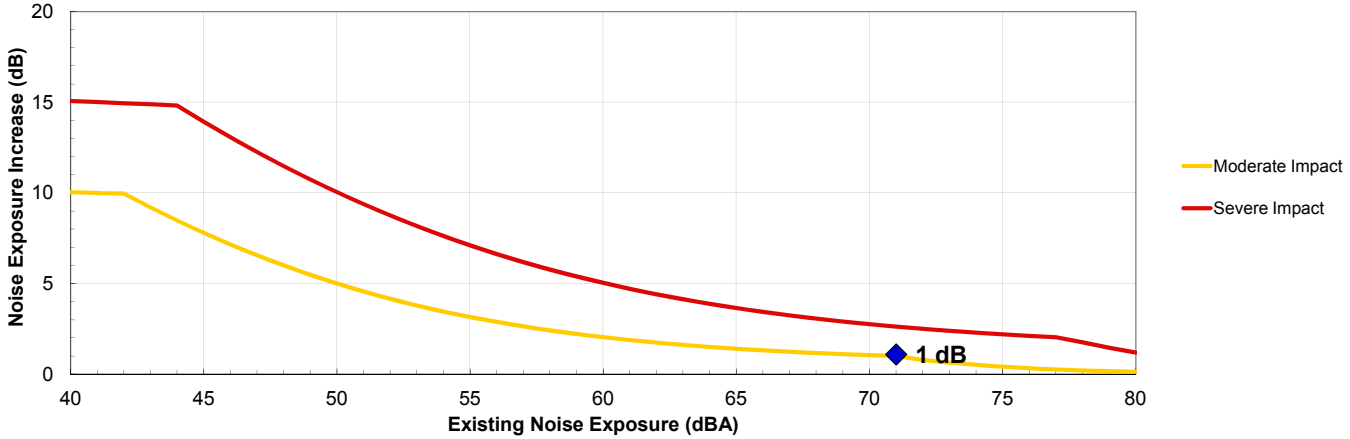
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	123 ft	58.3 dBA	71 dBA
2	Bus Transit Center	1280 ft	38.2 dBA	71 dBA
3	Buses (hybrid)	31 ft	62.4 dBA	71 dBA
4	Crossing Signals	1900 ft	24.5 dBA	71 dBA
5	Automated Guideway Transi	820 ft	40.4 dBA	71 dBA
6	Automobiles and Vans	31 ft	68.0 dBA	71 dBA
	Combined Sources		**66 dBA**	**71 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	Moderate Impact
65 dBA	**70 dBA**	**Moderate Impact**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	7
D2	56
Average	31.5

Daytime Bus Ratio	0.71
Nightime Bus Ratio	0.29

Bus Trips From North (15% of total)

Total Trips	From North
58	8.7
24	3.6

Bus Trips From South

Total Trips	From South
58	49
24	20

Cumulative Mobile Trips Calculation

Am North	1406
Am South	1111
Average AM	**1258.5**
Pm North	1403
Pm South	1406
Average PM	**1404.5**
Average	1332
Daytime	**945**
Nightime	**386**

Existing Mobile Trips Calculation	
Am North	856
Am South	631
Average Am	**743.5**
Pm North	732
Pm South	858
Average Pm	**795**
Average	769
Daytime	**546**
Nightime	**223**

Cumulative vs Existing Mobile Trips	
Daytime (Cumulative - existing)	399
Nightime (Cumulative - existing	163

Cumulative No Build

Federal Transit Administration
Noise Impact Assessment Spreadsheet
Copyright 2007 HMMH Inc.
version: 7/3/2007

Project:	**Airport Metro Connector**

Receiver Parameters	
Receiver:	**Reciever 4 (Travelodge Hotel)**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**71 dBA**

Noise Source Parameters	
Number of Noise Sources:	**6**

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Transit Vehicle
Daytime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	24

Nighttime hrs	**Avg. Number of Transit Vehicles/train**	4
	Speed (mph)	20
	Avg. Number of Events/hr	6
Distance	**Distance from Source to Receiver (ft)**	123
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	Yes

Noise Source Parameters		**Source 2**
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	**Avg. Number of Autos/hr**	270
Nighttime hrs	**Avg. Number of Autos/hr**	110
Distance	**Distance from Source to Receiver (ft)**	260
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No

Noise Source Parameters		Source 3
	Source Type:	Highway/Transit
	Specific Source:	Buses (hybrid)
Daytime hrs		
	Speed	20
	Avg. Number of Events/hr	8
Nighttime hrs		
	Speed	20
	Avg. Number of Events/hr	4
Distance	Distance from Source to Receiver (ft)	31
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 4
	Source Type:	Highway/Transit
	Specific Source:	Automobiles and Vans
Daytime hrs		
	Speed (mph)	40
	Avg. Number of Events/hr	390
Nighttime hrs		
	Speed (mph)	20
	Avg. Number of Events/hr	159
Distance	Distance from Source to Receiver (ft)	31
	Number of Intervening Rows of Buildings	
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 5
	Source Type:	Highway/Transit
	Specific Source:	Automobiles and Vans
Daytime hrs		
	Speed (mph)	40
	Avg. Number of Events/hr	270
Nighttime hrs		
	Speed (mph)	40
	Avg. Number of Events/hr	110
Distance	Distance from Source to Receiver (ft)	170
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 6
	Source Type:	Fixed Guideway
	Specific Source:	Automated Guideway Transit /Steel Wheel
Daytime hrs	Avg. Number of vehicles/train	5
	Speed	20
	Avg. Number of Events/hr	30
Nighttime hrs	Avg. Number of vehicles/train	5
	Speed	20
	Avg. Number of Events/hr	9
Distance	Distance from Source to Receiver (ft)	820
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

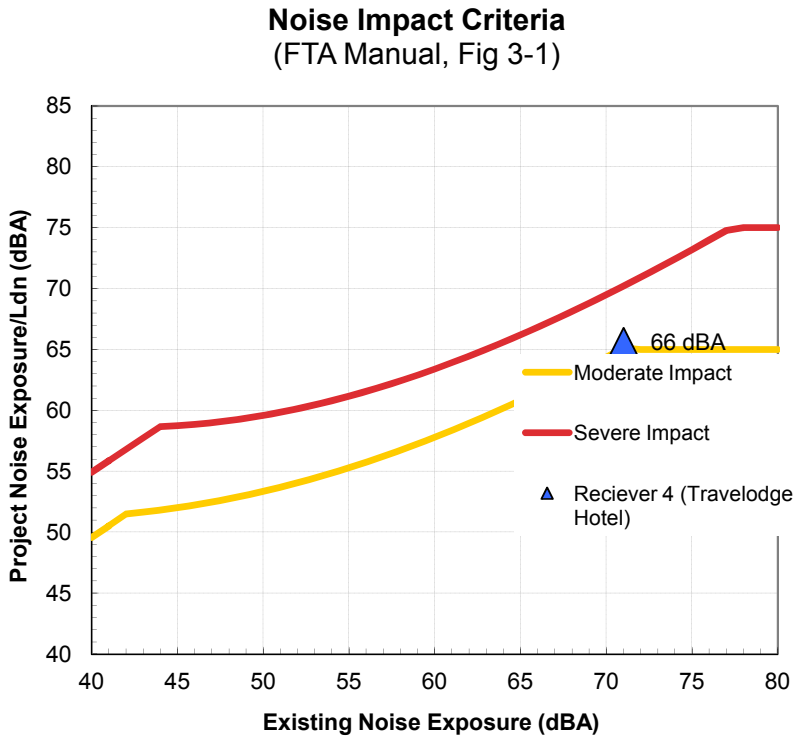
Existing Ldn:	71 dBA
Total Project Ldn:	66 dBA
Total Noise Exposure:	72 dBA
Increase:	1 dB
Impact?:	**Moderate**

Distance to Impact Contours

Dist to Mod. Impact Contour:	---
Dist to Sev. Impact Contour:	---

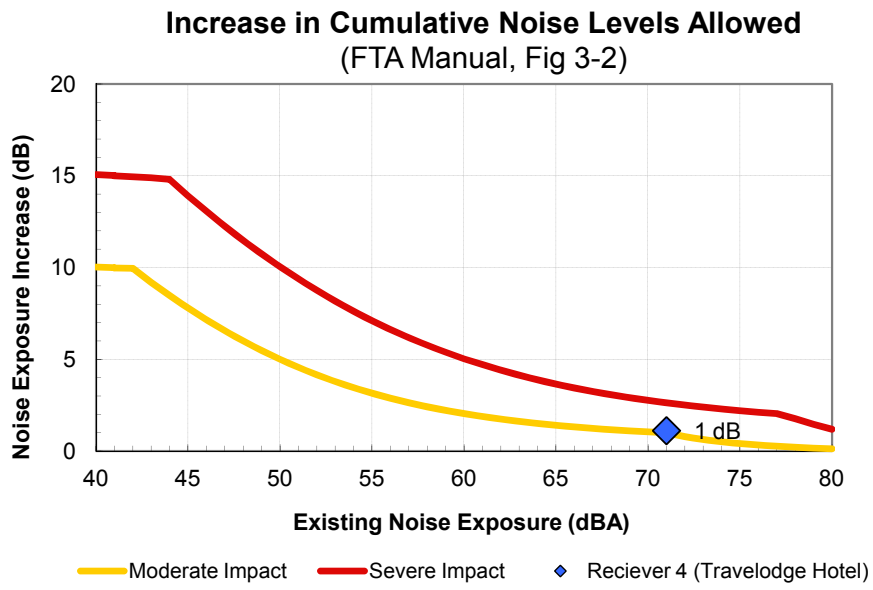
Source 1 Results

Leq(day):	56.4 dBA
Leq(night):	50.4 dBA
Ldn:	58.3 dBA



Source 2 Results

Leq(day):	41.8 dBA
Leq(night):	37.9 dBA
Ldn:	45.1 dBA
Incremental Ldn (Src 1-2):	58.5 dBA



Source 3 Results

Leq(day):	51.2 dBA
Leq(night):	48.2 dBA
Ldn:	55.2 dBA
Incremental Ldn (Src 1-3):	60.2 dBA

Source 4 Results

Leq(day):	64.5 dBA
Leq(night):	51.6 dBA
Ldn:	63.6 dBA
Incremental Ldn (Src 1-4):	65.3 dBA

Source 5 Results

Leq(day):	51.8 dBA
Leq(night):	47.9 dBA
Ldn:	55.2 dBA
Incremental Ldn (Src 1-5):	65.7 dBA

Source 6 Results

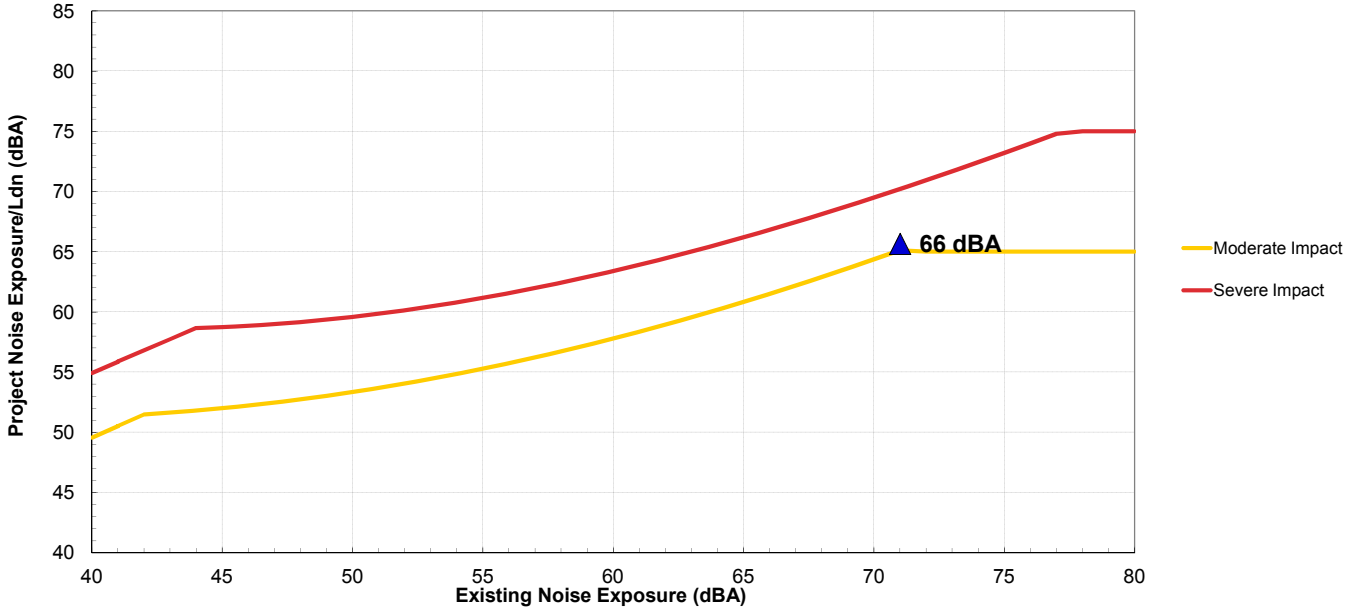
Leq(day):	38.0 dBA
Leq(night):	32.8 dBA
Ldn:	40.4 dBA
Incremental Ldn (Src 1-6):	65.7 dBA

Project: Airport Metro Connector
Receiver: Reciever 4 (Travelodge Hotel)

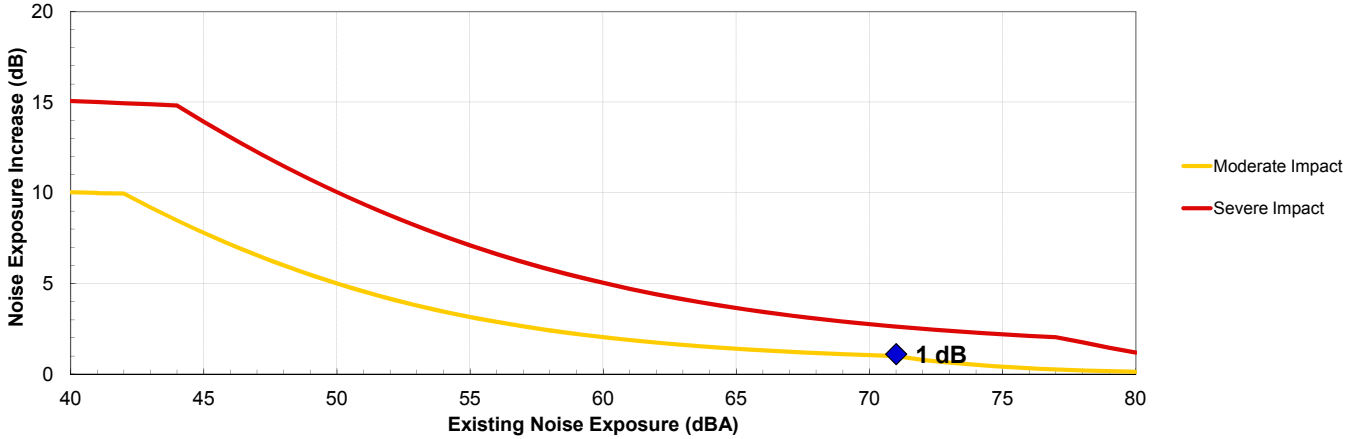
	Source	Distance	Project Ldn	Existing Ldn
1	Rail Transit Vehicle	123 ft	58.3 dBA	71 dBA
2	Parking Garage	260 ft	45.1 dBA	71 dBA
3	Buses (hybrid)	31 ft	55.2 dBA	71 dBA
4	Automobiles and Vans	31 ft	63.6 dBA	71 dBA
5	Automobiles and Vans	170 ft	55.2 dBA	71 dBA
6	Automated Guideway Transi	820 ft	40.4 dBA	71 dBA
	Combined Sources		**66 dBA**	**71 dBA**

Noise Criteria		
Mod. Impact	**Sev. Impact**	**Impact?**
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	70 dBA	None
65 dBA	**70 dBA**	**Moderate Impact**

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Warning Signal Duration	
Daytime	
Bell Duration (sec)	20
Trains/hr	20
Total Bell Time (sec)	400
Nighttime	
Bell Duration (sec)	20
Trains/hr	6
Total Bell Time (sec)	120

	Time (Min)
Train Headway	5

source: Crenshaw Final EIR/EIS Appendix H Technical Analyses Part 1, Warning Signal Noise

Mobile Source Average Distance	
D1	7
D2	56
Average	31.5

Metro Busline 111 Daytime/Nightime Trips	
Daytime	**Trips**
One Way Per Hour	4
Two Way Per Hour	8
Nighttime	**Trips**
One Way Per Hour	2
Two Way Per Hour	4

98th St Cumulative Mobile Trips Calculation	
Am West	570
Am East	635
Average AM	**602.5**
Pm West	637
Pm East	759
Average PM	**698**
Average	650
Daytime	**462**
Nightime	**189**

Aviation Blvd Cumulative Mobile Trips Calculation	
Am North	1396
Am South	1096
Average AM	1246
Pm North	1392
Pm South	1391
Average PM	1391.5
Average	1318.75
Daytime	936.3125
Nightime	382.4375

Existing Mobile Trips Calculation

Am West	151
Am East	299
Average Am	**225**
Pm West	308
Pm East	320
Average Pm	**314**
Average	270
Daytime	**191**
Nightime	**78**

Cumulative vs Existing Mobile Trips

Daytime (Cumulative - existing)	270
Nightime (Cumulative - existing	110

Existing Mobile Trips Calculation

Am North	856
Am South	631
Average Am	**743.5**
Pm North	732
Pm South	858
Average Pm	**795**
Average	769
Daytime	**546**
Nightime	**223**

Cumulative vs Existing Mobile Trips

Daytime (Cumulative - existing)	390
Nightime (Cumulative - existing	159

LAMP + Cumulative Build Noise

Adding Noise Sources

Summation Formula

Ns=10 x LOG10((10^(N1/10))+(10^(N2/10))+(10^(N3/10))+(10^(n4/10)))

where;

Ns=	summation of noise levels			
N1=	noise level 1=	66	dBA	Project + APM and Aviation Blvd Increased Moble Traffic
N2=	noise level 2=	45.1	dBA	ETIF Parking Garage
N3=	noise level 3=	55.2	dBA	98th Street Mobile Traffic Noise
N4=	noise level 4=	0	dBA	
	Ns=	**66.4**	dBA	

Source: "*Technical Noise Supplement*". CalTrans, 2009.

APPENDIX E
Transportation and Traffic Data

			K-ICU EXISTING (2015)				K-ICU EXISTING WITH PROJECT (2015)				K-ICU			
			AM		PM		AM		PM		AM		PM	
Int #	Intersection		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Delta	Impact?	Delta	Impact?
1	Sepulveda Bl & Manchester Av	Caltrans/City of LA	0.699	B	0.779	C	0.700	B	0.780	C	0.001	NO	0.001	NO
4	Lincoln Bl & Sepulveda Bl	Caltrans/City of LA	0.657	B	0.675	B	0.657	B	0.675	B	0.000	NO	0.000	NO
5	Sepulveda Bl & Century Bl	Caltrans/City of LA	0.802	D	0.757	C	0.801	D	0.757	C	-0.001	NO	0.000	NO
6	Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)	Caltrans/City of LA	0.764	C	1.355	F	0.764	C	1.355	F	0.000	NO	0.000	NO
7	Sepulveda Bl & Imperial Hwy	Caltrans/El Segundo/City of LA	0.718	C	0.807	D	0.718	C	0.807	D	0.000	NO	0.000	NO
9	La Tijera Bl & Manchester Av	Caltrans/City of LA	0.542	A	0.537	A	0.541	A	0.538	A	-0.001	NO	0.001	NO
12	Airport Bl & Manchester Av	Caltrans/City of LA	0.579	A	0.646	B	0.580	A	0.647	B	0.001	NO	0.001	NO
17	Nash St/I-105 WB Ramps & Imperial Hwy	Caltrans/El Segundo/City of LA	0.534	A	0.354	A	0.534	A	0.353	A	0.000	NO	-0.001	NO
18	Douglas St & Imperial Hwy	El Segundo/City of LA	0.464	A	0.567	A	0.465	A	0.568	A	0.001	NO	0.001	NO
20	Aviation Bl & Arbor Vitae St	Inglewood/City of LA	0.775	C	0.704	C	0.776	C	0.711	C	0.001	NO	0.007	NO

			K-ICU FUTURE WITHOUT PROJECT (2035)				K-ICU FUTURE WITH PROJECT (2035)				K-ICU			
			AM		PM		AM		PM		AM		PM	
Int #	Intersection		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Delta	Impact?	Delta	Impact?
1	Sepulveda Bl & Manchester Av	Caltrans/City of LA	0.820	D	0.909	E	0.820	D	0.911	E	0.000	NO	0.002	NO
4	Lincoln Bl & Sepulveda Bl	Caltrans/City of LA	0.769	C	0.788	C	0.769	C	0.788	C	0.000	NO	0.000	NO
5	Sepulveda Bl & Century Bl	Caltrans/City of LA	0.937	E	0.883	D	0.938	E	0.884	D	0.001	NO	0.001	NO
6	Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)	Caltrans/City of LA	0.893	D	1.582	F	0.894	D	1.583	F	0.001	NO	0.001	NO
7	Sepulveda Bl & Imperial Hwy	Caltrans/El Segundo/City of LA	0.840	D	0.943	E	0.840	D	0.943	E	0.000	NO	0.000	NO
9	La Tijera Bl & Manchester Av	Caltrans/City of LA	0.634	B	0.629	B	0.634	B	0.629	B	0.000	NO	0.000	NO
12	Airport Bl & Manchester Av	Caltrans/City of LA	0.675	B	0.755	C	0.676	B	0.757	C	0.001	NO	0.002	NO
17	Nash St/I-105 WB Ramps & Imperial Hwy	Caltrans/El Segundo/City of LA	0.624	B	0.412	A	0.624	B	0.413	A	0.000	NO	0.001	NO
18	Douglas St & Imperial Hwy	El Segundo/City of LA	0.543	A	0.663	B	0.543	A	0.663	B	0.000	NO	0.000	NO
20	Aviation Bl & Arbor Vitae St	Inglewood/City of LA	0.906	E	0.826	D	0.907	E	0.830	D	0.001	NO	0.004	NO

			K-ICU CUMULATIVE WITHOUT PROJECT (2035)				K-ICU CUMULATIVE WITH PROJECT (2035)				K-ICU			
			AM		PM		AM		PM		AM		PM	
Int #	Intersection		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Delta	Impact?	Delta	Impact?
1	Sepulveda Bl & Manchester Av	Caltrans/City of LA	0.818	D	0.894	D	0.818	D	0.895	D	0.000	NO	0.001	NO
4	Lincoln Bl & Sepulveda Bl	Caltrans/City of LA	0.786	C	0.796	C	0.786	C	0.795	C	0.000	NO	-0.001	NO
5	Sepulveda Bl & Century Bl	Caltrans/City of LA	1.022	F	0.962	E	1.023	F	0.963	E	0.001	NO	0.001	NO
6	Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)	Caltrans/City of LA	0.874	D	1.521	F	0.874	D	1.522	F	0.000	NO	0.001	NO
7	Sepulveda Bl & Imperial Hwy	Caltrans/El Segundo/City of LA	0.823	D	0.894	D	0.823	D	0.895	D	0.000	NO	0.001	NO
9	La Tijera Bl & Manchester Av	Caltrans/City of LA	0.643	B	0.622	B	0.643	B	0.622	B	0.000	NO	0.000	NO
12	Airport Bl & Manchester Av	Caltrans/City of LA	0.708	C	0.704	C	0.708	C	0.705	C	0.000	NO	0.001	NO
17	Nash St/I-105 WB Ramps & Imperial Hwy	Caltrans/El Segundo/City of LA	0.614	B	0.370	A	0.614	B	0.371	A	0.000	NO	0.001	NO
18	Douglas St & Imperial Hwy	El Segundo/City of LA	0.496	A	0.669	B	0.497	A	0.670	B	0.001	NO	0.001	NO
20	Aviation Bl & Arbor Vitae St	Inglewood/City of LA	0.921	E	0.733	C	0.922	E	0.735	C	0.001	NO	0.002	NO

A-C D E F

FEHR PEERS

4/1/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Existing (2015)

FIGURE

FEHR PEERS

9/30/2016

Project Only Volumes and Lane Configurations - Existing and Future (2015 and 2035)

FIGURE

A-C D E F

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9/30/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Existing with Project (2015)

FIGURE

A-C D E F

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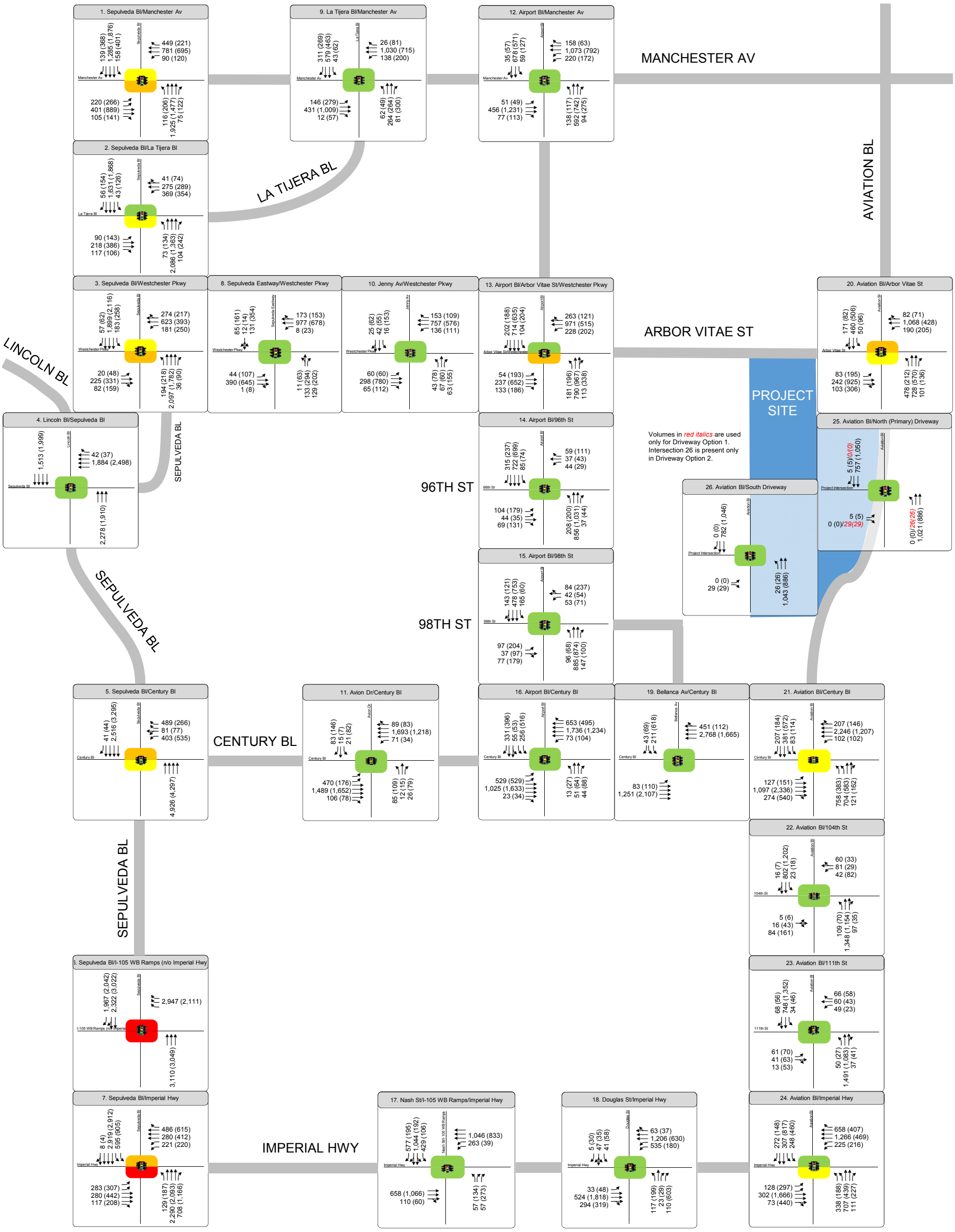
4/11/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Future without Project (2035)

FIGURE



A-C D E F

FEHR PEERS

9/30/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Future with Project (2035)

FIGURE

A-C D E F

FEHR PEERS

9/30/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Cumulative without Project (2035)

FIGURE

FEHR PEERS

9/30/2016

Project Only Volumes and Lane Configurations - Cumulative with Project (2035)

FIGURE

A-C D E F

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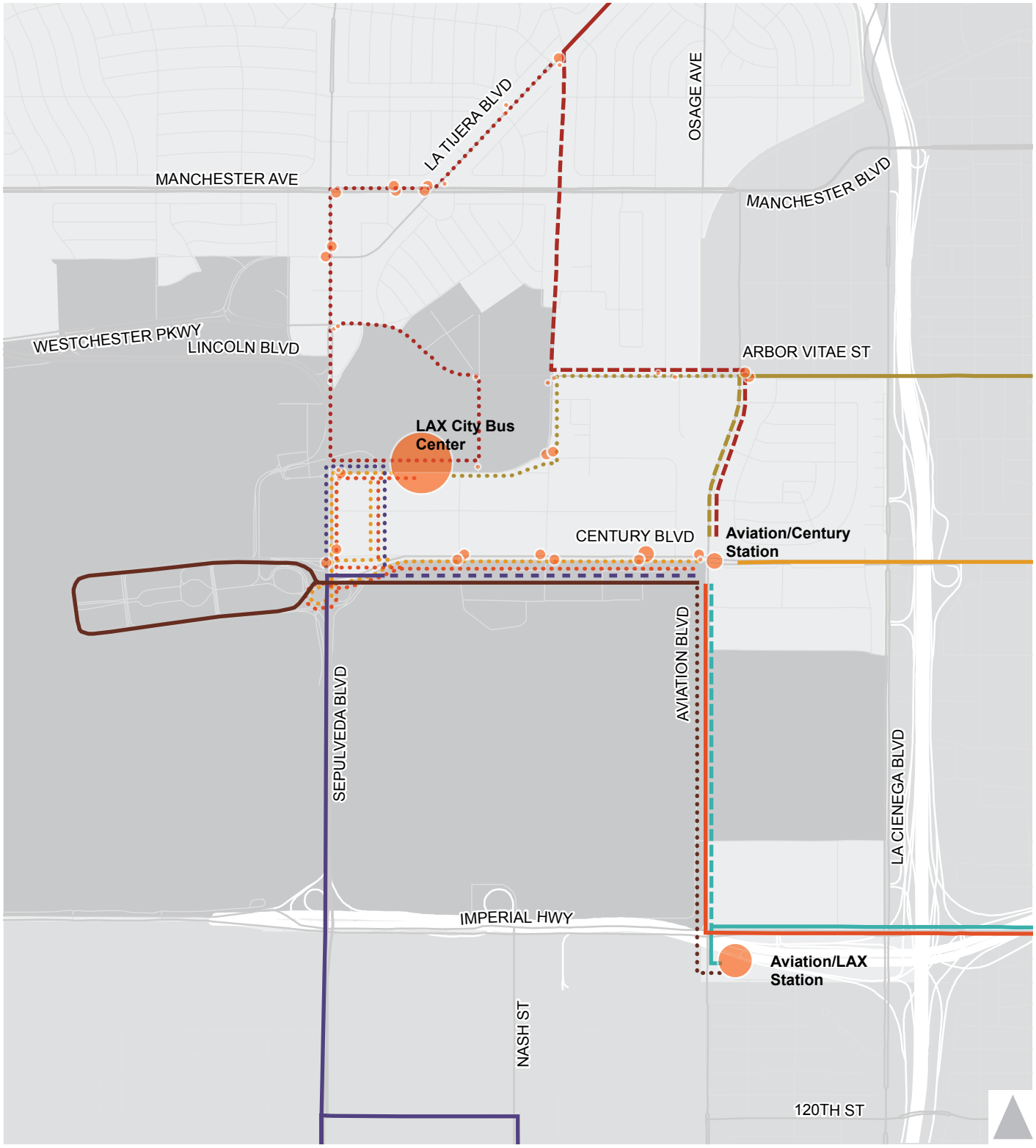
9/30/2016

Peak Hour Traffic Volumes and Lane Configurations - Level of Service - Cumulative with Project (2035) Conditions

FIGURE



40, New
40, No change
40, Discontinued

102, New
102, No change
102, Discontinued

111, New
111, No change
111, Discontinued

117, No change
117, Discontinued

120, New
120, No change

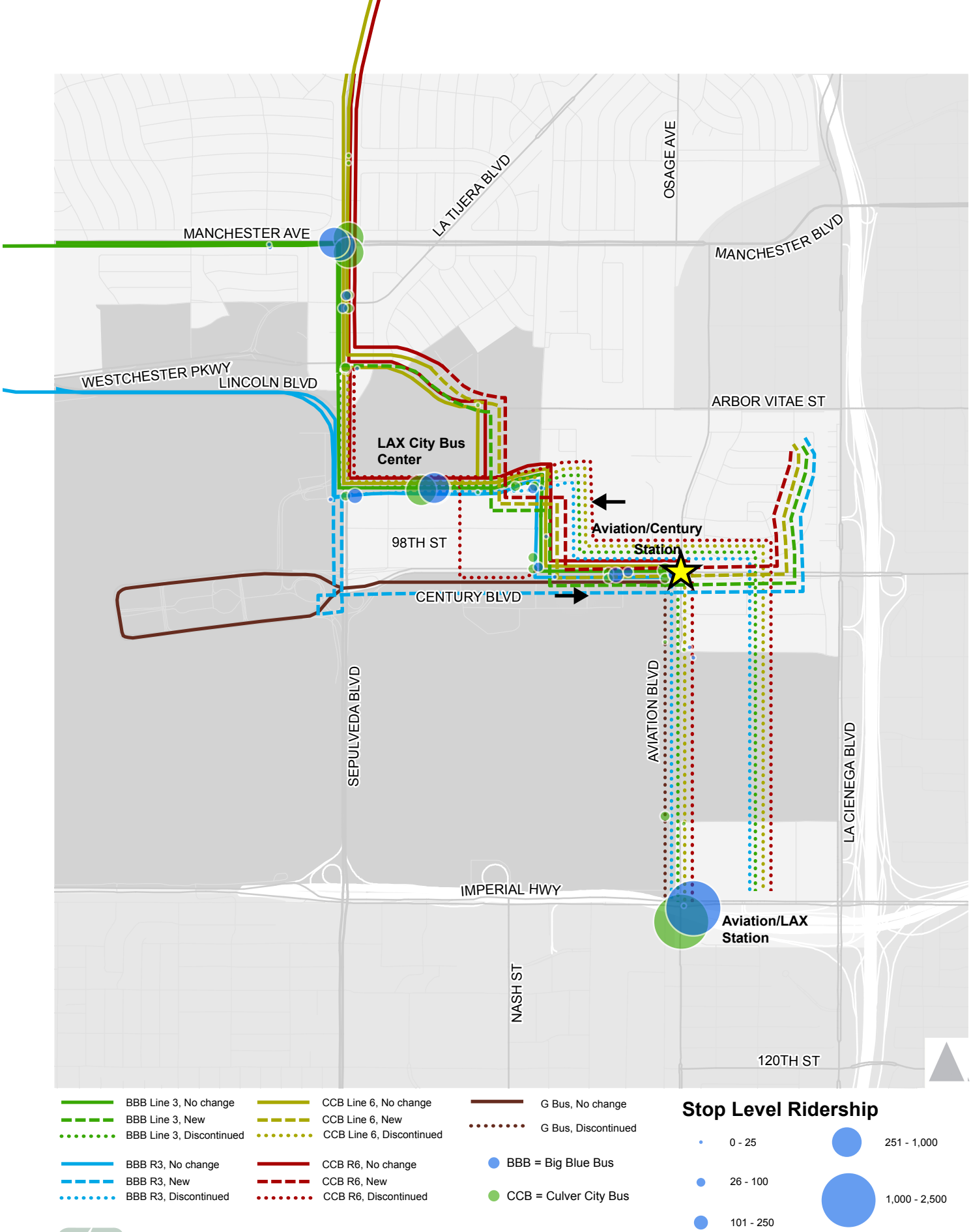
232, New
232, No change

G Bus, No change
G Bus, Discontinued

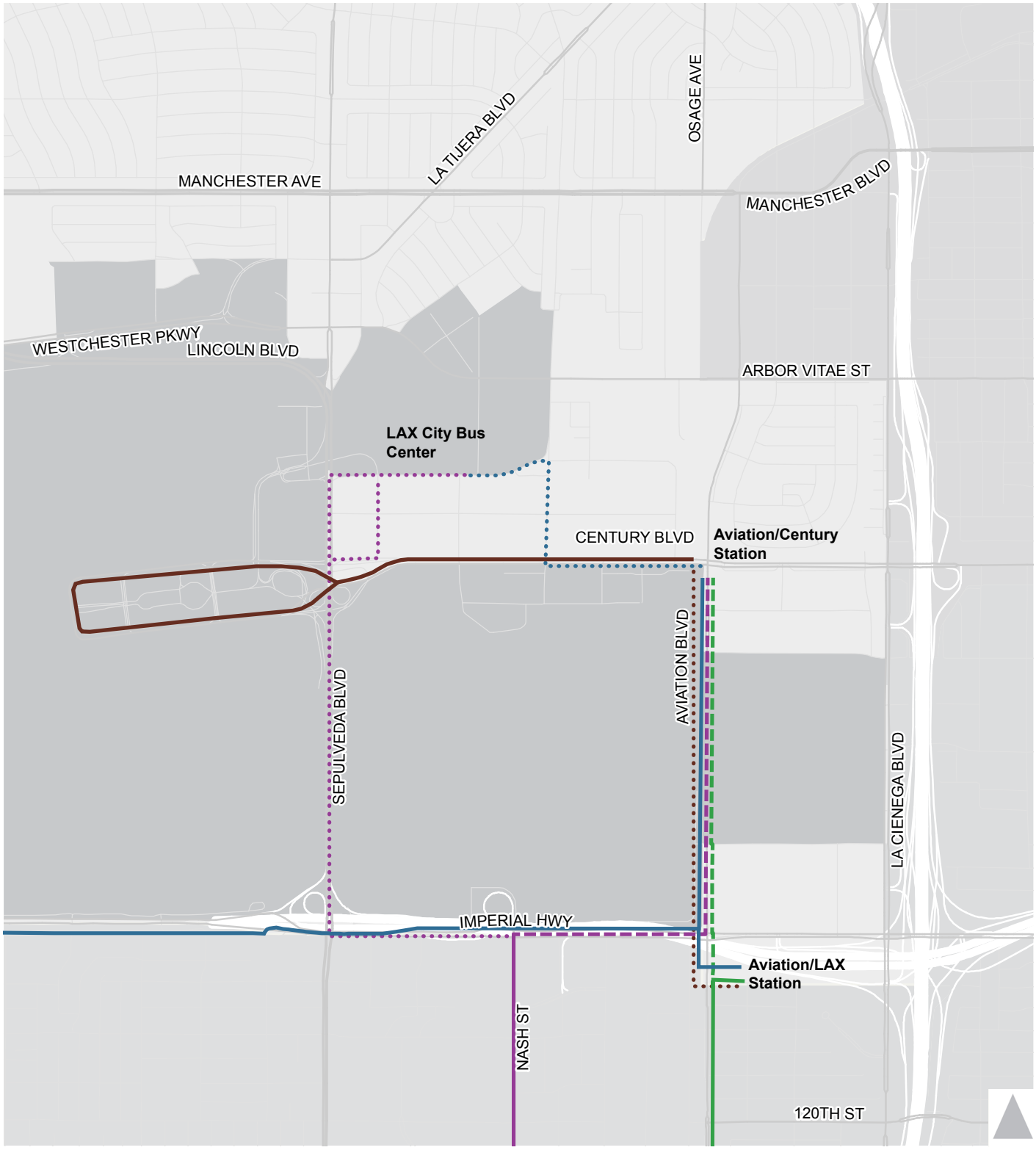
Stop Level Ridership

0 - 25
26 - 100
101 - 250
251 - 1,000
1,000 - 2,500

Metro Rerouting (Future without Project 2035)

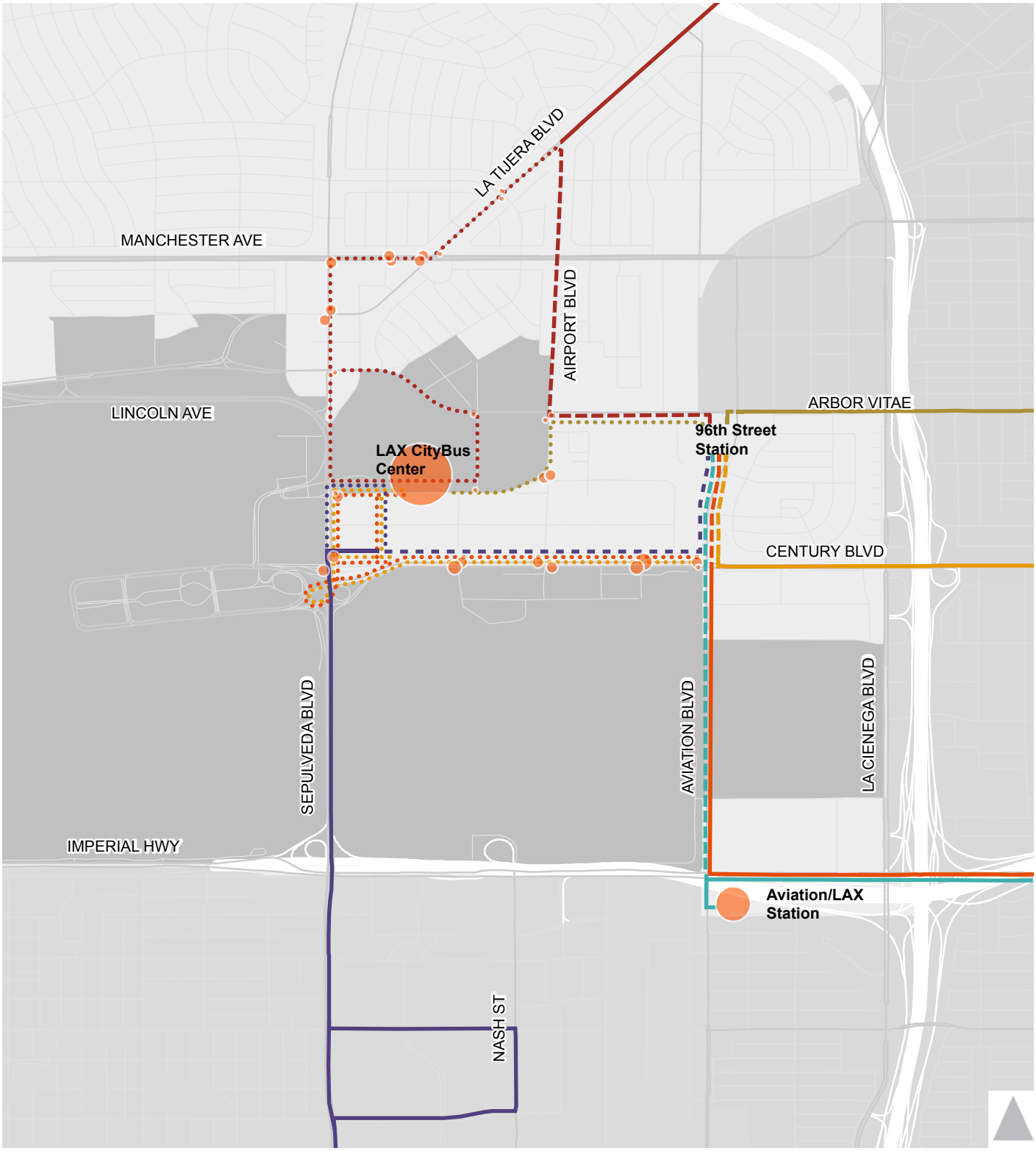


Big Blue Bus and Culver City Rerouting (Future without Project 2035)



Torrance Line 8, No change
Torrance Line 8, New
Torrance Line 8, Discontinued
Beach Cities Line 109, No change
Beach Cities Line 109, New
Beach Cities Line 109, Discontinued
Gardena Line 5, No change
Gardena Line 5, New
G Bus, No change
G Bus, Discontinued

Other Municipal Operators Rerouting (Future without Project 2035)



40, New
40, No change
40, Discontinued

102, New
102, No change
102, Discontinued

111, New
111, No change
111, Discontinued

117, New
117, No change
117, Discontinued

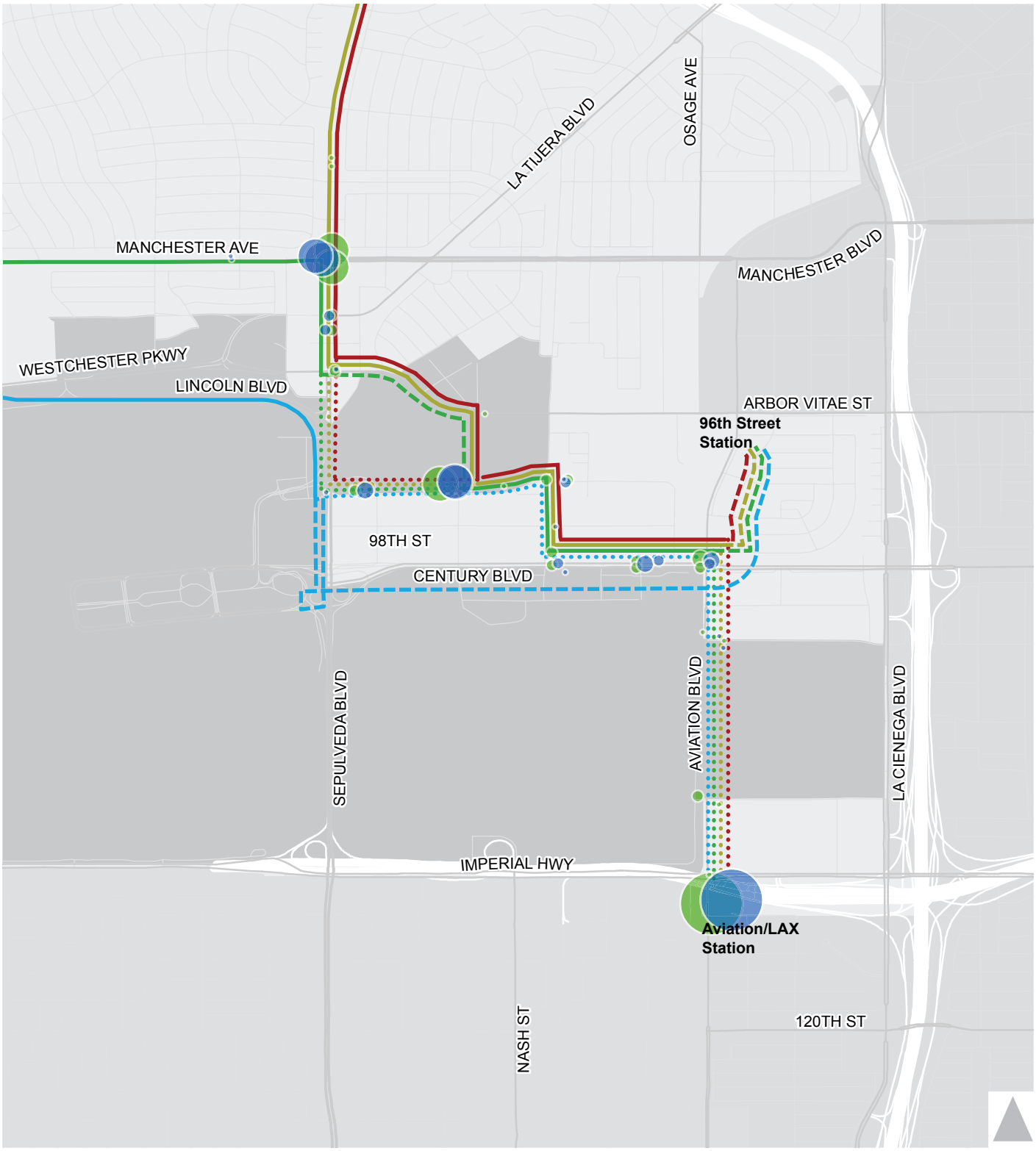
120, New
120, No change

232, New
232, No change

Stop Level Ridership

0 - 25
26 - 100
101 - 250
251 - 1,000
1,000 - 2,500

Metro Rerouting (Future/Cumulative with Project 2035)



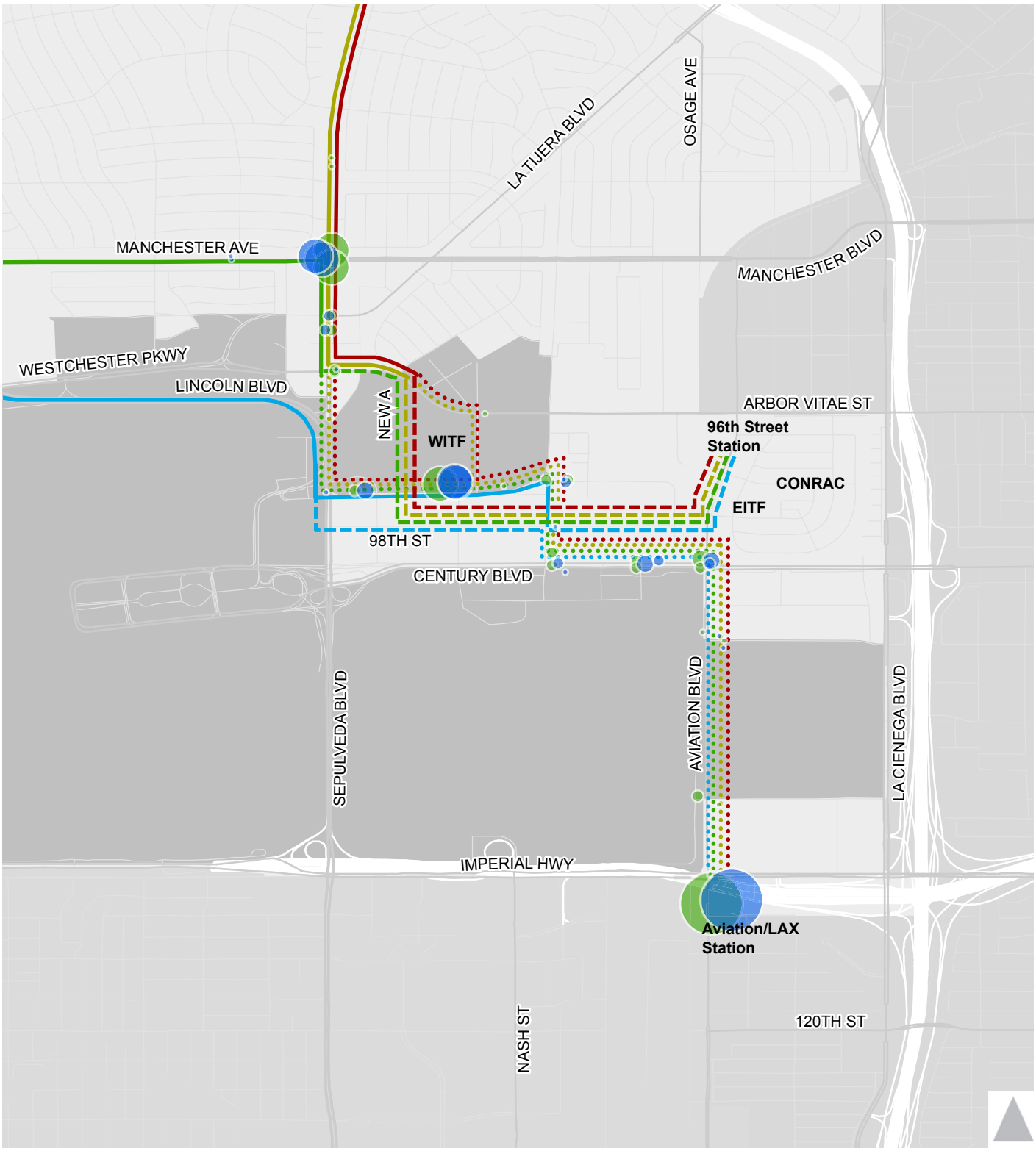
BBB Line 3, No change
BBB Line 3, New
BBB Line 3, Discontinued
CCB Line 6, No change
CCB Line 6, New
CCB Line 6, Discontinued
BBB R3, No change
BBB R3, New
BBB R3, Discontinued
CCB R6, No change
CCB R6, New
CCB R6, Discontinued

BBB = Big Blue Bus
CCB = Culver City Bus

Stop Level Ridership

0 - 25
26 - 100
101 - 250
251 - 1,000
1,000 - 2,500

Big Blue Bus and Culver City Rerouting (Future with Project 2035)



BBB Line 3, No change
BBB Line 3, New
BBB Line 3, Discontinued

CCB Line 6, No change
CCB Line 6, New
CCB Line 6, Discontinued

BBB R3, No change
BBB R3, New
BBB R3, Discontinued

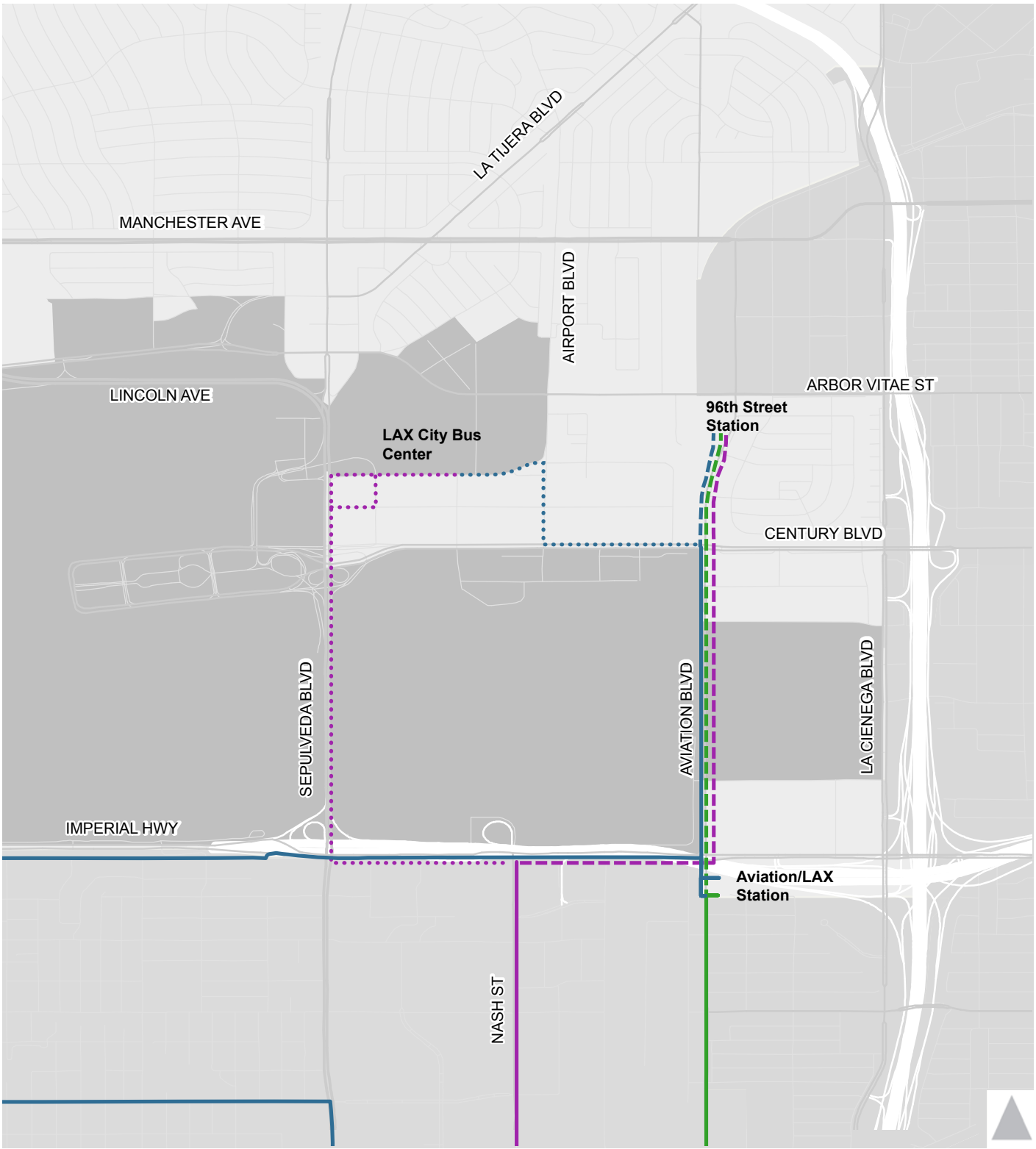
CCB R6, No change
CCB R6, New
CCB R6, Discontinued

BBB = Big Blue Bus
CCB = Culver City Bus

Stop Level Ridership

0 - 25
26 - 100
101 - 250
251 - 1,000
1,000 - 2,500

Big Blue Bus and Culver City Rerouting (Cumulative with Project 2035)



Torrance Line 8, No change
Torrance Line 8, New
Torrance Line 8, Discontinued
Beach Cities Line 109, No change
Beach Cities Line 109, New
Beach Cities Line 109, Discontinued
Gardena Line 5, No change
Gardena Line 5, New

Other Municipal Operators Rerouting (Future/Cumulative with Project 2035)

Level of Service Workheet
(Circular 212 Method)

I/S #:
1

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Manchester Av
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	3	SB--	0	NB--	3	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	99	1	99		176	1	176	
	Left-Through		0				0		
	Through	1643	3	**548**		1263	3	**421**	
	Through-Right		0				0		
	Right	65	1	0		105	1	1	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	135	1	**135**		343	1	**343**	
	Left-Through		0				0		
	Through	1096	3	365		1604	3	535	
	Through-Right		0				0		
	Right	119	1	68		315	1	253	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	188	2	**103**		228	2	125	
	Left-Through		0				0		
	Through	341	2	171		759	2	**380**	
	Through-Right		0				0		
	Right	90	1	41		121	1	33	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	78	1	78		104	1	**104**	
	Left-Through		0				0		
	Through	667	2	**334**		595	2	298	
	Through-Right		0				0		
	Right	384	1	317		189	1	18	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	683			*North-South:*	764
				East-West:	437			*East-West:*	484
				SUM:	1120			*SUM:*	1248
VOLUME/CAPACITY *(V/C)* RATIO:					0.815				0.908
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.715**				**0.808**
LEVEL OF SERVICE (LOS):					**C**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
2

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** La Tijera Bl
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	62	1	62	115	1	**115**
	Left-Through		0			0	
	Through	1782	3	**594**	1166	3	389
	Through-Right		0			0	
	Right	89	1	0	207	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	**37**	108	1	108
	Left-Through		0			0	
	Through	1393	3	464	1598	3	**533**
	Through-Right		0			0	
	Right	48	1	0	132	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	77	122	1	122
	Left-Through		0			0	
	Through	186	2	**93**	330	2	**165**
	Through-Right		0			0	
	Right	100	1	38	91	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	315	1	**315**	303	1	**303**
	Left-Through		0			0	
	Through	235	1	135	247	1	155
	Through-Right		1			1	
	Right	35	0	35	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	631		*North-South:*	648
			East-West:	408		*East-West:*	468
			SUM:	1039		*SUM:*	1116
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.656**			**0.712**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
3

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Westchester Pkwy
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	166	1	166	187	1	**187**
	Left-Through		0			0	
	Through	1800	3	**600**	1533	3	511
	Through-Right		0			0	
	Right	31	1	0	77	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	152	1	**152**	217	1	217
	Left-Through		0			0	
	Through	1626	3	542	1815	3	**605**
	Through-Right		0			0	
	Right	49	1	32	53	1	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	41	1	41
	Left-Through		0			0	
	Through	192	1	131	283	1	**210**
	Through-Right		1			1	
	Right	70	0	70	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	214	1	**214**
	Left-Through		0			0	
	Through	532	1	**379**	336	1	257
	Through-Right		1			1	
	Right	226	0	226	177	0	177
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	752		*North-South:*	792
			East-West:	396		*East-West:*	424
			SUM:	1148		*SUM:*	1216
VOLUME/CAPACITY *(V/C)* RATIO:				0.835			0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.735**			**0.784**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
4

PROJECT TITLE: Airport Metro Connector
North-South Street: Lincoln Bl **East-West Street:** Sepulveda Bl
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1945	3	**648**	1633	3	**544**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1293	4	323	1711	4	428
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1613	4	**403**	2142	4	**536**
	Through-Right		0			0	
	Right	36	1	36	32	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	648		*North-South:*	544
			East-West:	403		*East-West:*	536
			SUM:	1051		*SUM:*	1080
VOLUME/CAPACITY *(V/C)* RATIO:				0.701			0.720
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.601**			**0.620**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
5

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Century Bl
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB-- 0	SB--	0
	EB--	0	WB--	2	EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	4214	4	**1054**	3683	4	**921**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2148	4	537	2819	4	705
	Through-Right		0			0	
	Right	35	1	35	38	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	345	1	207	459	1	**263**
	Left-Through		1			1	
	Through	69	0	207	66	0	263
	Through-Right		0			0	
	Right	412	2	**227**	222	2	122
	Left-Through-Right		0			0	
	Left-Right		0			0	

	AM		PM	
CRITICAL VOLUMES	*North-South:*	1054	*North-South:*	921
	East-West:	227	*East-West:*	263
	SUM:	1281	*SUM:*	1184
VOLUME/CAPACITY *(V/C)* RATIO:		0.854		0.789
V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.754**		**0.689**
LEVEL OF SERVICE (LOS):		**C**		**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
6

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl
East-West Street: I-105 WB Ramps (n/o Imperial Hwy)
Scenario: Existing
Count Date: 1/0/1900
Analyst: <Fehr & Peers>
Date: <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2658	3	**886**	2610	3	**870**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2518	3	**881**	1807	3	**632**
	Left-Through-Right		0			0	
	Left-Right		0			0	

	AM		PM	
CRITICAL VOLUMES	*North-South:*	886	*North-South:*	870
	East-West:	881	*East-West:*	632
	SUM:	1767	*SUM:*	1502
VOLUME/CAPACITY *(V/C)* RATIO:		1.178		1.001
V/C LESS ATSAC/ATCS ADJUSTMENT:		**1.078**		**0.901**
LEVEL OF SERVICE (LOS):		**F**		**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
7

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Imperial Hwy
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	110	1	110		160	1	160	
	Left-Through		0				0		
	Through	1955	3	**652**		1790	3	597	
	Through-Right		0				0		
	Right	603	1	552		996	1	**945**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	510	2	**281**		776	2	**427**	
	Left-Through		0				0		
	Through	2493	3	625		2491	3	624	
	Through-Right		1				1		
	Right	7	0	7		3	0	3	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	242	2	**133**		263	2	**145**	
	Left-Through		0				0		
	Through	239	3	80		378	3	126	
	Through-Right		0				0		
	Right	100	1	45		178	1	98	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	187	2	103		187	2	103	
	Left-Through		0				0		
	Through	239	3	80		353	3	**118**	
	Through-Right		0				0		
	Right	417	1	**136**		528	1	101	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	933			*North-South:*	1372
				East-West:	269			*East-West:*	263
				SUM:	1202			*SUM:*	1635
VOLUME/CAPACITY *(V/C)* RATIO:					0.874				1.189
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.774**				**1.089**
LEVEL OF SERVICE (LOS):					**C**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
8

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Eastway **East-West Street:** Westchester Pkwy
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	54	0	54
	Left-Through		1			1	
	Through	114	0	**123**	252	0	**306**
	Through-Right		0			0	
	Right	110	1	107	173	1	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	0	**112**	303	0	**303**
	Left-Through		0			0	
	Through	10	0	195	12	0	453
	Through-Right		0			0	
	Right	73	0	0	138	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	92	1	**92**
	Left-Through		0			0	
	Through	329	1	165	548	1	278
	Through-Right		1			1	
	Right	1	0	1	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	20	1	20
	Left-Through		0			0	
	Through	826	1	**487**	572	1	**352**
	Through-Right		1			1	
	Right	148	0	148	131	0	131
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	609
			East-West:	525		*East-West:*	444
			SUM:	760		*SUM:*	1053
VOLUME/CAPACITY *(V/C)* RATIO:				0.507			0.702
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.407**			**0.602**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
9

PROJECT TITLE: Airport Metro Connector
North-South Street: La Tijera Bl **East-West Street:** Manchester Av
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	**53**	42	1	42
	Left-Through		0			0	
	Through	226	2	113	411	2	**206**
	Through-Right		0			0	
	Right	69	1	10	257	1	172
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	37	53	1	**53**
	Left-Through		0			0	
	Through	495	2	**248**	396	2	198
	Through-Right		0			0	
	Right	267	1	204	231	1	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	1	**126**	240	1	240
	Left-Through		0			0	
	Through	367	2	184	862	2	**431**
	Through-Right		0			0	
	Right	10	1	0	49	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	118	171	1	**171**
	Left-Through		0			0	
	Through	880	2	**440**	612	2	306
	Through-Right		0			0	
	Right	22	1	4	69	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	301		*North-South:*	259
			East-West:	566		*East-West:*	602
			SUM:	867		*SUM:*	861
VOLUME/CAPACITY *(V/C)* RATIO:				0.608			0.604
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.508**			**0.504**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
10

PROJECT TITLE: Airport Metro Connector
North-South Street: Jenny Av **East-West Street:** Westchester Pkwy
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	28	1		28	58	1		58
	Left-Through		0				0		
	Through	57	1		**57**	51	1		51
	Through-Right		0				0		
	Right	54	1		0	133	1		**86**
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	14	1		**14**	131	1		**131**
	Left-Through		0				0		
	Through	36	1		29	47	1		47
	Through-Right		1				1		
	Right	21	0		21	53	0		28
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	51	1		**51**	51	1		51
	Left-Through		0				0		
	Through	253	2		127	666	2		**333**
	Through-Right		0				0		
	Right	53	1		39	93	1		64
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	116	1		116	95	1		**95**
	Left-Through		0				0		
	Through	647	2		**324**	493	2		247
	Through-Right		0				0		
	Right	131	1		124	93	1		28
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	71			*North-South:*	217
				East-West:	375			*East-West:*	428
				SUM:	446			*SUM:*	645
VOLUME/CAPACITY *(V/C)* RATIO:					0.297				0.430
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.197**				**0.330**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
11

PROJECT TITLE: Airport Metro Connector
North-South Street: Avion Dr **East-West Street:** Century Bl
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	**73**	93	1	**93**
	Left-Through		0			0	
	Through	10	1	10	13	1	13
	Through-Right		0			0	
	Right	22	1	0	68	1	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	18	70	1	70
	Left-Through		0			0	
	Through	13	1	**13**	6	1	6
	Through-Right		0			0	
	Right	71	1	0	125	1	**84**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	402	2	**221**	151	2	83
	Left-Through		0			0	
	Through	1267	4	317	1409	4	**352**
	Through-Right		0			0	
	Right	91	1	55	67	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	29	1	**29**
	Left-Through		0			0	
	Through	1437	3	**378**	1033	3	276
	Through-Right		1			1	
	Right	76	0	76	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	86		*North-South:*	177
			East-West:	599		*East-West:*	381
			SUM:	685		*SUM:*	558
VOLUME/CAPACITY *(V/C)* RATIO:				0.481			0.392
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.381**			**0.292**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
12

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Manchester Av
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	118	1	**118**		100	1	100	
	Left-Through		0				0		
	Through	503	2	252		633	2	**317**	
	Through-Right		0				0		
	Right	80	1	29		235	1	195	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	50	1	50		109	1	**109**	
	Left-Through		0				0		
	Through	577	1	**304**		486	1	268	
	Through-Right		1				1		
	Right	30	0	30		49	0	49	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	44	1	**44**		42	1	42	
	Left-Through		0				0		
	Through	388	2	194		1052	2	**526**	
	Through-Right		0				0		
	Right	66	1	7		97	1	47	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	188	2	103		147	2	**81**	
	Left-Through		0				0		
	Through	917	2	**459**		678	2	339	
	Through-Right		0				0		
	Right	135	1	110		54	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	422			*North-South:*	426
				East-West:	503			*East-West:*	607
				SUM:	925			*SUM:*	1033
VOLUME/CAPACITY *(V/C)* RATIO:					0.673				0.751
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.573**				**0.651**
LEVEL OF SERVICE (LOS):					**A**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
13

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl
East-West Street: Arbor Vitae St/Westchester Pkwy
Scenario: Existing
Count Date: 1/0/1900
Analyst: <Fehr & Peers>
Date: <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	155	1	155	168	1	168
	Left-Through		0			0	
	Through	673	1	**387**	826	1	**560**
	Through-Right		1			1	
	Right	100	0	100	293	0	293
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	1	**86**	172	1	**172**
	Left-Through		0			0	
	Through	610	3	203	544	3	181
	Through-Right		0			0	
	Right	173	1	127	161	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**46**	165	1	165
	Left-Through		0			0	
	Through	201	2	101	556	2	**278**
	Through-Right		0			0	
	Right	114	1	0	159	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	198	1	198	176	1	**176**
	Left-Through		0			0	
	Through	830	1	**527**	441	1	272
	Through-Right		1			1	
	Right	224	0	224	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	473		*North-South:*	732
			East-West:	573		*East-West:*	454
			SUM:	1046		*SUM:*	1186
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.661**			**0.763**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
14

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 96th St
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	1
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	183	1	183	176	1	176
	Left-Through		0			0	
	Through	730	2	**365**	881	2	**441**
	Through-Right		0			0	
	Right	32	1	13	38	1	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	63	1	**63**
	Left-Through		0			0	
	Through	617	3	206	598	3	199
	Through-Right		0			0	
	Right	273	1	0	206	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	2	**51**	157	2	**86**
	Left-Through		0			0	
	Through	38	1	38	30	1	30
	Through-Right		0			0	
	Right	64	1	0	117	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	25	1	25
	Left-Through		0			0	
	Through	32	1	**32**	37	1	37
	Through-Right		0			0	
	Right	50	1	14	95	1	**64**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	438		*North-South:*	504
			East-West:	83		*East-West:*	150
			SUM:	521		*SUM:*	654
VOLUME/CAPACITY *(V/C)* RATIO:				0.379			0.476
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.279**			**0.376**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
15

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 98th St
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	58	1	58
	Left-Through		0			0	
	Through	761	2	**381**	753	2	**377**
	Through-Right		0			0	
	Right	126	1	104	86	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	**141**	51	1	**51**
	Left-Through		0			0	
	Through	414	2	179	650	2	251
	Through-Right		1			1	
	Right	122	0	122	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	175	1	**175**
	Left-Through		0			0	
	Through	32	0	98	83	0	236
	Through-Right		1			1	
	Right	66	0	0	153	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	45	61	1	61
	Left-Through		0			0	
	Through	36	0	**106**	46	0	**247**
	Through-Right		1			1	
	Right	70	0	0	201	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	428
			East-West:	189		*East-West:*	422
			SUM:	711		*SUM:*	850
VOLUME/CAPACITY *(V/C)* RATIO:				0.474			0.567
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.374**			**0.467**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
16

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Century Bl
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	11	1	11		23	1	23	
	Left-Through		0				0		
	Through	44	2	**22**		55	2	28	
	Through-Right		0				0		
	Right	38	1	7		75	1	**31**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	224	2	78		447	2	156	
	Left-Through		1				1		
	Through	47	1	47		45	1	45	
	Through-Right		0				0		
	Right	283	1	**159**		339	1	**215**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	452	2	**249**		453	2	**249**	
	Left-Through		0				0		
	Through	871	4	218		1393	4	348	
	Through-Right		0				0		
	Right	20	1	15		29	1	18	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	62	1	62		89	1	89	
	Left-Through		0				0		
	Through	1474	4	369		1047	4	262	
	Through-Right		0				0		
	Right	563	1	**485**		429	1	**273**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	181			*North-South:*	246
				East-West:	734			*East-West:*	522
				SUM:	915			*SUM:*	768
VOLUME/CAPACITY *(V/C)* RATIO:					0.665				0.559
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.565**				**0.459**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
17

PROJECT TITLE: Airport Metro Connector
North-South Street: Nash St/I-105 WB Ramps **East-West Street:** Imperial Hwy
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	50	1	**50**	116	1	**116**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	47	2	0	232	2	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	367	1	**315**	91	1	91
	Left-Through		1			1	
	Through	892	0	315	164	0	**164**
	Through-Right		1			1	
	Right	493	1	315	167	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	561	2	**219**	911	2	**321**
	Through-Right		1			1	
	Right	96	0	96	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	223	2	**123**	32	2	**18**
	Left-Through		0			0	
	Through	892	3	297	711	3	237
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	365		*North-South:*	280
			East-West:	342		*East-West:*	339
			SUM:	707		*SUM:*	619
VOLUME/CAPACITY *(V/C)* RATIO:				0.514			0.450
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.414**			**0.350**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
18

PROJECT TITLE: Airport Metro Connector
North-South Street: Douglas St **East-West Street:** Imperial Hwy
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	3	SB--	0	NB--	3	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	100	1	**100**		170	1	170	
	Left-Through		0				0		
	Through	20	1	20		25	1	25	
	Through-Right		0				0		
	Right	94	2	0		516	2	**199**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	35	1	35		50	1	**40**	
	Left-Through		0				0		
	Through	40	0	**40**		30	0	40	
	Through-Right		0				0		
	Right	4	1	0		26	1	6	
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	28	1	28		41	1	41	
	Left-Through		0				0		
	Through	444	2	**222**		1553	2	**609**	
	Through-Right		1				1		
	Right	251	0	201		273	0	273	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	457	2	**251**		154	2	**85**	
	Left-Through		0				0		
	Through	1027	2	360		536	2	189	
	Through-Right		1				1		
	Right	54	0	54		32	0	32	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	140			*North-South:*	239
				East-West:	473			*East-West:*	694
				SUM:	613			*SUM:*	933
VOLUME/CAPACITY *(V/C)* RATIO:					0.446				0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.346**				**0.579**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
19

PROJECT TITLE: Airport Metro Connector
North-South Street: Bellanca Av **East-West Street:** Century Bl
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	180	2	**99**		529	2	**291**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	37	1	2		59	1	12	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	71	1	**71**		94	1	**94**	
	Left-Through		0				0		
	Through	1069	4	267		1804	4	451	
	Through-Right		0				0		
	Right	0	0	0		1	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	2361	3	**687**		1421	3	**379**	
	Through-Right		1				1		
	Right	385	0	385		96	0	96	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	99			*North-South:*	291
				East-West:	758			*East-West:*	473
				SUM:	857			*SUM:*	764
VOLUME/CAPACITY *(V/C)* RATIO:					0.571				0.509
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.471**				**0.409**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
20

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Arbor Vitae St
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	408	1		**408**	181	1		**181**
	Left-Through		0				0		
	Through	622	2		311	488	2		244
	Through-Right		0				0		
	Right	79	1		1	109	1		24
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	43	1		43	82	1		82
	Left-Through		0				0		
	Through	390	1		**268**	430	1		**250**
	Through-Right		1				1		
	Right	146	0		146	70	0		70
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	71	1		**71**	167	1		167
	Left-Through		0				0		
	Through	210	1		147	795	1		**527**
	Through-Right		1				1		
	Right	84	0		84	258	0		258
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	157	1		157	170	1		**170**
	Left-Through		0				0		
	Through	916	1		**493**	370	1		216
	Through-Right		1				1		
	Right	70	0		70	61	0		61
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	676			*North-South:*	431
				East-West:	564			*East-West:*	697
				SUM:	1240			*SUM:*	1128
VOLUME/CAPACITY *(V/C)* RATIO:					0.902				0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.802**				**0.720**
LEVEL OF SERVICE (LOS):					**D**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
21

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Century Bl
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	668	2	**367**	348	2	**191**
	Left-Through		0			0	
	Through	592	1	348	490	1	315
	Through-Right		1			1	
	Right	103	0	103	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	2	36	92	2	51
	Left-Through		0			0	
	Through	317	2	**159**	481	2	**241**
	Through-Right		0			0	
	Right	157	1	65	138	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	**92**	113	1	113
	Left-Through		0			0	
	Through	940	3	299	2002	3	**621**
	Through-Right		1			1	
	Right	255	0	255	483	0	483
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	87	1	**87**
	Left-Through		0			0	
	Through	1921	3	**523**	1035	3	289
	Through-Right		1			1	
	Right	172	0	172	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	526		*North-South:*	432
			East-West:	615		*East-West:*	708
			SUM:	1141		*SUM:*	1140
VOLUME/CAPACITY *(V/C)* RATIO:				0.830			0.829
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.730**			**0.729**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
22

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 104th St
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	93	60	1	**60**
	Left-Through		0			0	
	Through	1163	1	**623**	999	1	515
	Through-Right		1			1	
	Right	83	0	83	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	15	1	15
	Left-Through		0			0	
	Through	697	1	356	1041	1	**524**
	Through-Right		1			1	
	Right	14	0	14	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	4	0	4	5	0	5
	Left-Through		0			0	
	Through	14	0	**90**	37	0	**180**
	Through-Right		0			0	
	Right	72	0	0	138	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	36	1	36	70	1	**70**
	Left-Through		0			0	
	Through	69	0	**120**	25	0	53
	Through-Right		1			1	
	Right	51	0	0	28	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	643		*North-South:*	584
			East-West:	210		*East-West:*	250
			SUM:	853		*SUM:*	834
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.607
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.520**			**0.507**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
23

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 111th St
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	43	1	43	23	1	**23**
	Left-Through		0			0	
	Through	1285	1	**659**	938	1	487
	Through-Right		1			1	
	Right	32	0	32	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	**29**	39	1	39
	Left-Through		0			0	
	Through	651	1	355	1169	1	**609**
	Through-Right		1			1	
	Right	58	0	58	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	60	1	60
	Left-Through		0			0	
	Through	35	0	46	54	0	**99**
	Through-Right		1			1	
	Right	11	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	42	1	42	20	1	20
	Left-Through		0			0	
	Through	51	1	**51**	37	1	**37**
	Through-Right		0			0	
	Right	56	1	42	50	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	688		*North-South:*	632
			East-West:	103		*East-West:*	136
			SUM:	791		*SUM:*	768
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.559
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.475**			**0.459**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
24

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Imperial Hwy
Scenario: Existing
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	289	2	159	161	2	**89**
	Left-Through		0			0	
	Through	620	2	**310**	392	2	196
	Through-Right		0			0	
	Right	95	1	0	194	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	2	**116**	392	2	216
	Left-Through		0			0	
	Through	278	2	139	715	2	**358**
	Through-Right		0			0	
	Right	231	1	173	125	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	106	2	**58**	251	2	138
	Left-Through		0			0	
	Through	258	2	107	1426	2	**601**
	Through-Right		1			1	
	Right	62	0	62	377	0	377
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	192	2	106	185	2	**102**
	Left-Through		0			0	
	Through	1080	3	360	400	3	133
	Through-Right		0			0	
	Right	561	1	**445**	347	1	131
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	426		*North-South:*	447
			East-West:	503		*East-West:*	703
			SUM:	929		*SUM:*	1150
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.836
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**			**0.736**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Project Title: Airport Metro Connector
Intersection: 1 - Sepulveda Bl & Manchester Av
Description: EXISTING CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	119	1,600	0.000	N-S(1):	0.426 *
	TH	3.00	1,096	4,800	0.228	N-S(2):	0.290
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.156
Westbound	RT	1.00	384	1,600	0.000	E-W(2):	0.273 *
	TH	2.00	667	3,200	0.208 *		
	LT	1.00	78	1,600	0.049	V/C:	0.699
Northbound	RT	1.00	65	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,643	4,800	0.342 *	ITS:	0.000
	LT	1.00	99	1,600	0.062		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.799
	TH	2.00	341	3,200	0.107		
	LT	2.00	188	2,880	0.065 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	315	1,600	0.000	N-S(1):	0.477 *
	TH	3.00	1,604	4,800	0.334	N-S(2):	0.444
	LT	1.00	343	1,600	0.214 *	E-W(1):	0.302 *
Westbound	RT	1.00	189	1,600	0.000	E-W(2):	0.265
	TH	2.00	595	3,200	0.186		
	LT	1.00	104	1,600	0.065 *	V/C:	0.779
Northbound	RT	1.00	105	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,263	4,800	0.263 *	ITS:	0.000
	LT	1.00	176	1,600	0.110		
Eastbound	RT	1.00	121	1,600	0.000	ICU:	0.879
	TH	2.00	759	3,200	0.237 *		
	LT	2.00	228	2,880	0.079	LOS:	D

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **4 - Lincoln Bl & Sepulveda Bl**
Description: **EXISTING CONDITIONS**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.405 *
	TH	4.00	1,293	6,400	0.202	N-S(2):	0.202
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	36	1,600	0.000	E-W(2):	0.252 *
	TH	4.00	1,613	6,400	0.252 *		
	LT	0.00	0	0	0.000	V/C:	0.657
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,945	4,800	0.405 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.757
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.340 *
	TH	4.00	1,711	6,400	0.267	N-S(2):	0.267
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	32	1,600	0.000	E-W(2):	0.335 *
	TH	4.00	2,142	6,400	0.335 *		
	LT	0.00	0	0	0.000	V/C:	0.675
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,633	4,800	0.340 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.775
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **5 - Sepulveda Bl & Century Bl**
Description: **EXISTING CONDITIONS**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	35	1,600	0.000	N-S(1):	0.658 *
	TH	4.00	2,148	6,400	0.336	N-S(2):	0.336
	LT	0.00	0	0	0.000 *	E-W(1):	0.144 *
Westbound	RT	2.00	412	3,200	0.000	E-W(2):	0.129
	TH	0.33	69	533	0.129		
	LT	1.67	345	2,400	0.144 *	V/C:	0.802
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	4.00	4,214	6,400	0.658 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.902
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.575 *
	TH	5.00	2,819	8,000	0.357	N-S(2):	0.357
	LT	0.00	0	0	0.000 *	E-W(1):	0.182 *
Westbound	RT	2.00	222	3,200	0.000	E-W(2):	0.164
	TH	0.25	66	402	0.164		
	LT	1.75	459	2,518	0.182 *	V/C:	0.757
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	4.00	3,683	6,400	0.575 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.857
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)
Description: EXISTING CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.38	1,681	2,202	0.000	N-S(1):	0.554
	TH	1.62	1,984	2,598	0.764 *	N-S(2):	0.764 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,518	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.764
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	2,658	4,800	0.554	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.864
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,748	0	0.000	N-S(1):	0.544
	TH	2.00	2,587	3,200	1.355 *	N-S(2):	1.355 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	1,807	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.355
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,610	4,800	0.544	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.455
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 7 - Sepulveda Bl & Imperial Hwy
Description: EXISTING CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	7	0	0.000	N-S(1):	0.584 *
	TH	4.00	2,493	6,400	0.391	N-S(2):	0.460
	LT	2.00	510	2,880	0.177 *	E-W(1):	0.115
Westbound	RT	1.00	417	1,600	0.000	E-W(2):	0.134 *
	TH	3.00	239	4,800	0.050 *		
	LT	2.00	187	2,880	0.065	V/C:	0.718
Northbound	RT	1.00	603	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,955	4,800	0.407 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	100	1,600	0.000	ICU:	0.818
	TH	3.00	239	4,800	0.050		
	LT	2.00	242	2,880	0.084 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.642 *
	TH	4.00	2,491	6,400	0.390	N-S(2):	0.490
	LT	2.00	776	2,880	0.269 *	E-W(1):	0.144
Westbound	RT	1.00	528	1,600	0.000	E-W(2):	0.165 *
	TH	3.00	353	4,800	0.074 *		
	LT	2.00	187	2,880	0.065	V/C:	0.807
Northbound	RT	1.00	996	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,790	4,800	0.373 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	178	1,600	0.000	ICU:	0.907
	TH	3.00	378	4,800	0.079		
	LT	2.00	263	2,880	0.091 *	LOS:	E

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **9 - La Tijera Bl & Manchester Av**
Description: **EXISTING CONDITIONS**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	267	1,600	0.000	N-S(1):	0.094
	TH	2.00	495	3,200	0.155 *	N-S(2):	0.188 *
	LT	1.00	37	1,600	0.023	E-W(1):	0.189
Westbound	RT	1.00	22	1,600	0.000	E-W(2):	0.354 *
	TH	2.00	880	3,200	0.275 *		
	LT	1.00	118	1,600	0.074	V/C:	0.542
Northbound	RT	1.00	69	1,600	0.000	Lost Time:	0.100
	TH	2.00	226	3,200	0.071	ITS:	0.000
	LT	1.00	53	1,600	0.033 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.642
	TH	2.00	367	3,200	0.115		
	LT	1.00	126	1,600	0.079 *	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	231	1,600	0.000	N-S(1):	0.161 *
	TH	2.00	396	3,200	0.124	N-S(2):	0.150
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.376 *
Westbound	RT	1.00	69	1,600	0.000	E-W(2):	0.341
	TH	2.00	612	3,200	0.191		
	LT	1.00	171	1,600	0.107 *	V/C:	0.537
Northbound	RT	1.00	257	1,600	0.000	Lost Time:	0.100
	TH	2.00	411	3,200	0.128 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	1.00	49	1,600	0.000	ICU:	0.637
	TH	2.00	862	3,200	0.269 *		
	LT	1.00	240	1,600	0.150	LOS:	B

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 12 - Airport Bl & Manchester Av
Description: EXISTING CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.188
	TH	2.00	577	3,200	0.190 *	N-S(2):	0.264 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.186
Westbound	RT	1.00	135	1,600	0.000	E-W(2):	0.315 *
	TH	2.00	917	3,200	0.287 *		
	LT	2.00	188	2,880	0.065	V/C:	0.579
Northbound	RT	1.00	80	1,600	0.000	Lost Time:	0.100
	TH	2.00	503	3,200	0.157	ITS:	0.000
	LT	1.00	118	1,600	0.074 *		
Eastbound	RT	1.00	66	1,600	0.000	ICU:	0.679
	TH	2.00	388	3,200	0.121		
	LT	1.00	44	1,600	0.028 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	49	0	0.000	N-S(1):	0.266 *
	TH	2.00	486	3,200	0.167	N-S(2):	0.230
	LT	1.00	109	1,600	0.068 *	E-W(1):	0.380 *
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.238
	TH	2.00	678	3,200	0.212		
	LT	2.00	147	2,880	0.051 *	V/C:	0.646
Northbound	RT	1.00	235	1,600	0.000	Lost Time:	0.100
	TH	2.00	633	3,200	0.198 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	1.00	97	1,600	0.000	ICU:	0.746
	TH	2.00	1,052	3,200	0.329 *		
	LT	1.00	42	1,600	0.026	LOS:	C

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 17 - Nash St/I-105 WB Ramps & Imperial Hwy
Description: EXISTING CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.07	493	1,709	0.000	N-S(1):	0.320 *
	TH	1.93	892	3,091	0.289 *	N-S(2):	0.000
	LT	1.00	367	1,600	0.229	E-W(1):	0.214 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.186
	TH	3.00	892	4,800	0.186		
	LT	2.00	223	2,880	0.077 *	V/C:	0.534
Northbound	RT	2.00	47	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	50	1,600	0.031 *		
Eastbound	RT	0.00	96	0	0.000	ICU:	0.634
	TH	3.00	561	4,800	0.137 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.51	167	2,422	0.000	N-S(1):	0.142 *
	TH	1.49	164	2,378	0.069 *	N-S(2):	0.000
	LT	1.00	91	1,600	0.057	E-W(1):	0.212 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.148
	TH	3.00	711	4,800	0.148		
	LT	2.00	32	2,880	0.011 *	V/C:	0.354
Northbound	RT	2.00	232	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	116	1,600	0.073 *		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.454
	TH	3.00	911	4,800	0.201 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **18 - Douglas St & Imperial Hwy**
Description: **EXISTING CONDITIONS**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	4	1,600	0.000	N-S(1):	0.088 *
	TH	1.00	40	1,600	0.025 *	N-S(2):	0.000
	LT	1.00	35	1,600	0.022	E-W(1):	0.376 *
Westbound	RT	0.00	54	0	0.000	E-W(2):	0.243
	TH	3.00	1,027	4,800	0.225		
	LT	2.00	457	2,880	0.159 *	V/C:	0.464
Northbound	RT	2.00	94	3,200	0.000	Lost Time:	0.100
	TH	1.00	20	1,600	0.013	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	251	0	0.000	ICU:	0.564
	TH	3.00	444	3,200	0.217 *		
	LT	1.00	28	1,600	0.018	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	26	1,600	0.000	N-S(1):	0.134 *
	TH	0.75	30	1,200	0.025	N-S(2):	0.000
	LT	1.25	50	1,800	0.028 *	E-W(1):	0.433 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.144
	TH	3.00	536	4,800	0.118		
	LT	2.00	154	2,880	0.053 *	V/C:	0.567
Northbound	RT	2.00	516	3,200	0.000	Lost Time:	0.100
	TH	1.00	25	1,600	0.016	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	273	0	0.000	ICU:	0.667
	TH	3.00	1,553	4,800	0.380 *		
	LT	1.00	41	1,600	0.026	LOS:	B

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **20 - Aviation Bl & Arbor Vitae St**
Description: **EXISTING CONDITIONS**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	146	0	0.000	N-S(1):	0.221
	TH	2.00	390	3,200	0.168 *	N-S(2):	0.423 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.190
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.352 *
	TH	2.00	916	3,200	0.308 *		
	LT	1.00	157	1,600	0.098	V/C:	0.775
Northbound	RT	1.00	79	1,600	0.000	Lost Time:	0.100
	TH	2.00	622	3,200	0.194	ITS:	0.000
	LT	1.00	408	1,600	0.255 *		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.875
	TH	2.00	210	3,200	0.092		
	LT	1.00	71	1,600	0.044 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.204
	TH	2.00	430	3,200	0.156 *	N-S(2):	0.269 *
	LT	1.00	82	1,600	0.051	E-W(1):	0.435 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.239
	TH	2.00	370	3,200	0.135		
	LT	1.00	170	1,600	0.106 *	V/C:	0.704
Northbound	RT	1.00	109	1,600	0.000	Lost Time:	0.100
	TH	2.00	488	3,200	0.153	ITS:	0.000
	LT	1.00	181	1,600	0.113 *		
Eastbound	RT	0.00	258	0	0.000	ICU:	0.804
	TH	2.00	795	3,200	0.329 *		
	LT	1.00	167	1,600	0.104	LOS:	D

* - Denotes critical movement

Level of Service Workheet
(Circular 212 Method)

I/S #:
1

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Manchester Av
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	99	176	1	176
	Left-Through		0			0	
	Through	1645	3	**548**	1265	3	**422**
	Through-Right		0			0	
	Right	64	1	0	104	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	343	1	**343**
	Left-Through		0			0	
	Through	1098	3	366	1606	3	535
	Through-Right		0			0	
	Right	119	1	68	315	1	253
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	2	**103**	228	2	125
	Left-Through		0			0	
	Through	343	2	172	761	2	**381**
	Through-Right		0			0	
	Right	90	1	41	121	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	77	103	1	**103**
	Left-Through		0			0	
	Through	667	2	**334**	595	2	298
	Through-Right		0			0	
	Right	384	1	317	189	1	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	683		*North-South:*	765
			East-West:	437		*East-West:*	484
			SUM:	1120		*SUM:*	1249
VOLUME/CAPACITY *(V/C)* RATIO:				0.815			0.908
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.715**			**0.808**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
2

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** La Tijera Bl
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	62	1	62	115	1	**115**
	Left-Through		0			0	
	Through	1783	3	**594**	1167	3	389
	Through-Right		0			0	
	Right	89	1	0	207	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	**37**	108	1	108
	Left-Through		0			0	
	Through	1394	3	465	1599	3	**533**
	Through-Right		0			0	
	Right	48	1	0	132	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	77	122	1	122
	Left-Through		0			0	
	Through	186	2	**93**	330	2	**165**
	Through-Right		0			0	
	Right	100	1	38	91	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	315	1	**315**	303	1	**303**
	Left-Through		0			0	
	Through	235	1	135	247	1	155
	Through-Right		1			1	
	Right	35	0	35	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	631		*North-South:*	648
			East-West:	408		*East-West:*	468
			SUM:	1039		*SUM:*	1116
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.656**			**0.712**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
3

PROJECT TITLE: <Project Name>
North-South Street: Sepulveda Bl **East-West Street:** Westchester Pkwy
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	166	1	166	187	1	**187**
	Left-Through		0			0	
	Through	1791	3	**597**	1524	3	508
	Through-Right		0			0	
	Right	31	1	0	77	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	157	1	**157**	222	1	222
	Left-Through		0			0	
	Through	1622	3	541	1811	3	**604**
	Through-Right		0			0	
	Right	49	1	32	53	1	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	1	**17**	41	1	41
	Left-Through		0			0	
	Through	192	1	131	283	1	**210**
	Through-Right		1			1	
	Right	70	0	70	136	0	136
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	155	1	155	214	1	**214**
	Left-Through		0			0	
	Through	532	1	**384**	336	1	262
	Through-Right		1			1	
	Right	236	0	236	187	0	187
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	754		*North-South:*	791
			East-West:	401		*East-West:*	424
			SUM:	1155		*SUM:*	1215
VOLUME/CAPACITY *(V/C)* RATIO:				0.840			0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.740**			**0.784**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
4

PROJECT TITLE: Airport Metro Connector
North-South Street: Lincoln Bl **East-West Street:** Sepulveda Bl
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--	0	NB-- 0		SB-- 0
	EB-- 0		WB--	0	EB-- 0		WB-- 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1947	3	**649**	1635	3	**545**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1293	4	323	1711	4	428
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1609	4	**402**	2138	4	**535**
	Through-Right		0			0	
	Right	36	1	36	32	1	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	649		*North-South:*	545
			East-West:	402		*East-West:*	535
			SUM:	1051		*SUM:*	1080
VOLUME/CAPACITY *(V/C)* RATIO:				0.701			0.720
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.601**			**0.620**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
5

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Century Bl
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	4209	4	**1052**	3678	4	**920**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2150	4	538	2821	4	705
	Through-Right		0			0	
	Right	35	1	35	38	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	344	1	207	458	1	**262**
	Left-Through		1			1	
	Through	69	0	207	66	0	262
	Through-Right		0			0	
	Right	419	2	**230**	229	2	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1052		*North-South:*	920
			East-West:	230		*East-West:*	262
			SUM:	1282		*SUM:*	1182
VOLUME/CAPACITY *(V/C)* RATIO:				0.855			0.788
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.755**			**0.688**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
6

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl
East-West Street: I-105 WB Ramps (n/o Imperial Hwy)
Scenario: Existing with Project (2015)
Count Date: 1/0/1900
Analyst: <Fehr & Peers>
Date: <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--	0	NB-- 0		SB-- 0
	EB-- 0		WB--	0	EB-- 0		WB-- 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2658	3	**886**	2610	3	**870**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2518	3	**881**	1807	3	**632**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	886		*North-South:*	870
			East-West:	881		*East-West:*	632
			SUM:	1767		*SUM:*	1502
VOLUME/CAPACITY *(V/C)* RATIO:				1.178			1.001
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.078**			**0.901**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
7

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Imperial Hwy
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--	0	NB-- 0		SB-- 0
	EB-- 0		WB--	3	EB-- 0		WB-- 3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	110	1	110	160	1	160
	Left-Through		0			0	
	Through	1957	3	**652**	1792	3	597
	Through-Right		0			0	
	Right	605	1	553	998	1	**946**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	508	2	**279**	774	2	**426**
	Left-Through		0			0	
	Through	2495	3	626	2493	3	624
	Through-Right		1			1	
	Right	7	0	7	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	242	2	**133**	263	2	**145**
	Left-Through		0			0	
	Through	239	3	80	378	3	126
	Through-Right		0			0	
	Right	100	1	45	178	1	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	189	2	104	189	2	104
	Left-Through		0			0	
	Through	239	3	80	353	3	**118**
	Through-Right		0			0	
	Right	415	1	**136**	526	1	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	931		*North-South:*	1372
			East-West:	269		*East-West:*	263
			SUM:	1200		*SUM:*	1635
VOLUME/CAPACITY *(V/C)* RATIO:				0.873			1.189
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.773**			**1.089**
LEVEL OF SERVICE (LOS):				**C**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
8

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Eastway **East-West Street:** Westchester Pkwy
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	54	0	54
	Left-Through		1			1	
	Through	114	0	**123**	252	0	**306**
	Through-Right		0			0	
	Right	110	1	107	173	1	163
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	0	**112**	303	0	**303**
	Left-Through		0			0	
	Through	10	0	195	12	0	453
	Through-Right		0			0	
	Right	73	0	0	138	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	38	1	**38**	92	1	**92**
	Left-Through		0			0	
	Through	334	1	168	553	1	280
	Through-Right		1			1	
	Right	1	0	1	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	20	1	20
	Left-Through		0			0	
	Through	836	1	**492**	582	1	**357**
	Through-Right		1			1	
	Right	148	0	148	131	0	131
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	235		*North-South:*	609
			East-West:	530		*East-West:*	449
			SUM:	765		*SUM:*	1058
VOLUME/CAPACITY *(V/C)* RATIO:				0.510			0.705
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.410**			**0.605**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
9

PROJECT TITLE: Airport Metro Connector
North-South Street: La Tijera Bl **East-West Street:** Manchester Av
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	**53**	42	1	42
	Left-Through		0			0	
	Through	226	2	113	411	2	**206**
	Through-Right		0			0	
	Right	69	1	10	257	1	172
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	37	53	1	**53**
	Left-Through		0			0	
	Through	495	2	**248**	396	2	198
	Through-Right		0			0	
	Right	266	1	204	230	1	111
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	239	1	239
	Left-Through		0			0	
	Through	369	2	185	864	2	**432**
	Through-Right		0			0	
	Right	10	1	0	49	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	118	1	118	171	1	**171**
	Left-Through		0			0	
	Through	880	2	**440**	612	2	306
	Through-Right		0			0	
	Right	22	1	4	69	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	301		*North-South:*	259
			East-West:	565		*East-West:*	603
			SUM:	866		*SUM:*	862
VOLUME/CAPACITY *(V/C)* RATIO:				0.608			0.605
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.508**			**0.505**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
10

PROJECT TITLE: Airport Metro Connector
North-South Street: Jenny Av **East-West Street:** Westchester Pkwy
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	38	68	1	68
	Left-Through		0			0	
	Through	57	1	**57**	51	1	51
	Through-Right		0			0	
	Right	54	1	0	133	1	**86**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	**14**	131	1	**131**
	Left-Through		0			0	
	Through	36	1	29	47	1	47
	Through-Right		1			1	
	Right	21	0	21	53	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	51	1	51
	Left-Through		0			0	
	Through	255	2	128	668	2	**334**
	Through-Right		0			0	
	Right	56	1	37	96	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	116	95	1	**95**
	Left-Through		0			0	
	Through	647	2	**324**	493	2	247
	Through-Right		0			0	
	Right	131	1	124	93	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	71		*North-South:*	217
			East-West:	375		*East-West:*	429
			SUM:	446		*SUM:*	646
VOLUME/CAPACITY *(V/C)* RATIO:				0.297			0.431
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.197**			**0.331**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
11

PROJECT TITLE: Airport Metro Connector
North-South Street: Avion Dr **East-West Street:** Century Bl
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	**73**	93	1	**93**
	Left-Through		0			0	
	Through	10	1	10	13	1	13
	Through-Right		0			0	
	Right	22	1	0	68	1	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	18	70	1	70
	Left-Through		0			0	
	Through	13	1	**13**	6	1	6
	Through-Right		0			0	
	Right	71	1	0	125	1	**84**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	402	2	**221**	151	2	83
	Left-Through		0			0	
	Through	1273	4	318	1415	4	**354**
	Through-Right		0			0	
	Right	91	1	55	67	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	61	29	1	**29**
	Left-Through		0			0	
	Through	1448	3	**381**	1044	3	279
	Through-Right		1			1	
	Right	76	0	76	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	86		*North-South:*	177
			East-West:	602		*East-West:*	383
			SUM:	688		*SUM:*	560
VOLUME/CAPACITY *(V/C)* RATIO:				0.483			0.393
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.383**			**0.293**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
12

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Manchester Av
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	118	1	**118**	100	1	100
	Left-Through		0			0	
	Through	506	2	253	636	2	**318**
	Through-Right		0			0	
	Right	80	1	29	235	1	195
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	109	1	**109**
	Left-Through		0			0	
	Through	580	1	**305**	489	1	269
	Through-Right		1			1	
	Right	30	0	30	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	42	1	42
	Left-Through		0			0	
	Through	390	2	195	1054	2	**527**
	Through-Right		0			0	
	Right	66	1	7	97	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	2	103	147	2	**81**
	Left-Through		0			0	
	Through	917	2	**459**	678	2	339
	Through-Right		0			0	
	Right	135	1	110	54	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	423		*North-South:*	427
			East-West:	503		*East-West:*	608
			SUM:	926		*SUM:*	1035
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.753
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.653**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
13

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl
East-West Street: Arbor Vitae St/Westchester Pkwy
Scenario: Existing with Project (2015)
Count Date: 1/0/1900
Analyst: <Fehr & Peers>
Date: <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	155	1	155	168	1	168
	Left-Through		0			0	
	Through	675	1	**386**	828	1	**559**
	Through-Right		1			1	
	Right	96	0	96	289	0	289
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	89	1	**89**	175	1	**175**
	Left-Through		0			0	
	Through	610	3	203	544	3	181
	Through-Right		0			0	
	Right	173	1	127	161	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**46**	165	1	165
	Left-Through		0			0	
	Through	203	2	102	558	2	**279**
	Through-Right		0			0	
	Right	114	1	0	159	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	172	1	**172**
	Left-Through		0			0	
	Through	830	1	**528**	441	1	273
	Through-Right		1			1	
	Right	225	0	225	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	475		*North-South:*	734
			East-West:	574		*East-West:*	451
			SUM:	1049		*SUM:*	1185
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.862
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**			**0.762**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
14

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 96th St
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	1	NB--	0	SB--	1
		EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	177	1	177		170	1	170	
	Left-Through		0				0		
	Through	732	2	**366**		883	2	**442**	
	Through-Right		0				0		
	Right	32	1	13		38	1	26	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	73	1	**73**		63	1	**63**	
	Left-Through		0				0		
	Through	617	3	206		598	3	199	
	Through-Right		0				0		
	Right	269	1	0		202	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	88	2	**48**		153	2	**84**	
	Left-Through		0				0		
	Through	38	1	38		30	1	30	
	Through-Right		0				0		
	Right	58	1	0		111	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	38	1	38		25	1	25	
	Left-Through		0				0		
	Through	32	1	**32**		37	1	37	
	Through-Right		0				0		
	Right	50	1	14		95	1	**64**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	439			North-South:	505
				East-West:	80			East-West:	148
				SUM:	519			SUM:	653
VOLUME/CAPACITY (V/C) RATIO:					0.377				0.475
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.277**				**0.375**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
15

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 98th St
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82	58	1	58
	Left-Through		0			0	
	Through	755	2	**378**	747	2	**374**
	Through-Right		0			0	
	Right	126	1	104	86	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	**141**	51	1	**51**
	Left-Through		0			0	
	Through	408	2	177	644	2	249
	Through-Right		1			1	
	Right	122	0	122	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	175	1	**175**
	Left-Through		0			0	
	Through	32	0	98	83	0	236
	Through-Right		1			1	
	Right	66	0	0	153	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	1	45	61	1	61
	Left-Through		0			0	
	Through	36	0	**108**	46	0	**249**
	Through-Right		1			1	
	Right	72	0	0	203	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	519		*North-South:*	425
			East-West:	191		*East-West:*	424
			SUM:	710		*SUM:*	849
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.566
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.373**			**0.466**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
16

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Century Bl
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	11	1	11		23	1	23	
	Left-Through		0				0		
	Through	44	2	**22**		55	2	28	
	Through-Right		0				0		
	Right	38	1	7		75	1	**31**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	218	2	76		441	2	154	
	Left-Through		1				1		
	Through	47	1	47		45	1	45	
	Through-Right		0				0		
	Right	283	1	**159**		339	1	**215**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	452	2	**249**		453	2	**249**	
	Left-Through		0				0		
	Through	877	4	219		1399	4	350	
	Through-Right		0				0		
	Right	20	1	15		29	1	18	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	62	1	62		89	1	89	
	Left-Through		0				0		
	Through	1485	4	371		1058	4	265	
	Through-Right		0				0		
	Right	557	1	**481**		423	1	**269**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	181			*North-South:*	246
				East-West:	730			*East-West:*	518
				SUM:	911			*SUM:*	764
VOLUME/CAPACITY *(V/C)* RATIO:					0.663				0.556
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.563**				**0.456**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
17

PROJECT TITLE: Airport Metro Connector
North-South Street: Nash St/I-105 WB Ramps **East-West Street:** Imperial Hwy
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	48	1	**48**	114	1	**114**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	49	2	0	234	2	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	367	1	**315**	91	1	91
	Left-Through		1			1	
	Through	892	0	315	164	0	**164**
	Through-Right		1			1	
	Right	493	1	315	167	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	563	2	**219**	913	2	**321**
	Through-Right		1			1	
	Right	94	0	94	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	225	2	**124**	34	2	**19**
	Left-Through		0			0	
	Through	894	3	298	713	3	238
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	363		*North-South:*	278
			East-West:	343		*East-West:*	340
			SUM:	706		*SUM:*	618
VOLUME/CAPACITY *(V/C)* RATIO:				0.513			0.449
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.413**			**0.349**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
18

PROJECT TITLE: Airport Metro Connector
North-South Street: Douglas St **East-West Street:** Imperial Hwy
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	100	1	**100**	170	1	170
	Left-Through		0			0	
	Through	20	1	20	25	1	25
	Through-Right		0			0	
	Right	94	2	0	516	2	**199**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	35	50	1	**40**
	Left-Through		0			0	
	Through	40	0	**40**	30	0	40
	Through-Right		0			0	
	Right	4	1	0	26	1	6
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	28	1	28	41	1	41
	Left-Through		0			0	
	Through	448	2	**224**	1557	2	**610**
	Through-Right		1			1	
	Right	251	0	201	273	0	273
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	457	2	**251**	154	2	**85**
	Left-Through		0			0	
	Through	1031	2	362	540	2	191
	Through-Right		1			1	
	Right	54	0	54	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	140		*North-South:*	239
			East-West:	475		*East-West:*	695
			SUM:	615		*SUM:*	934
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.347**			**0.579**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
19

PROJECT TITLE: Airport Metro Connector
North-South Street: Bellanca Av **East-West Street:** Century Bl
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	2	**99**	529	2	**291**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	37	1	2	59	1	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	**71**	94	1	**94**
	Left-Through		0			0	
	Through	1069	4	267	1804	4	451
	Through-Right		0			0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2366	3	**688**	1426	3	**381**
	Through-Right		1			1	
	Right	385	0	385	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	99		*North-South:*	291
			East-West:	759		*East-West:*	475
			SUM:	858		*SUM:*	766
VOLUME/CAPACITY *(V/C)* RATIO:				0.572			0.511
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.472**			**0.411**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
20

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Arbor Vitae St
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--	0	NB-- 0		SB-- 0
	EB-- 0		WB--	0	EB-- 0		WB-- 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	409	1	**409**	182	1	**182**
	Left-Through		0			0	
	Through	622	2	311	488	2	244
	Through-Right		0			0	
	Right	88	1	7	118	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	82	1	82
	Left-Through		0			0	
	Through	394	1	**270**	434	1	**252**
	Through-Right		1			1	
	Right	146	0	146	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	**71**	167	1	167
	Left-Through		0			0	
	Through	206	1	148	791	1	**527**
	Through-Right		1			1	
	Right	89	0	89	263	0	263
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	163	1	163	176	1	**176**
	Left-Through		0			0	
	Through	912	1	**491**	366	1	214
	Through-Right		1			1	
	Right	70	0	70	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	679		*North-South:*	434
			East-West:	562		*East-West:*	703
			SUM:	1241		*SUM:*	1137
VOLUME/CAPACITY *(V/C)* RATIO:				0.903			0.827
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.803**			**0.727**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
21

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Century Bl
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	644	2	**354**	324	2	**178**
	Left-Through		0			0	
	Through	603	1	353	501	1	320
	Through-Right		1			1	
	Right	103	0	103	139	0	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	2	40	99	2	54
	Left-Through		0			0	
	Through	327	2	**164**	491	2	**246**
	Through-Right		0			0	
	Right	180	1	69	161	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	111	1	**111**	132	1	132
	Left-Through		0			0	
	Through	937	3	292	1999	3	**615**
	Through-Right		1			1	
	Right	231	0	231	459	0	459
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	87	1	**87**
	Left-Through		0			0	
	Through	1919	3	**524**	1033	3	290
	Through-Right		1			1	
	Right	178	0	178	126	0	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	518		*North-South:*	424
			East-West:	635		*East-West:*	702
			SUM:	1153		*SUM:*	1126
VOLUME/CAPACITY *(V/C)* RATIO:				0.839			0.819
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.739**			**0.719**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
22

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 104th St
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	93	1	93	60	1	**60**
	Left-Through		0			0	
	Through	1150	1	**617**	986	1	508
	Through-Right		1			1	
	Right	83	0	83	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	**20**	15	1	15
	Left-Through		0			0	
	Through	683	1	349	1027	1	**517**
	Through-Right		1			1	
	Right	14	0	14	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	4	0	4	5	0	5
	Left-Through		0			0	
	Through	14	0	**90**	37	0	**180**
	Through-Right		0			0	
	Right	72	0	0	138	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	36	1	36	70	1	**70**
	Left-Through		0			0	
	Through	69	0	**120**	25	0	53
	Through-Right		1			1	
	Right	51	0	0	28	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	637		*North-South:*	577
			East-West:	210		*East-West:*	250
			SUM:	847		*SUM:*	827
VOLUME/CAPACITY *(V/C)* RATIO:				0.616			0.601
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.516**			**0.501**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
23

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 111th St
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	43	1	43	23	1	**23**
	Left-Through		0			0	
	Through	1272	1	**652**	925	1	480
	Through-Right		1			1	
	Right	32	0	32	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	**29**	39	1	39
	Left-Through		0			0	
	Through	637	1	348	1155	1	**602**
	Through-Right		1			1	
	Right	58	0	58	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	1	**52**	60	1	60
	Left-Through		0			0	
	Through	35	0	46	54	0	**99**
	Through-Right		1			1	
	Right	11	0	0	45	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	42	1	42	20	1	20
	Left-Through		0			0	
	Through	51	1	**51**	37	1	**37**
	Through-Right		0			0	
	Right	56	1	42	50	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	625
			East-West:	103		*East-West:*	136
			SUM:	784		*SUM:*	761
VOLUME/CAPACITY *(V/C)* RATIO:				0.570			0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.470**			**0.453**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
24

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Imperial Hwy
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3		SB--	3	NB-- 3	SB--	3
	EB-- 0		WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	289	2	159	161	2	**89**
	Left-Through		0			0	
	Through	601	2	**301**	373	2	187
	Through-Right		0			0	
	Right	95	1	0	194	1	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	212	2	**117**	394	2	217
	Left-Through		0			0	
	Through	260	2	130	697	2	**349**
	Through-Right		0			0	
	Right	233	1	172	127	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	2	**61**	255	2	140
	Left-Through		0			0	
	Through	258	2	107	1426	2	**601**
	Through-Right		1			1	
	Right	62	0	62	377	0	377
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	192	2	106	185	2	**102**
	Left-Through		0			0	
	Through	1082	3	361	402	3	134
	Through-Right		0			0	
	Right	563	1	**446**	349	1	132
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	418		*North-South:*	438
			East-West:	507		*East-West:*	703
			SUM:	925		*SUM:*	1141
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.830
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.730**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
25

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl
East-West Street: North Driveway (Opt 2)
Scenario: Existing with Project (2015)
Count Date: 1/0/1900
Analyst: <Fehr & Peers>
Date: <date>

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	0	1	0		0	1	**0**	
	Left-Through		0				0		
	Through	897	2	**449**		764	2	382	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0	**0**		0	0	0	
	Left-Through		0				0		
	Through	655	2	328		882	2	**441**	
	Through-Right		0				0		
	Right	5	1	3		5	1	3	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	5	1	**5**		5	1	**5**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	0	1	0		0	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	449			*North-South:*	441
				East-West:	5			*East-West:*	5
				SUM:	454			*SUM:*	446
VOLUME/CAPACITY *(V/C)* RATIO:					0.319				0.313
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.219**				**0.213**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
26

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** South Driveway
Scenario: Existing with Project (2015)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	26	1	26	26	1	**26**
	Left-Through		0			0	
	Through	897	2	**449**	764	2	382
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	655	2	328	882	2	**441**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	29	1	**16**	29	1	**16**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	449		*North-South:*	467
			East-West:	16		*East-West:*	16
			SUM:	465		*SUM:*	483
VOLUME/CAPACITY *(V/C)* RATIO:				0.310			0.322
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.210**			**0.222**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
250

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl
East-West Street: Primary Driveway (Opt1)
Scenario: Existing with Project (2015)
Count Date: 1/0/1900
Analyst: <Fehr & Peers>
Date: <date>

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0	NB--	0	SB--	0
	EB--	0	WB--		0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	26	1	26	26	1	**26**
	Left-Through		0			0	
	Through	871	2	**436**	738	2	369
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	655	2	328	882	2	**441**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	5	1	5
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	29	1	**16**	29	1	**16**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	436		*North-South:*	467
			East-West:	16		*East-West:*	16
			SUM:	452		*SUM:*	483
VOLUME/CAPACITY *(V/C)* RATIO:				0.317			0.339
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.217**			**0.239**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Project Title: Airport Metro Connector
Intersection: 1 - Sepulveda Bl & Manchester Av
Description: EXISTING PLUS PROJECT 2015

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	119	1,600	0.000	N-S(1):	0.427 *
	TH	3.00	1,098	4,800	0.229	N-S(2):	0.291
	LT	1.00	135	1,600	0.084 *	E-W(1):	0.155
Westbound	RT	1.00	384	1,600	0.000	E-W(2):	0.273 *
	TH	2.00	667	3,200	0.208 *		
	LT	1.00	77	1,600	0.048	V/C:	0.700
Northbound	RT	1.00	64	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,645	4,800	0.343 *	ITS:	0.000
	LT	1.00	99	1,600	0.062		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.800
	TH	2.00	343	3,200	0.107		
	LT	2.00	188	2,880	0.065 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	315	1,600	0.000	N-S(1):	0.478 *
	TH	3.00	1,606	4,800	0.335	N-S(2):	0.445
	LT	1.00	343	1,600	0.214 *	E-W(1):	0.302 *
Westbound	RT	1.00	189	1,600	0.000	E-W(2):	0.265
	TH	2.00	595	3,200	0.186		
	LT	1.00	103	1,600	0.064 *	V/C:	0.780
Northbound	RT	1.00	104	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,265	4,800	0.264 *	ITS:	0.000
	LT	1.00	176	1,600	0.110		
Eastbound	RT	1.00	121	1,600	0.000	ICU:	0.880
	TH	2.00	761	3,200	0.238 *		
	LT	2.00	228	2,880	0.079	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 4 - Lincoln Bl & Sepulveda Bl
Description: EXISTING PLUS PROJECT 2015

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.406 *
	TH	4.00	1,293	6,400	0.202	N-S(2):	0.202
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	36	1,600	0.000	E-W(2):	0.251 *
	TH	4.00	1,609	6,400	0.251 *		
	LT	0.00	0	0	0.000	V/C:	0.657
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,947	4,800	0.406 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.757
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.341 *
	TH	4.00	1,711	6,400	0.267	N-S(2):	0.267
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	32	1,600	0.000	E-W(2):	0.334 *
	TH	4.00	2,138	6,400	0.334 *		
	LT	0.00	0	0	0.000	V/C:	0.675
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,635	4,800	0.341 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.775
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 5 - Sepulveda Bl & Century Bl
Description: EXISTING PLUS PROJECT 2015

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	35	1,600	0.000	N-S(1):	0.658 *
	TH	4.00	2,150	6,400	0.336	N-S(2):	0.336
	LT	0.00	0	0	0.000 *	E-W(1):	0.143 *
Westbound	RT	2.00	419	3,200	0.000	E-W(2):	0.129
	TH	0.33	69	535	0.129		
	LT	1.67	344	2,399	0.143 *	V/C:	0.801
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	4.00	4,209	6,400	0.658 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.901
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	38	0	0.000	N-S(1):	0.575 *
	TH	5.00	2,821	8,000	0.357	N-S(2):	0.357
	LT	0.00	0	0	0.000 *	E-W(1):	0.182 *
Westbound	RT	2.00	229	3,200	0.000	E-W(2):	0.164
	TH	0.25	66	403	0.164		
	LT	1.75	458	2,517	0.182 *	V/C:	0.757
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	4.00	3,678	6,400	0.575 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.857
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)
Description: EXISTING PLUS PROJECT 2015

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.38	1,681	2,202	0.000	N-S(1):	0.554
	TH	1.62	1,984	2,598	0.764 *	N-S(2):	0.764 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,518	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.764
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	2,658	4,800	0.554	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.864
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,748	0	0.000	N-S(1):	0.544
	TH	2.00	2,587	3,200	1.355 *	N-S(2):	1.355 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	1,807	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.355
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,610	4,800	0.544	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.455
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 7 - Sepulveda Bl & Imperial Hwy
Description: EXISTING PLUS PROJECT 2015

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	7	0	0.000	N-S(1):	0.584 *
	TH	4.00	2,495	6,400	0.391	N-S(2):	0.460
	LT	2.00	508	2,880	0.176 *	E-W(1):	0.116
Westbound	RT	1.00	415	1,600	0.000	E-W(2):	0.134 *
	TH	3.00	239	4,800	0.050 *		
	LT	2.00	189	2,880	0.066	V/C:	0.718
Northbound	RT	1.00	605	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,957	4,800	0.408 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	100	1,600	0.000	ICU:	0.818
	TH	3.00	239	4,800	0.050		
	LT	2.00	242	2,880	0.084 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.642 *
	TH	4.00	2,493	6,400	0.390	N-S(2):	0.490
	LT	2.00	774	2,880	0.269 *	E-W(1):	0.145
Westbound	RT	1.00	526	1,600	0.000	E-W(2):	0.165 *
	TH	3.00	353	4,800	0.074 *		
	LT	2.00	189	2,880	0.066	V/C:	0.807
Northbound	RT	1.00	998	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,792	4,800	0.373 *	ITS:	0.000
	LT	1.00	160	1,600	0.100		
Eastbound	RT	1.00	178	1,600	0.000	ICU:	0.907
	TH	3.00	378	4,800	0.079		
	LT	2.00	263	2,880	0.091 *	LOS:	E

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 9 - La Tijera Bl & Manchester Av
Description: EXISTING PLUS PROJECT 2015

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	266	1,600	0.000	N-S(1):	0.094
	TH	2.00	495	3,200	0.155 *	N-S(2):	0.188 *
	LT	1.00	37	1,600	0.023	E-W(1):	0.189
Westbound	RT	1.00	22	1,600	0.000	E-W(2):	0.353 *
	TH	2.00	880	3,200	0.275 *		
	LT	1.00	118	1,600	0.074	V/C:	0.541
Northbound	RT	1.00	69	1,600	0.000	Lost Time:	0.100
	TH	2.00	226	3,200	0.071	ITS:	0.000
	LT	1.00	53	1,600	0.033 *		
Eastbound	RT	1.00	10	1,600	0.000	ICU:	0.641
	TH	2.00	369	3,200	0.115		
	LT	1.00	125	1,600	0.078 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.000	N-S(1):	0.161 *
	TH	2.00	396	3,200	0.124	N-S(2):	0.150
	LT	1.00	53	1,600	0.033 *	E-W(1):	0.377 *
Westbound	RT	1.00	69	1,600	0.000	E-W(2):	0.340
	TH	2.00	612	3,200	0.191		
	LT	1.00	171	1,600	0.107 *	V/C:	0.538
Northbound	RT	1.00	257	1,600	0.000	Lost Time:	0.100
	TH	2.00	411	3,200	0.128 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	1.00	49	1,600	0.000	ICU:	0.638
	TH	2.00	864	3,200	0.270 *		
	LT	1.00	239	1,600	0.149	LOS:	B

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 12 - Airport Bl & Manchester Av
Description: EXISTING PLUS PROJECT 2015

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.189
	TH	2.00	580	3,200	0.191 *	N-S(2):	0.265 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.187
Westbound	RT	1.00	135	1,600	0.000	E-W(2):	0.315 *
	TH	2.00	917	3,200	0.287 *		
	LT	2.00	188	2,880	0.065	V/C:	0.580
Northbound	RT	1.00	80	1,600	0.000	Lost Time:	0.100
	TH	2.00	506	3,200	0.158	ITS:	0.000
	LT	1.00	118	1,600	0.074 *		
Eastbound	RT	1.00	66	1,600	0.000	ICU:	0.680
	TH	2.00	390	3,200	0.122		
	LT	1.00	44	1,600	0.028 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	49	0	0.000	N-S(1):	0.267 *
	TH	2.00	489	3,200	0.168	N-S(2):	0.231
	LT	1.00	109	1,600	0.068 *	E-W(1):	0.380 *
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.238
	TH	2.00	678	3,200	0.212		
	LT	2.00	147	2,880	0.051 *	V/C:	0.647
Northbound	RT	1.00	235	1,600	0.000	Lost Time:	0.100
	TH	2.00	636	3,200	0.199 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	1.00	97	1,600	0.000	ICU:	0.747
	TH	2.00	1,054	3,200	0.329 *		
	LT	1.00	42	1,600	0.026	LOS:	C

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 17 - Nash St/I-105 WB Ramps & Imperial Hwy
Description: EXISTING PLUS PROJECT 2015

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.07	493	1,709	0.000	N-S(1):	0.319 *
	TH	1.93	892	3,091	0.289 *	N-S(2):	0.000
	LT	1.00	367	1,600	0.229	E-W(1):	0.215 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.186
	TH	3.00	894	4,800	0.186		
	LT	2.00	225	2,880	0.078 *	V/C:	0.534
Northbound	RT	2.00	49	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	48	1,600	0.030 *		
Eastbound	RT	0.00	94	0	0.000	ICU:	0.634
	TH	3.00	563	4,800	0.137 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.51	167	2,422	0.000	N-S(1):	0.140 *
	TH	1.49	164	2,378	0.069 *	N-S(2):	0.000
	LT	1.00	91	1,600	0.057	E-W(1):	0.213 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.149
	TH	3.00	713	4,800	0.149		
	LT	2.00	34	2,880	0.012 *	V/C:	0.353
Northbound	RT	2.00	234	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	114	1,600	0.071 *		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.453
	TH	3.00	913	4,800	0.201 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 18 - Douglas St & Imperial Hwy
Description: EXISTING PLUS PROJECT 2015

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	4	1,600	0.000	N-S(1):	0.088 *
	TH	1.00	40	1,600	0.025 *	N-S(2):	0.000
	LT	1.00	35	1,600	0.022	E-W(1):	0.377 *
Westbound	RT	0.00	54	0	0.000	E-W(2):	0.244
	TH	3.00	1,031	4,800	0.226		
	LT	2.00	457	2,880	0.159 *	V/C:	0.465
Northbound	RT	2.00	94	3,200	0.000	Lost Time:	0.100
	TH	1.00	20	1,600	0.013	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	251	0	0.000	ICU:	0.565
	TH	3.00	448	3,200	0.218 *		
	LT	1.00	28	1,600	0.018	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	26	1,600	0.000	N-S(1):	0.134 *
	TH	0.75	30	1,200	0.025	N-S(2):	0.000
	LT	1.25	50	1,800	0.028 *	E-W(1):	0.434 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.145
	TH	3.00	540	4,800	0.119		
	LT	2.00	154	2,880	0.053 *	V/C:	0.568
Northbound	RT	2.00	516	3,200	0.000	Lost Time:	0.100
	TH	1.00	25	1,600	0.016	ITS:	0.000
	LT	1.00	170	1,600	0.106 *		
Eastbound	RT	0.00	273	0	0.000	ICU:	0.668
	TH	3.00	1,557	4,800	0.381 *		
	LT	1.00	41	1,600	0.026	LOS:	B

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 20 - Aviation Bl & Arbor Vitae St
Description: EXISTING PLUS PROJECT 2015

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	146	0	0.000	N-S(1):	0.221
	TH	2.00	394	3,200	0.169 *	N-S(2):	0.425 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.194
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.351 *
	TH	2.00	912	3,200	0.307 *		
	LT	1.00	163	1,600	0.102	V/C:	0.776
Northbound	RT	1.00	88	1,600	0.000	Lost Time:	0.100
	TH	2.00	622	3,200	0.194	ITS:	0.000
	LT	1.00	409	1,600	0.256 *		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.876
	TH	2.00	206	3,200	0.092		
	LT	1.00	71	1,600	0.044 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.204
	TH	2.00	434	3,200	0.158 *	N-S(2):	0.272 *
	LT	1.00	82	1,600	0.051	E-W(1):	0.439 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.237
	TH	2.00	366	3,200	0.133		
	LT	1.00	176	1,600	0.110 *	V/C:	0.711
Northbound	RT	1.00	118	1,600	0.000	Lost Time:	0.100
	TH	2.00	488	3,200	0.153	ITS:	0.000
	LT	1.00	182	1,600	0.114 *		
Eastbound	RT	0.00	263	0	0.000	ICU:	0.811
	TH	2.00	791	3,200	0.329 *		
	LT	1.00	167	1,600	0.104	LOS:	D

* - Denotes critical movement

Level of Service Workheet
(Circular 212 Method)

I/S #:
1

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Manchester Av
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	206	1	206
	Left-Through		0			0	
	Through	1923	3	**641**	1475	3	**492**
	Through-Right		0			0	
	Right	75	1	0	122	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	401	1	**401**
	Left-Through		0			0	
	Through	1283	3	428	1874	3	625
	Through-Right		0			0	
	Right	139	1	79	368	1	295
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	**121**	266	2	146
	Left-Through		0			0	
	Through	399	2	200	887	2	**444**
	Through-Right		0			0	
	Right	105	1	47	141	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	120	1	**120**
	Left-Through		0			0	
	Through	781	2	**391**	695	2	348
	Through-Right		0			0	
	Right	449	1	370	221	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	799		*North-South:*	893
			East-West:	512		*East-West:*	564
			SUM:	1311		*SUM:*	1457
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			1.060
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.853**			**0.960**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
2

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** La Tijera Bl
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	73	1	73	134	1	**134**
	Left-Through		0			0	
	Through	2084	3	**695**	1361	3	454
	Through-Right		0			0	
	Right	104	1	0	242	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	126	1	126
	Left-Through		0			0	
	Through	1629	3	543	1866	3	**622**
	Through-Right		0			0	
	Right	56	1	0	154	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	143	1	143
	Left-Through		0			0	
	Through	218	2	**109**	386	2	**193**
	Through-Right		0			0	
	Right	117	1	44	106	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	369	1	**369**	354	1	**354**
	Left-Through		0			0	
	Through	275	1	158	289	1	182
	Through-Right		1			1	
	Right	41	0	41	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	738		*North-South:*	756
			East-West:	478		*East-West:*	547
			SUM:	1216		*SUM:*	1303
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.948
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.784**			**0.848**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
3

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Westchester Pkwy
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	3	NB-- 3	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	194	1	194	218	1	**218**
	Left-Through		0			0	
	Through	2105	3	**702**	1790	3	597
	Through-Right		0			0	
	Right	36	1	0	90	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	177	1	**177**	252	1	252
	Left-Through		0			0	
	Through	1903	3	634	2120	3	**707**
	Through-Right		0			0	
	Right	57	1	37	62	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	**20**	48	1	48
	Left-Through		0			0	
	Through	225	1	154	331	1	**245**
	Through-Right		1			1	
	Right	82	0	82	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	181	1	181	250	1	**250**
	Left-Through		0			0	
	Through	623	1	**444**	393	1	300
	Through-Right		1			1	
	Right	264	0	264	207	0	207
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	879		*North-South:*	925
			East-West:	464		*East-West:*	495
			SUM:	1343		*SUM:*	1420
VOLUME/CAPACITY *(V/C)* RATIO:				0.977			1.033
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.877**			**0.933**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
4

PROJECT TITLE: Airport Metro Connector
North-South Street: Lincoln Bl **East-West Street:** Sepulveda Bl
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2276	3	**759**	1908	3	**636**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1513	4	378	1999	4	500
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1888	4	**472**	2502	4	**626**
	Through-Right		0			0	
	Right	42	1	42	37	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	759		*North-South:*	636
			East-West:	472		*East-West:*	626
			SUM:	1231		*SUM:*	1262
VOLUME/CAPACITY *(V/C)* RATIO:				0.821			0.841
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.721**			**0.741**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
5

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Century Bl
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	4926	4	**1232**	4297	4	**1074**
	Through-Right		0			0	
	Right	3	0	0	3	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2512	4	628	3291	4	823
	Through-Right		0			0	
	Right	41	1	41	44	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	401	1	241	533	1	**305**
	Left-Through		1			1	
	Through	81	0	241	77	0	305
	Through-Right		0			0	
	Right	480	2	**264**	257	2	141
	Left-Through-Right		0			0	
	Left-Right		0			0	

	AM	PM
CRITICAL VOLUMES *North-South:*	1232	1074
CRITICAL VOLUMES *East-West:*	264	305
CRITICAL VOLUMES *SUM:*	1496	1379
VOLUME/CAPACITY *(V/C)* RATIO:	0.997	0.919
V/C LESS ATSAC/ATCS ADJUSTMENT:	**0.897**	**0.819**
LEVEL OF SERVICE (LOS):	**D**	**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
6

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** I-105 WB Ramps (n/o Imperial Hwy)
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3108	3	**1036**	3047	3	**1016**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2947	3	**1031**	2111	3	**739**
	Left-Through-Right		0			0	
	Left-Right		0			0	

CRITICAL VOLUMES	*North-South:*	1036	*North-South:*	1016
	East-West:	1031	*East-West:*	739
	SUM:	2067	*SUM:*	1755
VOLUME/CAPACITY *(V/C)* RATIO:		1.378		1.170
V/C LESS ATSAC/ATCS ADJUSTMENT:		**1.278**		**1.070**
LEVEL OF SERVICE (LOS):		**F**		**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
7

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Imperial Hwy
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--	0	NB-- 0		SB-- 0
	EB-- 0		WB--	3	EB-- 0		WB-- 3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	129	1	129	187	1	187
	Left-Through		0			0	
	Through	2288	3	**763**	2091	3	697
	Through-Right		0			0	
	Right	706	1	646	1164	1	**1104**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	595	2	**327**	905	2	**498**
	Left-Through		0			0	
	Through	2917	3	731	2910	3	729
	Through-Right		1			1	
	Right	8	0	8	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	283	2	**156**	307	2	**169**
	Left-Through		0			0	
	Through	280	3	93	442	3	147
	Through-Right		0			0	
	Right	117	1	53	208	1	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	219	2	120	218	2	120
	Left-Through		0			0	
	Through	280	3	93	412	3	**137**
	Through-Right		0			0	
	Right	486	1	**159**	615	1	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1090		*North-South:*	1602
			East-West:	315		*East-West:*	306
			SUM:	1405		*SUM:*	1908
VOLUME/CAPACITY *(V/C)* RATIO:				1.022			1.388
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.922**			**1.288**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
8

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Eastway **East-West Street:** Westchester Pkwy
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	11	0	11	63	0	63
	Left-Through		1			1	
	Through	133	0	**144**	294	0	**357**
	Through-Right		0			0	
	Right	129	1	125	202	1	191
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	0	**131**	354	0	**354**
	Left-Through		0			0	
	Through	12	0	228	14	0	529
	Through-Right		0			0	
	Right	85	0	0	161	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	107	1	**107**
	Left-Through		0			0	
	Through	384	1	193	639	1	324
	Through-Right		1			1	
	Right	1	0	1	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	8	1	8	23	1	23
	Left-Through		0			0	
	Through	967	1	**570**	668	1	**411**
	Through-Right		1			1	
	Right	173	0	173	153	0	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	711
			East-West:	614		*East-West:*	518
			SUM:	889		*SUM:*	1229
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.819
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.493**			**0.719**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
9

PROJECT TITLE: Airport Metro Connector
North-South Street: La Tijera Bl **East-West Street:** Manchester Av
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	49	1	49
	Left-Through		0			0	
	Through	264	2	132	480	2	**240**
	Through-Right		0			0	
	Right	81	1	12	300	1	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	62	1	**62**
	Left-Through		0			0	
	Through	579	2	**290**	463	2	232
	Through-Right		0			0	
	Right	311	1	238	269	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	**146**	279	1	279
	Left-Through		0			0	
	Through	429	2	215	1007	2	**504**
	Through-Right		0			0	
	Right	12	1	0	57	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	138	200	1	**200**
	Left-Through		0			0	
	Through	1030	2	**515**	715	2	358
	Through-Right		0			0	
	Right	26	1	5	81	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	352		*North-South:*	302
			East-West:	661		*East-West:*	704
			SUM:	1013		*SUM:*	1006
VOLUME/CAPACITY *(V/C)* RATIO:				0.711			0.706
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.611**			**0.606**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
10

PROJECT TITLE: Airport Metro Connector
North-South Street: Jenny Av **East-West Street:** Westchester Pkwy
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	33	1		33	68	1		68
	Left-Through		0				0		
	Through	67	1		**67**	60	1		60
	Through-Right		0				0		
	Right	63	1		0	155	1		**100**
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	16	1		**16**	153	1		**153**
	Left-Through		0				0		
	Through	42	1		34	55	1		55
	Through-Right		1				1		
	Right	25	0		25	62	0		32
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	60	1		**60**	60	1		60
	Left-Through		0				0		
	Through	296	2		148	778	2		**389**
	Through-Right		0				0		
	Right	61	1		45	108	1		74
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	136	1		136	111	1		**111**
	Left-Through		0				0		
	Through	757	2		**379**	576	2		288
	Through-Right		0				0		
	Right	153	1		145	109	1		33
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	83			*North-South:*	253
				East-West:	439			*East-West:*	500
				SUM:	522			*SUM:*	753
VOLUME/CAPACITY *(V/C)* RATIO:					0.348				0.502
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.248**				**0.402**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
11

PROJECT TITLE: Airport Metro Connector
North-South Street: Avion Dr **East-West Street:** Century Bl
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	**85**	109	1	**109**
	Left-Through		0			0	
	Through	12	1	12	15	1	15
	Through-Right		0			0	
	Right	26	1	0	79	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	82	1	82
	Left-Through		0			0	
	Through	15	1	**15**	7	1	7
	Through-Right		0			0	
	Right	83	1	0	146	1	**98**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	470	2	**259**	176	2	97
	Left-Through		0			0	
	Through	1483	4	371	1646	4	**412**
	Through-Right		0			0	
	Right	106	1	64	78	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	34	1	**34**
	Left-Through		0			0	
	Through	1683	3	**443**	1208	3	323
	Through-Right		1			1	
	Right	89	0	89	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	100		*North-South:*	207
			East-West:	702		*East-West:*	446
			SUM:	802		*SUM:*	653
VOLUME/CAPACITY *(V/C)* RATIO:				0.563			0.458
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.463**			**0.358**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
12

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Manchester Av
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	**138**	117	1	117
	Left-Through		0			0	
	Through	590	2	295	740	2	**370**
	Through-Right		0			0	
	Right	94	1	34	275	1	228
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	127	1	**127**
	Left-Through		0			0	
	Through	676	1	**356**	569	1	313
	Through-Right		1			1	
	Right	35	0	35	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	49	1	49
	Left-Through		0			0	
	Through	454	2	227	1229	2	**615**
	Through-Right		0			0	
	Right	77	1	8	113	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	2	121	172	2	**95**
	Left-Through		0			0	
	Through	1073	2	**537**	792	2	396
	Through-Right		0			0	
	Right	158	1	129	63	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	494		*North-South:*	497
			East-West:	588		*East-West:*	710
			SUM:	1082		*SUM:*	1207
VOLUME/CAPACITY *(V/C)* RATIO:				0.787			0.878
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.687**			**0.778**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
13

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Arbor Vitae St/Westchester Pkwy
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	181	1	181	196	1	196
	Left-Through		0			0	
	Through	788	1	**451**	965	1	**652**
	Through-Right		1			1	
	Right	113	0	113	338	0	338
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	**102**	202	1	**202**
	Left-Through		0			0	
	Through	714	3	238	635	3	212
	Through-Right		0			0	
	Right	202	1	148	188	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	193	1	193
	Left-Through		0			0	
	Through	235	2	118	650	2	**325**
	Through-Right		0			0	
	Right	133	1	0	186	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	228	202	1	**202**
	Left-Through		0			0	
	Through	971	1	**617**	515	1	318
	Through-Right		1			1	
	Right	263	0	263	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	553		*North-South:*	854
			East-West:	671		*East-West:*	527
			SUM:	1224		*SUM:*	1381
VOLUME/CAPACITY *(V/C)* RATIO:				0.890			1.004
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.790**			**0.904**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
14

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 96th St
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	1	NB--	0	SB--	1
		EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	213	1	213		205	1	205	
	Left-Through		0				0		
	Through	854	2	**427**		1029	2	**515**	
	Through-Right		0				0		
	Right	37	1	15		44	1	30	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	85	1	**85**		74	1	**74**	
	Left-Through		0				0		
	Through	722	3	241		699	3	233	
	Through-Right		0				0		
	Right	315	1	0		237	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	104	2	**57**		179	2	**98**	
	Left-Through		0				0		
	Through	44	1	44		35	1	35	
	Through-Right		0				0		
	Right	73	1	0		135	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	44	1	44		29	1	29	
	Left-Through		0				0		
	Through	37	1	**37**		43	1	43	
	Through-Right		0				0		
	Right	59	1	17		111	1	**74**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	512			*North-South:*	589
				East-West:	94			*East-West:*	172
				SUM:	606			*SUM:*	761
VOLUME/CAPACITY *(V/C)* RATIO:					0.441				0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.341**				**0.453**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
15

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 98th St
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	96	1		96	68	1		68
	Left-Through		0				0		
	Through	890	2		**445**	879	2		**440**
	Through-Right		0				0		
	Right	147	1		121	100	1		65
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	165	1		**165**	60	1		**60**
	Left-Through		0				0		
	Through	482	2		208	757	2		293
	Through-Right		1				1		
	Right	143	0		143	121	0		121
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	97	1		**97**	204	1		**204**
	Left-Through		0				0		
	Through	37	0		114	97	0		276
	Through-Right		1				1		
	Right	77	0		0	179	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	53	1		53	71	1		71
	Left-Through		0				0		
	Through	42	0		**124**	54	0		**289**
	Through-Right		1				1		
	Right	82	0		0	235	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	610			*North-South:*	500
				East-West:	221			*East-West:*	493
				SUM:	831			*SUM:*	993
VOLUME/CAPACITY *(V/C)* RATIO:					0.554				0.662
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.454**				**0.562**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
16

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Century Bl
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	13	1	13	27	1	27
	Left-Through		0			0	
	Through	51	2	**26**	64	2	32
	Through-Right		0			0	
	Right	44	1	8	88	1	**36**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	91	520	2	182
	Left-Through		1			1	
	Through	55	1	55	53	1	53
	Through-Right		0			0	
	Right	331	1	**186**	396	1	**251**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	529	2	**291**	529	2	**291**
	Left-Through		0			0	
	Through	1019	4	255	1627	4	407
	Through-Right		0			0	
	Right	23	1	17	34	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	104	1	104
	Left-Through		0			0	
	Through	1726	4	432	1224	4	306
	Through-Right		0			0	
	Right	658	1	**567**	500	1	**318**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	212		*North-South:*	287
			East-West:	858		*East-West:*	609
			SUM:	1070		*SUM:*	896
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.652
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.678**			**0.552**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
17

PROJECT TITLE: Airport Metro Connector
North-South Street: Nash St/I-105 WB Ramps **East-West Street:** Imperial Hwy
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	57	1	**57**	134	1	**134**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	57	2	0	273	2	129
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	429	1	**368**	106	1	106
	Left-Through		1			1	
	Through	1044	0	368	192	0	**192**
	Through-Right		1			1	
	Right	577	1	368	195	1	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	656	2	**255**	1064	2	**375**
	Through-Right		1			1	
	Right	110	0	110	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	263	2	**145**	39	2	**21**
	Left-Through		0			0	
	Through	1044	3	348	831	3	277
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	326
			East-West:	400		*East-West:*	396
			SUM:	825		*SUM:*	722
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.525
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.500**			**0.425**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
18

PROJECT TITLE: Airport Metro Connector
North-South Street: Douglas St **East-West Street:** Imperial Hwy
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	117	1	**117**	199	1	199
	Left-Through		0			0	
	Through	23	1	23	29	1	29
	Through-Right		0			0	
	Right	110	2	0	603	2	**233**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	41	1	41	58	1	**47**
	Left-Through		0			0	
	Through	47	0	**47**	35	0	47
	Through-Right		0			0	
	Right	5	1	0	30	1	6
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	33	1	33	48	1	48
	Left-Through		0			0	
	Through	522	2	**261**	1816	2	**712**
	Through-Right		1			1	
	Right	294	0	236	319	0	319
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	535	2	**294**	180	2	**99**
	Left-Through		0			0	
	Through	1204	2	422	628	2	222
	Through-Right		1			1	
	Right	63	0	63	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	164		*North-South:*	280
			East-West:	555		*East-West:*	811
			SUM:	719		*SUM:*	1091
VOLUME/CAPACITY *(V/C)* RATIO:				0.523			0.793
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.423**			**0.693**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
19

PROJECT TITLE: Airport Metro Connector
North-South Street: Bellanca Av **East-West Street:** Century Bl
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	227	2	**125**	634	2	**349**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	69	1	15	95	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	108	1	**108**	135	1	**135**
	Left-Through		0			0	
	Through	1224	4	306	2080	4	520
	Through-Right		0			0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2737	3	**801**	1634	3	**440**
	Through-Right		1			1	
	Right	465	0	465	126	0	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	125		*North-South:*	349
			East-West:	909		*East-West:*	575
			SUM:	1034		*SUM:*	924
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.616
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.589**			**0.516**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
20

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Arbor Vitae St
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	478	1	**478**	212	1	**212**
	Left-Through		0			0	
	Through	728	2	364	570	2	285
	Through-Right		0			0	
	Right	96	1	2	131	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	96	1	96
	Left-Through		0			0	
	Through	456	1	**314**	502	1	**292**
	Through-Right		1			1	
	Right	171	0	171	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	195	1	195
	Left-Through		0			0	
	Through	242	1	171	925	1	**614**
	Through-Right		1			1	
	Right	99	0	99	302	0	302
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	188	1	188	203	1	**203**
	Left-Through		0			0	
	Through	1068	1	**575**	428	1	250
	Through-Right		1			1	
	Right	82	0	82	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	504
			East-West:	658		*East-West:*	817
			SUM:	1450		*SUM:*	1321
VOLUME/CAPACITY *(V/C)* RATIO:				1.055			0.961
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.955**			**0.861**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
21

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Century Bl
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	765	2	**421**	390	2	**215**
	Left-Through		0			0	
	Through	693	1	407	572	1	367
	Through-Right		1			1	
	Right	121	0	121	162	0	162
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	2	42	107	2	59
	Left-Through		0			0	
	Through	371	2	**186**	562	2	**281**
	Through-Right		0			0	
	Right	189	1	76	166	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	**113**	137	1	137
	Left-Through		0			0	
	Through	1100	3	346	2339	3	**722**
	Through-Right		1			1	
	Right	282	0	282	548	0	548
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	102	1	102	102	1	**102**
	Left-Through		0			0	
	Through	2248	3	**612**	1209	3	337
	Through-Right		1			1	
	Right	201	0	201	140	0	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	607		*North-South:*	496
			East-West:	725		*East-West:*	824
			SUM:	1332		*SUM:*	1320
VOLUME/CAPACITY *(V/C)* RATIO:				0.969			0.960
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.869**			**0.860**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
22

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 104th St
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	70	1	**70**
	Left-Through		0			0	
	Through	1344	1	**721**	1150	1	593
	Through-Right		1			1	
	Right	97	0	97	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	**23**	18	1	18
	Left-Through		0			0	
	Through	800	1	408	1200	1	**604**
	Through-Right		1			1	
	Right	16	0	16	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	5	6	0	6
	Left-Through		0			0	
	Through	16	0	**105**	43	0	**210**
	Through-Right		0			0	
	Right	84	0	0	161	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	42	1	42	82	1	**82**
	Left-Through		0			0	
	Through	81	0	**141**	29	0	62
	Through-Right		1			1	
	Right	60	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	744		*North-South:*	674
			East-West:	246		*East-West:*	292
			SUM:	990		*SUM:*	966
VOLUME/CAPACITY *(V/C)* RATIO:				0.720			0.703
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.620**			**0.603**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
23

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 111th St
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	50	1	50	27	1	**27**
	Left-Through		0			0	
	Through	1487	1	**762**	1079	1	560
	Through-Right		1			1	
	Right	37	0	37	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	**34**	46	1	46
	Left-Through		0			0	
	Through	746	1	407	1350	1	**703**
	Through-Right		1			1	
	Right	68	0	68	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	**61**	70	1	70
	Left-Through		0			0	
	Through	41	0	54	63	0	**116**
	Through-Right		1			1	
	Right	13	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	23	1	23
	Left-Through		0			0	
	Through	60	1	**60**	43	1	**43**
	Through-Right		0			0	
	Right	66	1	49	58	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	

	AM		PM	
CRITICAL VOLUMES	*North-South:*	796	*North-South:*	730
	East-West:	121	*East-West:*	159
	SUM:	917	*SUM:*	889
VOLUME/CAPACITY *(V/C)* RATIO:		0.667		0.647
V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.567**		**0.547**
LEVEL OF SERVICE (LOS):		**A**		**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
24

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Imperial Hwy
Scenario: Future without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	338	2	186	188	2	**103**
	Left-Through		0			0	
	Through	707	2	**354**	439	2	220
	Through-Right		0			0	
	Right	111	1	0	227	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	246	2	**135**	458	2	252
	Left-Through		0			0	
	Through	307	2	154	817	2	**409**
	Through-Right		0			0	
	Right	272	1	203	148	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	126	2	**69**	295	2	162
	Left-Through		0			0	
	Through	302	2	125	1666	2	**702**
	Through-Right		1			1	
	Right	73	0	73	440	0	440
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	225	2	124	216	2	**119**
	Left-Through		0			0	
	Through	1264	3	421	467	3	156
	Through-Right		0			0	
	Right	656	1	**521**	405	1	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	489		*North-South:*	512
			East-West:	590		*East-West:*	821
			SUM:	1079		*SUM:*	1333
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.969
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.685**			**0.869**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Project Title: Airport Metro Connector
Intersection: 1 - Sepulveda Bl & Manchester Av
Description: FUTURE without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	139	1,600	0.000	N-S(1):	0.500 *
	TH	3.00	1,283	4,800	0.267	N-S(2):	0.339
	LT	1.00	158	1,600	0.099 *	E-W(1):	0.181
Westbound	RT	1.00	449	1,600	0.000	E-W(2):	0.320 *
	TH	2.00	781	3,200	0.244 *		
	LT	1.00	90	1,600	0.056	V/C:	0.820
Northbound	RT	1.00	75	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,923	4,800	0.401 *	ITS:	0.000
	LT	1.00	116	1,600	0.072		
Eastbound	RT	1.00	105	1,600	0.000	ICU:	0.920
	TH	2.00	399	3,200	0.125		
	LT	2.00	220	2,880	0.076 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	368	1,600	0.000	N-S(1):	0.557 *
	TH	3.00	1,874	4,800	0.390	N-S(2):	0.519
	LT	1.00	401	1,600	0.250 *	E-W(1):	0.352 *
Westbound	RT	1.00	221	1,600	0.000	E-W(2):	0.309
	TH	2.00	695	3,200	0.217		
	LT	1.00	120	1,600	0.075 *	V/C:	0.909
Northbound	RT	1.00	122	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,475	4,800	0.307 *	ITS:	0.000
	LT	1.00	206	1,600	0.129		
Eastbound	RT	1.00	141	1,600	0.000	ICU:	1.009
	TH	2.00	887	3,200	0.277 *		
	LT	2.00	266	2,880	0.092	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **4 - Lincoln Bl & Sepulveda Bl**
Description: **FUTURE without Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.474 *
	TH	4.00	1,513	6,400	0.236	N-S(2):	0.236
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	42	1,600	0.000	E-W(2):	0.295 *
	TH	4.00	1,888	6,400	0.295 *		
	LT	0.00	0	0	0.000	V/C:	0.769
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	2,276	4,800	0.474 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.869
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.397 *
	TH	4.00	1,999	6,400	0.312	N-S(2):	0.312
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	37	1,600	0.000	E-W(2):	0.391 *
	TH	4.00	2,502	6,400	0.391 *		
	LT	0.00	0	0	0.000	V/C:	0.788
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,908	4,800	0.397 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.888
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 5 - Sepulveda Bl & Century Bl
Description: FUTURE without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.000	N-S(1):	0.770 *
	TH	4.00	2,512	6,400	0.392	N-S(2):	0.392
	LT	0.00	0	0	0.000 *	E-W(1):	0.167 *
Westbound	RT	2.00	480	3,200	0.000	E-W(2):	0.150
	TH	0.34	81	537	0.150		
	LT	1.66	401	2,397	0.167 *	V/C:	0.937
Northbound	RT	0.00	3	0	0.000	Lost Time:	0.100
	TH	4.00	4,926	6,400	0.770 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.037
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000	N-S(1):	0.671 *
	TH	5.00	3,291	8,000	0.417	N-S(2):	0.417
	LT	0.00	0	0	0.000 *	E-W(1):	0.212 *
Westbound	RT	2.00	257	3,200	0.000	E-W(2):	0.191
	TH	0.25	77	404	0.191		
	LT	1.75	533	2,516	0.212 *	V/C:	0.883
Northbound	RT	1.00	3	1,600	0.000	Lost Time:	0.100
	TH	4.00	4,297	6,400	0.671 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.983
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)
Description: FUTURE without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.38	1,967	2,203	0.000	N-S(1):	0.648
	TH	1.62	2,320	2,597	0.893 *	N-S(2):	0.893 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,947	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.893
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	3,108	4,800	0.648	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.993
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2,042	0	0.000	N-S(1):	0.635
	TH	2.00	3,020	3,200	1.582 *	N-S(2):	1.582 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,111	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.582
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	3,047	4,800	0.635	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.682
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 7 - Sepulveda Bl & Imperial Hwy
Description: FUTURE without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.684 *
	TH	4.00	2,917	6,400	0.457	N-S(2):	0.537
	LT	2.00	595	2,880	0.207 *	E-W(1):	0.134
Westbound	RT	1.00	486	1,600	0.000	E-W(2):	0.156 *
	TH	3.00	280	4,800	0.058 *		
	LT	2.00	219	2,880	0.076	V/C:	0.840
Northbound	RT	1.00	706	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,288	4,800	0.477 *	ITS:	0.000
	LT	1.00	129	1,600	0.080		
Eastbound	RT	1.00	117	1,600	0.000	ICU:	0.940
	TH	3.00	280	4,800	0.058		
	LT	2.00	283	2,880	0.098 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.750 *
	TH	4.00	2,910	6,400	0.455	N-S(2):	0.572
	LT	2.00	905	2,880	0.314 *	E-W(1):	0.168
Westbound	RT	1.00	615	1,600	0.000	E-W(2):	0.193 *
	TH	3.00	412	4,800	0.086 *		
	LT	2.00	218	2,880	0.076	V/C:	0.943
Northbound	RT	1.00	1,164	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,091	4,800	0.436 *	ITS:	0.000
	LT	1.00	187	1,600	0.117		
Eastbound	RT	1.00	208	1,600	0.000	ICU:	1.043
	TH	3.00	442	4,800	0.092		
	LT	2.00	307	2,880	0.107 *	LOS:	F

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 9 - La Tijera Bl & Manchester Av
Description: FUTURE without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	311	1,600	0.000	N-S(1):	0.110
	TH	2.00	579	3,200	0.181 *	N-S(2):	0.220 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.220
Westbound	RT	1.00	26	1,600	0.000	E-W(2):	0.414 *
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	138	1,600	0.086	V/C:	0.634
Northbound	RT	1.00	81	1,600	0.000	Lost Time:	0.100
	TH	2.00	264	3,200	0.083	ITS:	0.000
	LT	1.00	62	1,600	0.039 *		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.734
	TH	2.00	429	3,200	0.134		
	LT	1.00	146	1,600	0.092 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	269	1,600	0.000	N-S(1):	0.189 *
	TH	2.00	463	3,200	0.145	N-S(2):	0.176
	LT	1.00	62	1,600	0.039 *	E-W(1):	0.440 *
Westbound	RT	1.00	81	1,600	0.000	E-W(2):	0.398
	TH	2.00	715	3,200	0.223		
	LT	1.00	200	1,600	0.125 *	V/C:	0.629
Northbound	RT	1.00	300	1,600	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.150 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	1.00	57	1,600	0.000	ICU:	0.729
	TH	2.00	1,007	3,200	0.315 *		
	LT	1.00	279	1,600	0.175	LOS:	C

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 12 - Airport Bl & Manchester Av
Description: FUTURE without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.221
	TH	2.00	676	3,200	0.222 *	N-S(2):	0.308 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.218
Westbound	RT	1.00	158	1,600	0.000	E-W(2):	0.367 *
	TH	2.00	1,073	3,200	0.335 *		
	LT	2.00	220	2,880	0.076	V/C:	0.675
Northbound	RT	1.00	94	1,600	0.000	Lost Time:	0.100
	TH	2.00	590	3,200	0.184	ITS:	0.000
	LT	1.00	138	1,600	0.086 *		
Eastbound	RT	1.00	77	1,600	0.000	ICU:	0.775
	TH	2.00	454	3,200	0.142		
	LT	1.00	51	1,600	0.032 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	57	0	0.000	N-S(1):	0.311 *
	TH	2.00	569	3,200	0.196	N-S(2):	0.269
	LT	1.00	127	1,600	0.080 *	E-W(1):	0.444 *
Westbound	RT	1.00	63	1,600	0.000	E-W(2):	0.279
	TH	2.00	792	3,200	0.248		
	LT	2.00	172	2,880	0.060 *	V/C:	0.755
Northbound	RT	1.00	275	1,600	0.000	Lost Time:	0.100
	TH	2.00	740	3,200	0.231 *	ITS:	0.000
	LT	1.00	117	1,600	0.073		
Eastbound	RT	1.00	113	1,600	0.000	ICU:	0.855
	TH	2.00	1,229	3,200	0.384 *		
	LT	1.00	49	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 17 - Nash St/I-105 WB Ramps & Imperial Hwy
Description: FUTURE without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.07	577	1,709	0.000	N-S(1):	0.373 *
	TH	1.93	1,044	3,091	0.338 *	N-S(2):	0.000
	LT	1.00	429	1,600	0.268	E-W(1):	0.251 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.217
	TH	3.00	1,044	4,800	0.217		
	LT	2.00	263	2,880	0.091 *	V/C:	0.624
Northbound	RT	2.00	57	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	57	1,600	0.035 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.724
	TH	3.00	656	4,800	0.160 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.51	195	2,422	0.000	N-S(1):	0.164 *
	TH	1.49	192	2,378	0.081 *	N-S(2):	0.000
	LT	1.00	106	1,600	0.066	E-W(1):	0.248 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.173
	TH	3.00	831	4,800	0.173		
	LT	2.00	39	2,880	0.014 *	V/C:	0.412
Northbound	RT	2.00	273	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	134	1,600	0.083 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.512
	TH	3.00	1,064	4,800	0.234 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 18 - Douglas St & Imperial Hwy
Description: FUTURE without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	5	1,600	0.000	N-S(1):	0.102 *
	TH	1.00	47	1,600	0.029 *	N-S(2):	0.000
	LT	1.00	41	1,600	0.026	E-W(1):	0.441 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.284
	TH	3.00	1,204	4,800	0.264		
	LT	2.00	535	2,880	0.186 *	V/C:	0.543
Northbound	RT	2.00	110	3,200	0.000	Lost Time:	0.100
	TH	1.00	23	1,600	0.015	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	0.00	294	0	0.000	ICU:	0.643
	TH	3.00	522	3,200	0.255 *		
	LT	1.00	33	1,600	0.020	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.000	N-S(1):	0.156 *
	TH	0.75	35	1,200	0.029	N-S(2):	0.000
	LT	1.25	58	1,800	0.032 *	E-W(1):	0.507 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.169
	TH	3.00	628	4,800	0.139		
	LT	2.00	180	2,880	0.062 *	V/C:	0.663
Northbound	RT	2.00	603	3,200	0.000	Lost Time:	0.100
	TH	1.00	29	1,600	0.018	ITS:	0.000
	LT	1.00	199	1,600	0.124 *		
Eastbound	RT	0.00	319	0	0.000	ICU:	0.763
	TH	3.00	1,816	4,800	0.445 *		
	LT	1.00	48	1,600	0.030	LOS:	C

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 20 - Aviation Bl & Arbor Vitae St
Description: FUTURE without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	171	0	0.000	N-S(1):	0.258
	TH	2.00	456	3,200	0.196 *	N-S(2):	0.495 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.224
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.411 *
	TH	2.00	1,068	3,200	0.359 *		
	LT	1.00	188	1,600	0.117	V/C:	0.906
Northbound	RT	1.00	96	1,600	0.000	Lost Time:	0.100
	TH	2.00	728	3,200	0.227	ITS:	0.000
	LT	1.00	478	1,600	0.299 *		
Eastbound	RT	0.00	99	0	0.000	ICU:	1.006
	TH	2.00	242	3,200	0.107		
	LT	1.00	83	1,600	0.052 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.238
	TH	2.00	502	3,200	0.183 *	N-S(2):	0.316 *
	LT	1.00	96	1,600	0.060	E-W(1):	0.510 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.278
	TH	2.00	428	3,200	0.156		
	LT	1.00	203	1,600	0.127 *	V/C:	0.826
Northbound	RT	1.00	131	1,600	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.178	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	302	0	0.000	ICU:	0.926
	TH	2.00	925	3,200	0.383 *		
	LT	1.00	195	1,600	0.122	LOS:	E

* - Denotes critical movement

Level of Service Workheet
(Circular 212 Method)

I/S #:
1

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Manchester Av
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 / EB-- 0	SB-- / WB--	0 / 0	NB-- 3 / EB-- 0	SB-- / WB--	0 / 0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	116	1	116	206	1	206
	Left-Through		0			0	
	Through	1925	3	**642**	1477	3	**492**
	Through-Right		0			0	
	Right	75	1	0	122	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	401	1	**401**
	Left-Through		0			0	
	Through	1285	3	428	1876	3	625
	Through-Right		0			0	
	Right	139	1	79	368	1	295
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	2	**121**	266	2	146
	Left-Through		0			0	
	Through	401	2	201	889	2	**445**
	Through-Right		0			0	
	Right	105	1	47	141	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	120	1	**120**
	Left-Through		0			0	
	Through	781	2	**391**	695	2	348
	Through-Right		0			0	
	Right	449	1	370	221	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	893
			East-West:	512		*East-West:*	565
			SUM:	1312		*SUM:*	1458
VOLUME/CAPACITY *(V/C)* RATIO:				0.954			1.060
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.854**			**0.960**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
2

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** La Tijera Bl
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	73	1	73	134	1	**134**
	Left-Through		0			0	
	Through	2086	3	**695**	1363	3	454
	Through-Right		0			0	
	Right	104	1	0	242	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	**43**	126	1	126
	Left-Through		0			0	
	Through	1631	3	544	1868	3	**623**
	Through-Right		0			0	
	Right	56	1	0	154	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	90	1	90	143	1	143
	Left-Through		0			0	
	Through	218	2	**109**	386	2	**193**
	Through-Right		0			0	
	Right	117	1	44	106	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	369	1	**369**	354	1	**354**
	Left-Through		0			0	
	Through	275	1	158	289	1	182
	Through-Right		1			1	
	Right	41	0	41	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	738		*North-South:*	757
			East-West:	478		*East-West:*	547
			SUM:	1216		*SUM:*	1304
VOLUME/CAPACITY *(V/C)* RATIO:				0.884			0.948
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.784**			**0.848**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
3

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Westchester Pkwy
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	194	1	194	218	1	**218**
	Left-Through		0			0	
	Through	2097	3	**699**	1782	3	594
	Through-Right		0			0	
	Right	36	1	0	90	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	183	1	**183**	258	1	258
	Left-Through		0			0	
	Through	1899	3	633	2116	3	**705**
	Through-Right		0			0	
	Right	57	1	37	62	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	**20**	48	1	48
	Left-Through		0			0	
	Through	225	1	154	331	1	**245**
	Through-Right		1			1	
	Right	82	0	82	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	181	1	181	250	1	**250**
	Left-Through		0			0	
	Through	623	1	**449**	393	1	305
	Through-Right		1			1	
	Right	274	0	274	217	0	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	882		*North-South:*	923
			East-West:	469		*East-West:*	495
			SUM:	1351		*SUM:*	1418
VOLUME/CAPACITY *(V/C)* RATIO:				0.983			1.031
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.883**			**0.931**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
4

PROJECT TITLE: Airport Metro Connector
North-South Street: Lincoln Bl **East-West Street:** Sepulveda Bl
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2278	3	**759**	1910	3	**637**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1513	4	378	1999	4	500
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1884	4	**471**	2498	4	**625**
	Through-Right		0			0	
	Right	42	1	42	37	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	759		*North-South:*	637
			East-West:	471		*East-West:*	625
			SUM:	1230		*SUM:*	1262
VOLUME/CAPACITY *(V/C)* RATIO:				0.820			0.841
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.720**			**0.741**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
5

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Century Bl
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	4926	4	**1232**	4297	4	**1074**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2516	4	629	3295	4	824
	Through-Right		0			0	
	Right	41	1	41	44	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	403	1	242	535	1	**306**
	Left-Through		1			1	
	Through	81	0	242	77	0	306
	Through-Right		0			0	
	Right	489	2	**269**	266	2	146
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1232		*North-South:*	1074
			East-West:	269		*East-West:*	306
			SUM:	1501		*SUM:*	1380
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			0.920
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.901**			**0.820**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
6

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** I-105 WB Ramps (n/o Imperial Hwy)
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3110	3	**1037**	3049	3	**1016**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2947	3	**1031**	2111	3	**739**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1037		*North-South:*	1016
			East-West:	1031		*East-West:*	739
			SUM:	2068		*SUM:*	1755
VOLUME/CAPACITY *(V/C)* RATIO:				1.379			1.170
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.279**			**1.070**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
7

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Imperial Hwy
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	129	1	129	187	1	187
	Left-Through		0			0	
	Through	2290	3	**763**	2093	3	698
	Through-Right		0			0	
	Right	708	1	647	1166	1	**1106**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	595	2	**327**	905	2	**498**
	Left-Through		0			0	
	Through	2919	3	732	2912	3	729
	Through-Right		1			1	
	Right	8	0	8	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	283	2	**156**	307	2	**169**
	Left-Through		0			0	
	Through	280	3	93	442	3	147
	Through-Right		0			0	
	Right	117	1	53	208	1	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	221	2	122	220	2	121
	Left-Through		0			0	
	Through	280	3	93	412	3	**137**
	Through-Right		0			0	
	Right	486	1	**159**	615	1	117
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1090		*North-South:*	1604
			East-West:	315		*East-West:*	306
			SUM:	1405		*SUM:*	1910
VOLUME/CAPACITY *(V/C)* RATIO:				1.022			1.389
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.922**			**1.289**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
8

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Eastway **East-West Street:** Westchester Pkwy
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	11	0	11	63	0	63
	Left-Through		1			1	
	Through	133	0	**144**	294	0	**357**
	Through-Right		0			0	
	Right	129	1	125	202	1	191
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	0	**131**	354	0	**354**
	Left-Through		0			0	
	Through	12	0	228	14	0	529
	Through-Right		0			0	
	Right	85	0	0	161	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	44	1	**44**	107	1	**107**
	Left-Through		0			0	
	Through	390	1	196	645	1	327
	Through-Right		1			1	
	Right	1	0	1	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	8	1	8	23	1	23
	Left-Through		0			0	
	Through	977	1	**575**	678	1	**416**
	Through-Right		1			1	
	Right	173	0	173	153	0	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	275		*North-South:*	711
			East-West:	619		*East-West:*	523
			SUM:	894		*SUM:*	1234
VOLUME/CAPACITY *(V/C)* RATIO:				0.596			0.823
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.496**			**0.723**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
9

PROJECT TITLE: Airport Metro Connector
North-South Street: La Tijera Bl **East-West Street:** Manchester Av
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	49	1	49
	Left-Through		0			0	
	Through	264	2	132	480	2	**240**
	Through-Right		0			0	
	Right	81	1	12	300	1	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	43	1	43	62	1	**62**
	Left-Through		0			0	
	Through	579	2	**290**	463	2	232
	Through-Right		0			0	
	Right	311	1	238	269	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	**146**	279	1	279
	Left-Through		0			0	
	Through	431	2	216	1009	2	**505**
	Through-Right		0			0	
	Right	12	1	0	57	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	138	200	1	**200**
	Left-Through		0			0	
	Through	1030	2	**515**	715	2	358
	Through-Right		0			0	
	Right	26	1	5	81	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	352		*North-South:*	302
			East-West:	661		*East-West:*	705
			SUM:	1013		*SUM:*	1007
VOLUME/CAPACITY *(V/C)* RATIO:				0.711			0.707
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.611**			**0.607**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
10

PROJECT TITLE: Airport Metro Connector
North-South Street: Jenny Av **East-West Street:** Westchester Pkwy
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 0	SB-- / WB--	0 / 0	NB-- 0 / EB-- 0	SB-- / WB--	0 / 0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	43	1	43	78	1	78
	Left-Through		0			0	
	Through	67	1	**67**	60	1	60
	Through-Right		0			0	
	Right	63	1	0	155	1	**100**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	**16**	153	1	**153**
	Left-Through		0			0	
	Through	42	1	34	55	1	55
	Through-Right		1			1	
	Right	25	0	25	62	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	60	1	60
	Left-Through		0			0	
	Through	298	2	149	780	2	**390**
	Through-Right		0			0	
	Right	65	1	44	112	1	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	136	111	1	**111**
	Left-Through		0			0	
	Through	757	2	**379**	576	2	288
	Through-Right		0			0	
	Right	153	1	145	109	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	83		*North-South:*	253
			East-West:	439		*East-West:*	501
			SUM:	522		*SUM:*	754
VOLUME/CAPACITY *(V/C)* RATIO:				0.348			0.503
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.248**			**0.403**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
11

PROJECT TITLE: Airport Metro Connector
North-South Street: Avion Dr **East-West Street:** Century Bl
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	85	1	**85**	109	1	**109**
	Left-Through		0			0	
	Through	12	1	12	15	1	15
	Through-Right		0			0	
	Right	26	1	0	79	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	82	1	82
	Left-Through		0			0	
	Through	15	1	**15**	7	1	7
	Through-Right		0			0	
	Right	83	1	0	146	1	**98**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	470	2	**259**	176	2	97
	Left-Through		0			0	
	Through	1489	4	372	1652	4	**413**
	Through-Right		0			0	
	Right	106	1	64	78	1	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	71	1	71	34	1	**34**
	Left-Through		0			0	
	Through	1693	3	**446**	1218	3	325
	Through-Right		1			1	
	Right	89	0	89	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	100		*North-South:*	207
			East-West:	705		*East-West:*	447
			SUM:	805		*SUM:*	654
VOLUME/CAPACITY *(V/C)* RATIO:				0.565			0.459
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.465**			**0.359**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
12

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Manchester Av
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	138	1	**138**	117	1	117
	Left-Through		0			0	
	Through	592	2	296	742	2	**371**
	Through-Right		0			0	
	Right	94	1	34	275	1	228
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	127	1	**127**
	Left-Through		0			0	
	Through	678	1	**357**	571	1	314
	Through-Right		1			1	
	Right	35	0	35	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	49	1	49
	Left-Through		0			0	
	Through	456	2	228	1231	2	**616**
	Through-Right		0			0	
	Right	77	1	8	113	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	2	121	172	2	**95**
	Left-Through		0			0	
	Through	1073	2	**537**	792	2	396
	Through-Right		0			0	
	Right	158	1	129	63	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	495		*North-South:*	498
			East-West:	588		*East-West:*	711
			SUM:	1083		*SUM:*	1209
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.879
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.688**			**0.779**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
13

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Arbor Vitae St/Westchester Pkwy
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 3	SB-- / WB--	3 / 0	NB-- 0 / EB-- 3	SB-- / WB--	3 / 0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	181	1	181	196	1	196
	Left-Through		0			0	
	Through	790	1	**452**	967	1	**653**
	Through-Right		1			1	
	Right	113	0	113	338	0	338
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	**104**	204	1	**204**
	Left-Through		0			0	
	Through	714	3	238	635	3	212
	Through-Right		0			0	
	Right	202	1	148	188	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	193	1	193
	Left-Through		0			0	
	Through	237	2	119	652	2	**326**
	Through-Right		0			0	
	Right	133	1	0	186	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	228	1	228	202	1	**202**
	Left-Through		0			0	
	Through	971	1	**617**	515	1	318
	Through-Right		1			1	
	Right	263	0	263	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	556		*North-South:*	857
			East-West:	671		*East-West:*	528
			SUM:	1227		*SUM:*	1385
VOLUME/CAPACITY *(V/C)* RATIO:				0.892			1.007
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.792**			**0.907**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
14

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 96th St
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	1
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	208	1	208	200	1	200
	Left-Through		0			0	
	Through	856	2	**428**	1031	2	**516**
	Through-Right		0			0	
	Right	37	1	15	44	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	74	1	**74**
	Left-Through		0			0	
	Through	722	3	241	699	3	233
	Through-Right		0			0	
	Right	315	1	0	237	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	104	2	**57**	179	2	**98**
	Left-Through		0			0	
	Through	44	1	44	35	1	35
	Through-Right		0			0	
	Right	69	1	0	131	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	44	1	44	29	1	29
	Left-Through		0			0	
	Through	37	1	**37**	43	1	43
	Through-Right		0			0	
	Right	59	1	17	111	1	**74**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	513		*North-South:*	590
			East-West:	94		*East-West:*	172
			SUM:	607		*SUM:*	762
VOLUME/CAPACITY *(V/C)* RATIO:				0.441			0.554
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.341**			**0.454**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
15

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 98th St
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 0	SB-- / WB--	0 / 0	NB-- 0 / EB-- 0	SB-- / WB--	0 / 0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	96	1	96	68	1	68
	Left-Through		0			0	
	Through	885	2	**443**	874	2	**437**
	Through-Right		0			0	
	Right	147	1	121	100	1	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	165	1	**165**	60	1	**60**
	Left-Through		0			0	
	Through	478	2	207	753	2	291
	Through-Right		1			1	
	Right	143	0	143	121	0	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	97	1	**97**	204	1	**204**
	Left-Through		0			0	
	Through	37	0	114	97	0	276
	Through-Right		1			1	
	Right	77	0	0	179	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	53	71	1	71
	Left-Through		0			0	
	Through	42	0	**126**	54	0	**291**
	Through-Right		1			1	
	Right	84	0	0	237	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	608		*North-South:*	497
			East-West:	223		*East-West:*	495
			SUM:	831		*SUM:*	992
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.661
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.454**			**0.561**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
16

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Century Bl
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 0	SB-- / WB--	0 / 3	NB-- 0 / EB-- 0	SB-- / WB--	0 / 3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	13	1	13	27	1	27
	Left-Through		0			0	
	Through	51	2	**26**	64	2	32
	Through-Right		0			0	
	Right	44	1	8	88	1	**36**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	256	2	90	516	2	181
	Left-Through		1			1	
	Through	55	1	55	53	1	53
	Through-Right		0			0	
	Right	331	1	**186**	396	1	**251**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	529	2	**291**	529	2	**291**
	Left-Through		0			0	
	Through	1025	4	256	1633	4	408
	Through-Right		0			0	
	Right	23	1	17	34	1	21
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	104	1	104
	Left-Through		0			0	
	Through	1736	4	434	1234	4	309
	Through-Right		0			0	
	Right	653	1	**563**	495	1	**314**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	212		*North-South:*	287
			East-West:	854		*East-West:*	605
			SUM:	1066		*SUM:*	892
VOLUME/CAPACITY *(V/C)* RATIO:				0.775			0.649
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.675**			**0.549**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
17

PROJECT TITLE: Airport Metro Connector
North-South Street: Nash St/I-105 WB Ramps **East-West Street:** Imperial Hwy
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	57	1	**57**	134	1	**134**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	57	2	0	273	2	129
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	429	1	**368**	106	1	106
	Left-Through		1			1	
	Through	1044	0	368	192	0	**192**
	Through-Right		1			1	
	Right	577	1	368	195	1	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	658	2	**256**	1066	2	**375**
	Through-Right		1			1	
	Right	110	0	110	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	263	2	**145**	39	2	**21**
	Left-Through		0			0	
	Through	1046	3	349	833	3	278
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	425		*North-South:*	326
			East-West:	401		*East-West:*	396
			SUM:	826		*SUM:*	722
VOLUME/CAPACITY *(V/C)* RATIO:				0.601			0.525
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.501**			**0.425**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
18

PROJECT TITLE: Airport Metro Connector
North-South Street: Douglas St **East-West Street:** Imperial Hwy
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	117	1	**117**	199	1	199
	Left-Through		0			0	
	Through	23	1	23	29	1	29
	Through-Right		0			0	
	Right	110	2	0	603	2	**233**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	41	1	41	58	1	**47**
	Left-Through		0			0	
	Through	47	0	**47**	35	0	47
	Through-Right		0			0	
	Right	5	1	0	30	1	6
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	33	1	33	48	1	48
	Left-Through		0			0	
	Through	524	2	**262**	1818	2	**712**
	Through-Right		1			1	
	Right	294	0	236	319	0	319
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	535	2	**294**	180	2	**99**
	Left-Through		0			0	
	Through	1206	2	423	630	2	222
	Through-Right		1			1	
	Right	63	0	63	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	164		*North-South:*	280
			East-West:	556		*East-West:*	811
			SUM:	720		*SUM:*	1091
VOLUME/CAPACITY *(V/C)* RATIO:				0.524			0.793
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.424**			**0.693**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
19

PROJECT TITLE: Airport Metro Connector
North-South Street: Bellanca Av **East-West Street:** Century Bl
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	211	2	**116**	618	2	**340**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	43	1	2	69	1	14
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	110	1	**110**
	Left-Through		0			0	
	Through	1251	4	313	2107	4	527
	Through-Right		0			0	
	Right	0	0	0	1	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2768	3	**805**	1665	3	**444**
	Through-Right		1			1	
	Right	451	0	451	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	116		*North-South:*	340
			East-West:	888		*East-West:*	554
			SUM:	1004		*SUM:*	894
VOLUME/CAPACITY *(V/C)* RATIO:				0.669			0.596
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.569**			**0.496**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
20

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Arbor Vitae St
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	478	1	**478**	212	1	**212**
	Left-Through		0			0	
	Through	728	2	364	570	2	285
	Through-Right		0			0	
	Right	101	1	6	136	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	50	96	1	96
	Left-Through		0			0	
	Through	460	1	**316**	506	1	**294**
	Through-Right		1			1	
	Right	171	0	171	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	195	1	195
	Left-Through		0			0	
	Through	242	1	173	925	1	**616**
	Through-Right		1			1	
	Right	103	0	103	306	0	306
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	205	1	**205**
	Left-Through		0			0	
	Through	1068	1	**575**	428	1	250
	Through-Right		1			1	
	Right	82	0	82	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	794		*North-South:*	506
			East-West:	658		*East-West:*	821
			SUM:	1452		*SUM:*	1327
VOLUME/CAPACITY *(V/C)* RATIO:				1.056			0.965
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.956**			**0.865**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
21

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Century Bl
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	758	2	**417**	383	2	**211**
	Left-Through		0			0	
	Through	704	1	413	583	1	373
	Through-Right		1			1	
	Right	121	0	121	162	0	162
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	2	46	114	2	63
	Left-Through		0			0	
	Through	381	2	**191**	572	2	**286**
	Through-Right		0			0	
	Right	207	1	80	184	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	127	1	**127**	151	1	151
	Left-Through		0			0	
	Through	1097	3	343	2336	3	**719**
	Through-Right		1			1	
	Right	274	0	274	540	0	540
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	102	1	102	102	1	**102**
	Left-Through		0			0	
	Through	2246	3	**613**	1207	3	338
	Through-Right		1			1	
	Right	207	0	207	146	0	146
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	608		*North-South:*	497
			East-West:	740		*East-West:*	821
			SUM:	1348		*SUM:*	1318
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			0.959
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.880**			**0.859**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
22

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 104th St
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	109	1	109	70	1	**70**
	Left-Through		0			0	
	Through	1348	1	**723**	1154	1	595
	Through-Right		1			1	
	Right	97	0	97	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	**23**	18	1	18
	Left-Through		0			0	
	Through	802	1	409	1202	1	**605**
	Through-Right		1			1	
	Right	16	0	16	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	0	5	6	0	6
	Left-Through		0			0	
	Through	16	0	**105**	43	0	**210**
	Through-Right		0			0	
	Right	84	0	0	161	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	42	1	42	82	1	**82**
	Left-Through		0			0	
	Through	81	0	**141**	29	0	62
	Through-Right		1			1	
	Right	60	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	675
			East-West:	246		*East-West:*	292
			SUM:	992		*SUM:*	967
VOLUME/CAPACITY *(V/C)* RATIO:				0.721			0.703
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.621**			**0.603**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
23

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 111th St
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 0	SB-- / WB--	0 / 0	NB-- 0 / EB-- 0	SB-- / WB--	0 / 0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	50	1	50	27	1	**27**
	Left-Through		0			0	
	Through	1491	1	**764**	1083	1	562
	Through-Right		1			1	
	Right	37	0	37	41	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	**34**	46	1	46
	Left-Through		0			0	
	Through	748	1	408	1352	1	**704**
	Through-Right		1			1	
	Right	68	0	68	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	**61**	70	1	70
	Left-Through		0			0	
	Through	41	0	54	63	0	**116**
	Through-Right		1			1	
	Right	13	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	49	1	49	23	1	23
	Left-Through		0			0	
	Through	60	1	**60**	43	1	**43**
	Through-Right		0			0	
	Right	66	1	49	58	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	731
			East-West:	121		*East-West:*	159
			SUM:	919		*SUM:*	890
VOLUME/CAPACITY *(V/C)* RATIO:				0.668			0.647
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.568**			**0.547**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
24

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Imperial Hwy
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	338	2	186	188	2	**103**
	Left-Through		0			0	
	Through	707	2	**354**	439	2	220
	Through-Right		0			0	
	Right	111	1	0	227	1	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	248	2	**136**	460	2	253
	Left-Through		0			0	
	Through	307	2	154	817	2	**409**
	Through-Right		0			0	
	Right	272	1	202	148	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	2	**70**	297	2	163
	Left-Through		0			0	
	Through	302	2	125	1666	2	**702**
	Through-Right		1			1	
	Right	73	0	73	440	0	440
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	225	2	124	216	2	**119**
	Left-Through		0			0	
	Through	1266	3	422	469	3	156
	Through-Right		0			0	
	Right	658	1	**522**	407	1	154
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	512
			East-West:	592		*East-West:*	821
			SUM:	1082		*SUM:*	1333
VOLUME/CAPACITY *(V/C)* RATIO:				0.787			0.969
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.687**			**0.869**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
25

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** North Driveway (Opt 2)
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	1014	2	**507**	857	2	429
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	757	2	379	1021	2	**511**
	Through-Right		0			0	
	Right	5	1	3	5	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	5	1	**5**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	507		*North-South:*	511
			East-West:	5		*East-West:*	5
			SUM:	512		*SUM:*	516
VOLUME/CAPACITY *(V/C)* RATIO:				0.359			0.362
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.259**			**0.262**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
26

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** South Driveway
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	26	1	26	26	1	**26**
	Left-Through		0			0	
	Through	1043	2	**522**	886	2	443
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	757	2	379	1021	2	**511**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	29	1	**16**	29	1	**16**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	537
			East-West:	16		*East-West:*	16
			SUM:	538		*SUM:*	553
VOLUME/CAPACITY *(V/C)* RATIO:				0.359			0.369
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.259**			**0.269**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
250

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Primary Driveway (Opt1)
Scenario: Future with Project (2035) Conditions

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	26	1	26	26	1	**26**
	Left-Through		0			0	
	Through	1043	2	**522**	886	2	443
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	757	2	379	1021	2	**511**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	5	5	1	5
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	29	1	**16**	29	1	**16**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	537
			East-West:	16		*East-West:*	16
			SUM:	538		*SUM:*	553
VOLUME/CAPACITY *(V/C)* RATIO:				0.378			0.388
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.278**			**0.288**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Project Title: Airport Metro Connector
Intersection: 1 - Sepulveda Bl & Manchester Av
Description: FUTURE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	139	1,600	0.000	N-S(1):	0.500 *
	TH	3.00	1,285	4,800	0.268	N-S(2):	0.340
	LT	1.00	158	1,600	0.099 *	E-W(1):	0.181
Westbound	RT	1.00	449	1,600	0.000	E-W(2):	0.320 *
	TH	2.00	781	3,200	0.244 *		
	LT	1.00	90	1,600	0.056	V/C:	0.820
Northbound	RT	1.00	75	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,925	4,800	0.401 *	ITS:	0.000
	LT	1.00	116	1,600	0.072		
Eastbound	RT	1.00	105	1,600	0.000	ICU:	0.920
	TH	2.00	401	3,200	0.125		
	LT	2.00	220	2,880	0.076 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	368	1,600	0.000	N-S(1):	0.558 *
	TH	3.00	1,876	4,800	0.391	N-S(2):	0.520
	LT	1.00	401	1,600	0.250 *	E-W(1):	0.353 *
Westbound	RT	1.00	221	1,600	0.000	E-W(2):	0.309
	TH	2.00	695	3,200	0.217		
	LT	1.00	120	1,600	0.075 *	V/C:	0.911
Northbound	RT	1.00	122	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,477	4,800	0.308 *	ITS:	0.000
	LT	1.00	206	1,600	0.129		
Eastbound	RT	1.00	141	1,600	0.000	ICU:	1.011
	TH	2.00	889	3,200	0.278 *		
	LT	2.00	266	2,880	0.092	LOS:	F

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **4 - Lincoln Bl & Sepulveda Bl**
Description: **FUTURE with Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.475 *
	TH	4.00	1,513	6,400	0.236	N-S(2):	0.236
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	42	1,600	0.000	E-W(2):	0.294 *
	TH	4.00	1,884	6,400	0.294 *		
	LT	0.00	0	0	0.000	V/C:	0.769
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	2,278	4,800	0.475 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.869
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.398 *
	TH	4.00	1,999	6,400	0.312	N-S(2):	0.312
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	37	1,600	0.000	E-W(2):	0.390 *
	TH	4.00	2,498	6,400	0.390 *		
	LT	0.00	0	0	0.000	V/C:	0.788
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,910	4,800	0.398 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.888
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 5 - Sepulveda Bl & Century Bl
Description: FUTURE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	41	1,600	0.000	N-S(1):	0.770 *
	TH	4.00	2,516	6,400	0.393	N-S(2):	0.393
	LT	0.00	0	0	0.000 *	E-W(1):	0.168 *
Westbound	RT	2.00	489	3,200	0.000	E-W(2):	0.151
	TH	0.33	81	534	0.151		
	LT	1.67	403	2,399	0.168 *	V/C:	0.938
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	4.00	4,926	6,400	0.770 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.038
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000	N-S(1):	0.671 *
	TH	5.00	3,295	8,000	0.417	N-S(2):	0.417
	LT	0.00	0	0	0.000 *	E-W(1):	0.213 *
Westbound	RT	2.00	266	3,200	0.000	E-W(2):	0.191
	TH	0.25	77	403	0.191		
	LT	1.75	535	2,517	0.213 *	V/C:	0.884
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	4.00	4,297	6,400	0.671 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.984
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)
Description: FUTURE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.38	1,967	2,202	0.000	N-S(1):	0.648
	TH	1.62	2,322	2,598	0.894 *	N-S(2):	0.894 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,947	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.894
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	3,110	4,800	0.648	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.994
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2,042	0	0.000	N-S(1):	0.635
	TH	2.00	3,022	3,200	1.583 *	N-S(2):	1.583 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,111	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.583
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	3,049	4,800	0.635	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.683
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 7 - Sepulveda Bl & Imperial Hwy
Description: FUTURE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.684 *
	TH	4.00	2,919	6,400	0.457	N-S(2):	0.537
	LT	2.00	595	2,880	0.207 *	E-W(1):	0.135
Westbound	RT	1.00	486	1,600	0.000	E-W(2):	0.156 *
	TH	3.00	280	4,800	0.058 *		
	LT	2.00	221	2,880	0.077	V/C:	0.840
Northbound	RT	1.00	708	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,290	4,800	0.477 *	ITS:	0.000
	LT	1.00	129	1,600	0.080		
Eastbound	RT	1.00	117	1,600	0.000	ICU:	0.940
	TH	3.00	280	4,800	0.058		
	LT	2.00	283	2,880	0.098 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	4	0	0.000	N-S(1):	0.750 *
	TH	4.00	2,912	6,400	0.456	N-S(2):	0.573
	LT	2.00	905	2,880	0.314 *	E-W(1):	0.169
Westbound	RT	1.00	615	1,600	0.000	E-W(2):	0.193 *
	TH	3.00	412	4,800	0.086 *		
	LT	2.00	220	2,880	0.077	V/C:	0.943
Northbound	RT	1.00	1,166	1,600	0.000	Lost Time:	0.100
	TH	3.00	2,093	4,800	0.436 *	ITS:	0.000
	LT	1.00	187	1,600	0.117		
Eastbound	RT	1.00	208	1,600	0.000	ICU:	1.043
	TH	3.00	442	4,800	0.092		
	LT	2.00	307	2,880	0.107 *	LOS:	F

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 9 - La Tijera Bl & Manchester Av
Description: FUTURE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	311	1,600	0.000	N-S(1):	0.110
	TH	2.00	579	3,200	0.181 *	N-S(2):	0.220 *
	LT	1.00	43	1,600	0.027	E-W(1):	0.221
Westbound	RT	1.00	26	1,600	0.000	E-W(2):	0.414 *
	TH	2.00	1,030	3,200	0.322 *		
	LT	1.00	138	1,600	0.086	V/C:	0.634
Northbound	RT	1.00	81	1,600	0.000	Lost Time:	0.100
	TH	2.00	264	3,200	0.083	ITS:	0.000
	LT	1.00	62	1,600	0.039 *		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.734
	TH	2.00	431	3,200	0.135		
	LT	1.00	146	1,600	0.092 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	269	1,600	0.000	N-S(1):	0.189 *
	TH	2.00	463	3,200	0.145	N-S(2):	0.176
	LT	1.00	62	1,600	0.039 *	E-W(1):	0.440 *
Westbound	RT	1.00	81	1,600	0.000	E-W(2):	0.398
	TH	2.00	715	3,200	0.223		
	LT	1.00	200	1,600	0.125 *	V/C:	0.629
Northbound	RT	1.00	300	1,600	0.000	Lost Time:	0.100
	TH	2.00	480	3,200	0.150 *	ITS:	0.000
	LT	1.00	49	1,600	0.031		
Eastbound	RT	1.00	57	1,600	0.000	ICU:	0.729
	TH	2.00	1,009	3,200	0.315 *		
	LT	1.00	279	1,600	0.175	LOS:	C

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 12 - Airport Bl & Manchester Av
Description: FUTURE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	35	0	0.000	N-S(1):	0.222
	TH	2.00	678	3,200	0.223 *	N-S(2):	0.309 *
	LT	1.00	59	1,600	0.037	E-W(1):	0.219
Westbound	RT	1.00	158	1,600	0.000	E-W(2):	0.367 *
	TH	2.00	1,073	3,200	0.335 *		
	LT	2.00	220	2,880	0.076	V/C:	0.676
Northbound	RT	1.00	94	1,600	0.000	Lost Time:	0.100
	TH	2.00	592	3,200	0.185	ITS:	0.000
	LT	1.00	138	1,600	0.086 *		
Eastbound	RT	1.00	77	1,600	0.000	ICU:	0.776
	TH	2.00	456	3,200	0.143		
	LT	1.00	51	1,600	0.032 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	57	0	0.000	N-S(1):	0.312 *
	TH	2.00	571	3,200	0.196	N-S(2):	0.269
	LT	1.00	127	1,600	0.080 *	E-W(1):	0.445 *
Westbound	RT	1.00	63	1,600	0.000	E-W(2):	0.279
	TH	2.00	792	3,200	0.248		
	LT	2.00	172	2,880	0.060 *	V/C:	0.757
Northbound	RT	1.00	275	1,600	0.000	Lost Time:	0.100
	TH	2.00	742	3,200	0.232 *	ITS:	0.000
	LT	1.00	117	1,600	0.073		
Eastbound	RT	1.00	113	1,600	0.000	ICU:	0.857
	TH	2.00	1,231	3,200	0.385 *		
	LT	1.00	49	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 17 - Nash St/I-105 WB Ramps & Imperial Hwy
Description: FUTURE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.07	577	1,709	0.000	N-S(1):	0.373 *
	TH	1.93	1,044	3,091	0.338 *	N-S(2):	0.000
	LT	1.00	429	1,600	0.268	E-W(1):	0.251 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.218
	TH	3.00	1,046	4,800	0.218		
	LT	2.00	263	2,880	0.091 *	V/C:	0.624
Northbound	RT	2.00	57	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	57	1,600	0.035 *		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.724
	TH	3.00	658	4,800	0.160 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.51	195	2,422	0.000	N-S(1):	0.164 *
	TH	1.49	192	2,378	0.081 *	N-S(2):	0.000
	LT	1.00	106	1,600	0.066	E-W(1):	0.249 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.173
	TH	3.00	833	4,800	0.173		
	LT	2.00	39	2,880	0.014 *	V/C:	0.413
Northbound	RT	2.00	273	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	134	1,600	0.083 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.513
	TH	3.00	1,066	4,800	0.235 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 18 - Douglas St & Imperial Hwy
Description: FUTURE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	5	1,600	0.000	N-S(1):	0.102 *
	TH	1.00	47	1,600	0.029 *	N-S(2):	0.000
	LT	1.00	41	1,600	0.026	E-W(1):	0.441 *
Westbound	RT	0.00	63	0	0.000	E-W(2):	0.284
	TH	3.00	1,206	4,800	0.264		
	LT	2.00	535	2,880	0.186 *	V/C:	0.543
Northbound	RT	2.00	110	3,200	0.000	Lost Time:	0.100
	TH	1.00	23	1,600	0.015	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	0.00	294	0	0.000	ICU:	0.643
	TH	3.00	524	3,200	0.255 *		
	LT	1.00	33	1,600	0.020	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	30	1,600	0.000	N-S(1):	0.156 *
	TH	0.75	35	1,200	0.029	N-S(2):	0.000
	LT	1.25	58	1,800	0.032 *	E-W(1):	0.507 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.169
	TH	3.00	630	4,800	0.139		
	LT	2.00	180	2,880	0.062 *	V/C:	0.663
Northbound	RT	2.00	603	3,200	0.000	Lost Time:	0.100
	TH	1.00	29	1,600	0.018	ITS:	0.000
	LT	1.00	199	1,600	0.124 *		
Eastbound	RT	0.00	319	0	0.000	ICU:	0.763
	TH	3.00	1,818	4,800	0.445 *		
	LT	1.00	48	1,600	0.030	LOS:	C

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 20 - Aviation Bl & Arbor Vitae St
Description: FUTURE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	171	0	0.000	N-S(1):	0.258
	TH	2.00	460	3,200	0.197 *	N-S(2):	0.496 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.227
Westbound	RT	0.00	82	0	0.000	E-W(2):	0.411 *
	TH	2.00	1,068	3,200	0.359 *		
	LT	1.00	190	1,600	0.119	V/C:	0.907
Northbound	RT	1.00	101	1,600	0.000	Lost Time:	0.100
	TH	2.00	728	3,200	0.227	ITS:	0.000
	LT	1.00	478	1,600	0.299 *		
Eastbound	RT	0.00	103	0	0.000	ICU:	1.007
	TH	2.00	242	3,200	0.108		
	LT	1.00	83	1,600	0.052 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.238
	TH	2.00	506	3,200	0.184 *	N-S(2):	0.317 *
	LT	1.00	96	1,600	0.060	E-W(1):	0.513 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.278
	TH	2.00	428	3,200	0.156		
	LT	1.00	205	1,600	0.128 *	V/C:	0.830
Northbound	RT	1.00	136	1,600	0.000	Lost Time:	0.100
	TH	2.00	570	3,200	0.178	ITS:	0.000
	LT	1.00	212	1,600	0.133 *		
Eastbound	RT	0.00	306	0	0.000	ICU:	0.930
	TH	2.00	925	3,200	0.385 *		
	LT	1.00	195	1,600	0.122	LOS:	E

* - Denotes critical movement

Level of Service Workheet
(Circular 212 Method)

I/S #:
1

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Manchester Av
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	206	1	206
	Left-Through		0			0	
	Through	1924	3	**641**	1430	3	**477**
	Through-Right		0			0	
	Right	72	1	0	115	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	1	**153**	394	1	**394**
	Left-Through		0			0	
	Through	1245	3	415	1896	3	632
	Through-Right		0			0	
	Right	138	1	78	373	1	301
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	218	2	**120**	264	2	145
	Left-Through		0			0	
	Through	383	2	192	875	2	**438**
	Through-Right		0			0	
	Right	101	1	43	144	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	123	1	**123**
	Left-Through		0			0	
	Through	786	2	**393**	716	2	358
	Through-Right		0			0	
	Right	454	1	378	222	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	794		*North-South:*	871
			East-West:	513		*East-West:*	561
			SUM:	1307		*SUM:*	1432
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			1.041
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.851**			**0.941**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
2

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** La Tijera Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	67	1	67	116	1	**116**
	Left-Through		0			0	
	Through	2082	3	**694**	1259	3	420
	Through-Right		0			0	
	Right	114	1	0	138	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	**46**	112	1	112
	Left-Through		0			0	
	Through	1600	3	533	1903	3	**634**
	Through-Right		0			0	
	Right	45	1	0	163	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	85	1	85	183	1	183
	Left-Through		0			0	
	Through	233	2	**117**	429	2	**215**
	Through-Right		0			0	
	Right	115	1	48	124	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	414	2	**228**	362	2	**199**
	Left-Through		0			0	
	Through	269	1	157	309	1	197
	Through-Right		1			1	
	Right	45	0	45	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	740		*North-South:*	750
			East-West:	345		*East-West:*	414
			SUM:	1085		*SUM:*	1164
VOLUME/CAPACITY *(V/C)* RATIO:				0.789			0.847
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.689**			**0.747**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
3

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Westchester Pkwy
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	182	1	182	229	1	**229**
	Left-Through		0			0	
	Through	2113	3	**704**	1584	3	528
	Through-Right		0			0	
	Right	31	1	0	82	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	164	1	**164**	241	1	241
	Left-Through		0			0	
	Through	1929	3	643	2184	3	**728**
	Through-Right		0			0	
	Right	61	1	43	71	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	42	1	42
	Left-Through		0			0	
	Through	161	1	119	295	1	**225**
	Through-Right		1			1	
	Right	77	0	77	154	0	154
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	256	1	**256**
	Left-Through		0			0	
	Through	707	1	**481**	450	1	323
	Through-Right		1			1	
	Right	255	0	255	196	0	196
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	868		*North-South:*	957
			East-West:	499		*East-West:*	481
			SUM:	1367		*SUM:*	1438
VOLUME/CAPACITY *(V/C)* RATIO:				0.994			1.046
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.894**			**0.946**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
4

PROJECT TITLE: Airport Metro Connector
North-South Street: Lincoln Bl **East-West Street:** Sepulveda Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2358	3	**786**	1901	3	**634**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1646	4	412	2205	4	551
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1888	4	**472**	2559	4	**640**
	Through-Right		0			0	
	Right	42	1	42	37	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	

CRITICAL VOLUMES	*North-South:*	786	*North-South:*	634
	East-West:	472	*East-West:*	640
	SUM:	1258	*SUM:*	1274
VOLUME/CAPACITY *(V/C)* RATIO:		0.839		0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.739**		**0.749**
LEVEL OF SERVICE (LOS):		**C**		**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
5

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Century Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	5460	4	**1365**	4739	4	**1185**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2161	4	540	2819	4	705
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	487	2	268	640	2	**352**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	584	2	**321**	129	2	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1365		*North-South:*	1185
			East-West:	321		*East-West:*	352
			SUM:	1686		*SUM:*	1537
VOLUME/CAPACITY *(V/C)* RATIO:				1.124			1.025
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.024**			**0.925**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
6

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** I-105 WB Ramps (n/o Imperial Hwy)
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--	0	NB-- 0		SB-- 0
	EB-- 0		WB--	0	EB-- 0		WB-- 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3053	3	**1018**	3031	3	**1010**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2861	3	**1001**	1979	3	**693**
	Left-Through-Right		0			0	
	Left-Right		0			0	

	AM		PM	
CRITICAL VOLUMES	*North-South:*	1018	*North-South:*	1010
	East-West:	1001	*East-West:*	693
	SUM:	2019	*SUM:*	1703
VOLUME/CAPACITY *(V/C)* RATIO:		1.346		1.135
V/C LESS ATSAC/ATCS ADJUSTMENT:		**1.246**		**1.035**
LEVEL OF SERVICE (LOS):		**F**		**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
7

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Imperial Hwy
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	145	1	145	187	1	187
	Left-Through		0			0	
	Through	2302	3	**767**	2118	3	**706**
	Through-Right		0			0	
	Right	706	2	332	1204	2	595
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	536	2	**295**	782	2	**430**
	Left-Through		0			0	
	Through	2949	3	739	2934	3	736
	Through-Right		1			1	
	Right	8	0	8	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	289	2	**159**	292	2	**161**
	Left-Through		0			0	
	Through	285	3	95	428	3	143
	Through-Right		0			0	
	Right	139	1	67	232	1	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	206	2	113	246	2	135
	Left-Through		0			0	
	Through	273	3	91	382	3	127
	Through-Right		0			0	
	Right	410	1	**115**	580	1	**150**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1062		*North-South:*	1136
			East-West:	274		*East-West:*	311
			SUM:	1336		*SUM:*	1447
VOLUME/CAPACITY *(V/C)* RATIO:				0.972			1.052
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.872**			**0.952**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
8

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Eastway **East-West Street:** Westchester Pkwy
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	60	0	60
	Left-Through		1			1	
	Through	136	0	**147**	264	0	**324**
	Through-Right		0			0	
	Right	128	1	123	191	1	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	0	**126**	362	0	**362**
	Left-Through		0			0	
	Through	12	0	225	13	0	541
	Through-Right		0			0	
	Right	87	0	0	166	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	95	1	**95**
	Left-Through		0			0	
	Through	306	1	154	598	1	303
	Through-Right		1			1	
	Right	1	0	1	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	24	1	24
	Left-Through		0			0	
	Through	1053	1	**618**	716	1	**434**
	Through-Right		1			1	
	Right	183	0	183	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	273		*North-South:*	686
			East-West:	655		*East-West:*	529
			SUM:	928		*SUM:*	1215
VOLUME/CAPACITY *(V/C)* RATIO:				0.619			0.810
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.519**			**0.710**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
9

PROJECT TITLE: Airport Metro Connector
North-South Street: La Tijera Bl **East-West Street:** Manchester Av
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	66	1	**66**	46	1	**46**
	Left-Through		0			0	
	Through	291	2	146	343	2	172
	Through-Right		0			0	
	Right	86	1	18	302	1	201
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	44	65	1	65
	Left-Through		0			0	
	Through	611	2	**306**	446	2	**223**
	Through-Right		0			0	
	Right	325	1	252	268	1	155
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	**146**	227	1	227
	Left-Through		0			0	
	Through	409	2	205	1046	2	**523**
	Through-Right		0			0	
	Right	12	1	0	54	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	136	203	1	**203**
	Left-Through		0			0	
	Through	1021	2	**511**	745	2	373
	Through-Right		0			0	
	Right	26	1	4	73	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	372		*North-South:*	269
			East-West:	657		*East-West:*	726
			SUM:	1029		*SUM:*	995
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.698
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.622**			**0.598**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
10

PROJECT TITLE: Airport Metro Connector
North-South Street: Jenny Av **East-West Street:** Westchester Pkwy
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	**0**	0	1	0
	Left-Through		0			0	
	Through	0	1	0	0	1	**0**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	18	156	1	**156**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	58	0	**33**	113	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	108	1	**108**
	Left-Through		0			0	
	Through	476	2	238	1239	2	620
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1412	2	**706**	1193	2	**597**
	Through-Right		0			0	
	Right	221	1	212	142	1	64
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	33		*North-South:*	156
			East-West:	756		*East-West:*	705
			SUM:	789		*SUM:*	861
VOLUME/CAPACITY *(V/C)* RATIO:				0.526			0.574
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.426**			**0.474**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
11

PROJECT TITLE: Airport Metro Connector
North-South Street: Avion Dr **East-West Street:** Century Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	**87**	36	1	36
	Left-Through		0			0	
	Through	19	1	19	28	1	28
	Through-Right		0			0	
	Right	18	1	0	140	1	**114**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	138	1	**138**
	Left-Through		0			0	
	Through	24	1	**24**	17	1	17
	Through-Right		0			0	
	Right	93	1	0	79	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	489	2	**269**	234	2	**129**
	Left-Through		0			0	
	Through	831	4	187	871	4	180
	Through-Right		1			1	
	Right	106	0	106	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	53	1	53
	Left-Through		0			0	
	Through	1447	3	**382**	589	3	**171**
	Through-Right		1			1	
	Right	79	0	79	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	111		*North-South:*	252
			East-West:	651		*East-West:*	300
			SUM:	762		*SUM:*	552
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.387
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.435**			**0.287**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
12

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Manchester Av
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	1	**175**	158	1	**158**
	Left-Through		0			0	
	Through	594	2	297	746	2	373
	Through-Right		0			0	
	Right	54	1	20	113	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	49	1	49	113	1	113
	Left-Through		0			0	
	Through	650	1	**356**	607	1	**362**
	Through-Right		1			1	
	Right	62	0	62	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	74	1	**74**	85	1	85
	Left-Through		0			0	
	Through	437	2	219	1170	2	**585**
	Through-Right		0			0	
	Right	90	1	3	129	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	2	68	39	2	**21**
	Left-Through		0			0	
	Through	1052	2	**526**	816	2	408
	Through-Right		0			0	
	Right	124	1	100	46	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	531		*North-South:*	520
			East-West:	600		*East-West:*	606
			SUM:	1131		*SUM:*	1126
VOLUME/CAPACITY *(V/C)* RATIO:				0.823			0.819
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.723**			**0.719**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
13

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Arbor Vitae St/Westchester Pkwy
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	268	1	268	276	1	276
	Left-Through		0			0	
	Through	668	2	**334**	848	2	**424**
	Through-Right		0			0	
	Right	95	1	22	64	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	135	1	**135**	217	1	**217**
	Left-Through		0			0	
	Through	501	3	167	556	3	185
	Through-Right		0			0	
	Right	320	1	180	233	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	230	1	**230**
	Left-Through		0			0	
	Through	252	2	126	745	2	373
	Through-Right		0			0	
	Right	173	1	0	261	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	147	78	1	78
	Left-Through		0			0	
	Through	1338	2	**669**	944	2	**472**
	Through-Right		0			0	
	Right	309	1	242	151	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	469		*North-South:*	641
			East-West:	809		*East-West:*	702
			SUM:	1278		*SUM:*	1343
VOLUME/CAPACITY *(V/C)* RATIO:				0.929			0.977
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.829**			**0.877**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
14

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 96th St
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	1
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	763	2	**382**	713	2	**357**
	Through-Right		0			0	
	Right	77	1	33	119	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	223	1	**223**	267	1	**267**
	Left-Through		0			0	
	Through	548	3	183	692	3	231
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	93	1	93
	Left-Through		0			0	
	Through	125	1	125	287	1	**287**
	Through-Right		0			0	
	Right	417	1	**417**	101	1	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	1	**89**	56	1	**56**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	170	1	0	287	1	25
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	624
			East-West:	506		*East-West:*	343
			SUM:	1111		*SUM:*	967
VOLUME/CAPACITY *(V/C)* RATIO:				0.808			0.703
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.708**			**0.603**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
15

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 98th St
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	176	1	**176**	204	1	204
	Left-Through		0			0	
	Through	585	2	293	498	2	**249**
	Through-Right		0			0	
	Right	227	1	199	77	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	127	1	127	250	1	**250**
	Left-Through		0			0	
	Through	666	2	**320**	517	2	243
	Through-Right		1			1	
	Right	295	0	295	211	0	211
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	248	1	**248**
	Left-Through		0			0	
	Through	281	1	228	432	1	405
	Through-Right		1			1	
	Right	175	0	175	377	0	377
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	57	1	57	95	1	95
	Left-Through		0			0	
	Through	395	1	**257**	401	1	**271**
	Through-Right		1			1	
	Right	118	0	118	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	496		*North-South:*	499
			East-West:	447		*East-West:*	519
			SUM:	943		*SUM:*	1018
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.529**			**0.579**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
16

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Century Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	16	1	16	53	1	**53**
	Left-Through		0			0	
	Through	61	2	**31**	94	2	47
	Through-Right		0			0	
	Right	33	1	4	34	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	376	2	132	225	2	79
	Left-Through		1			1	
	Through	68	1	68	50	1	50
	Through-Right		0			0	
	Right	492	1	**353**	672	1	**561**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	508	2	**279**	404	2	**222**
	Left-Through		0			0	
	Through	367	4	78	1038	4	229
	Through-Right		1			1	
	Right	22	0	22	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	59	47	1	47
	Left-Through		0			0	
	Through	1309	4	327	638	4	**160**
	Through-Right		0			0	
	Right	526	1	**394**	77	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	384		*North-South:*	614
			East-West:	673		*East-West:*	382
			SUM:	1057		*SUM:*	996
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.724
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.669**			**0.624**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
17

PROJECT TITLE: Airport Metro Connector
North-South Street: Nash St/I-105 WB Ramps **East-West Street:** Imperial Hwy
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	1	**43**	83	1	83
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	55	2	0	322	2	**137**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	465	1	**376**	117	1	**87**
	Left-Through		1			1	
	Through	1039	0	376	231	0	87
	Through-Right		1			1	
	Right	541	1	376	133	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	676	2	**258**	988	2	**348**
	Through-Right		1			1	
	Right	99	0	99	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	277	2	**152**	73	2	**40**
	Left-Through		0			0	
	Through	1001	3	334	913	3	304
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	224
			East-West:	410		*East-West:*	388
			SUM:	829		*SUM:*	612
VOLUME/CAPACITY *(V/C)* RATIO:				0.603			0.445
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.503**			**0.345**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
18

PROJECT TITLE: Airport Metro Connector
North-South Street: Douglas St **East-West Street:** Imperial Hwy
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	3	SB--	0	NB--	3	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	149	1	**149**		226	1	**226**	
	Left-Through		0				0		
	Through	31	1	31		30	1	30	
	Through-Right		0				0		
	Right	181	2	0		577	2	220	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	46	1	**45**		54	1	**44**	
	Left-Through		0				0		
	Through	43	0	45		34	0	44	
	Through-Right		0				0		
	Right	4	1	0		33	1	9	
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	28	1	28		48	1	48	
	Left-Through		0				0		
	Through	581	2	**286**		1772	2	**698**	
	Through-Right		1				1		
	Right	276	0	276		323	0	323	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	558	2	**307**		177	2	**97**	
	Left-Through		0				0		
	Through	1126	2	396		695	2	244	
	Through-Right		1				1		
	Right	61	0	61		36	0	36	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	194			*North-South:*	270
				East-West:	593			*East-West:*	795
				SUM:	787			*SUM:*	1065
VOLUME/CAPACITY *(V/C)* RATIO:					0.572				0.775
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.472**				**0.675**
LEVEL OF SERVICE (LOS):					**A**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
19

PROJECT TITLE: Airport Metro Connector
North-South Street: Bellanca Av **East-West Street:** Century Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	2	**20**	273	2	150
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	272	1	**248**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	183	1	**183**	48	1	48
	Left-Through		0			0	
	Through	851	5	170	2375	5	**475**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2465	3	**642**	1327	3	336
	Through-Right		1			1	
	Right	103	0	103	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	20		*North-South:*	248
			East-West:	825		*East-West:*	475
			SUM:	845		*SUM:*	723
VOLUME/CAPACITY *(V/C)* RATIO:				0.563			0.482
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.463**			**0.382**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
20

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Arbor Vitae St
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	634	1	**634**	380	1	**380**
	Left-Through		0			0	
	Through	823	2	412	547	2	274
	Through-Right		0			0	
	Right	68	1	0	155	1	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	19	62	1	62
	Left-Through		0			0	
	Through	577	1	**334**	726	1	**387**
	Through-Right		1			1	
	Right	91	0	91	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	64	1	64
	Left-Through		0			0	
	Through	178	3	59	624	3	208
	Through-Right		0			0	
	Right	180	1	0	427	1	**237**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	327	2	180	358	2	**197**
	Left-Through		0			0	
	Through	1191	2	**417**	470	2	169
	Through-Right		1			1	
	Right	61	0	61	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	968		*North-South:*	767
			East-West:	504		*East-West:*	434
			SUM:	1472		*SUM:*	1201
VOLUME/CAPACITY *(V/C)* RATIO:				1.071			0.873
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.971**			**0.773**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
21

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Century Bl
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	786	2	**432**	152	2	84
	Left-Through		0			0	
	Through	946	1	538	957	1	**493**
	Through-Right		1			1	
	Right	130	0	130	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	2	84	94	2	**52**
	Left-Through		0			0	
	Through	727	2	**364**	905	2	453
	Through-Right		0			0	
	Right	228	1	178	271	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	**101**	430	1	**430**
	Left-Through		0			0	
	Through	768	4	192	1659	4	415
	Through-Right		0			0	
	Right	62	1	0	667	1	625
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	74	86	1	86
	Left-Through		0			0	
	Through	1558	3	**444**	833	3	278
	Through-Right		1			1	
	Right	217	0	217	314	0	**288**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	545
			East-West:	545		*East-West:*	718
			SUM:	1341		*SUM:*	1263
VOLUME/CAPACITY *(V/C)* RATIO:				0.975			0.919
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.875**			**0.819**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
22

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 104th St
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	1	156	84	1	**84**
	Left-Through		0			0	
	Through	1709	1	**873**	1186	1	602
	Through-Right		1			1	
	Right	37	0	37	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	**10**	8	1	8
	Left-Through		0			0	
	Through	907	1	464	1688	1	**848**
	Through-Right		1			1	
	Right	21	0	21	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	0	6	6	0	6
	Left-Through		0			0	
	Through	3	0	**105**	22	0	**263**
	Through-Right		0			0	
	Right	96	0	0	235	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	19	1	19	74	1	**74**
	Left-Through		0			0	
	Through	28	0	**55**	16	0	26
	Through-Right		1			1	
	Right	27	0	0	10	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	883		*North-South:*	932
			East-West:	160		*East-West:*	337
			SUM:	1043		*SUM:*	1269
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.923
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.659**			**0.823**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
23

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 111th St
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	20	1	20
	Left-Through		0			0	
	Through	1135	1	**572**	776	1	**391**
	Through-Right		1			1	
	Right	9	0	9	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	272	1	**272**	363	1	**363**
	Left-Through		0			0	
	Through	630	1	378	1175	1	648
	Through-Right		1			1	
	Right	126	0	126	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	**94**	129	1	**129**
	Left-Through		0			0	
	Through	11	0	22	34	0	57
	Through-Right		1			1	
	Right	11	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	1	14	7	1	7
	Left-Through		0			0	
	Through	32	1	32	4	1	4
	Through-Right		0			0	
	Right	386	1	**250**	394	1	**213**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	844		*North-South:*	754
			East-West:	344		*East-West:*	342
			SUM:	1188		*SUM:*	1096
VOLUME/CAPACITY *(V/C)* RATIO:				0.864			0.797
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.764**			**0.697**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
24

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Imperial Hwy
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	549	2	**302**	267	2	**147**
	Left-Through		0			0	
	Through	556	2	278	451	2	226
	Through-Right		0			0	
	Right	80	1	0	213	1	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	86	2	47	103	2	57
	Left-Through		0			0	
	Through	294	2	147	697	2	**349**
	Through-Right		0			0	
	Right	214	1	**169**	147	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	149	2	**45**	214	2	118
	Left-Through		0			0	
	Through	295	2	148	1498	2	**713**
	Through-Right		1			1	
	Right	196	0	45	640	0	640
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	224	2	123	187	2	**103**
	Left-Through		0			0	
	Through	1031	3	**344**	250	3	83
	Through-Right		0			0	
	Right	83	1	36	123	1	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	471		*North-South:*	496
			East-West:	389		*East-West:*	816
			SUM:	860		*SUM:*	1312
VOLUME/CAPACITY *(V/C)* RATIO:				0.625			0.954
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.525**			**0.854**
LEVEL OF SERVICE (LOS):				**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
25

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Conrac Driveway
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1147	2	**574**	1239	2	**620**
	Through-Right		0			0	
	Right	47	1	47	49	1	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	205	1	**205**	291	1	**291**
	Left-Through		0			0	
	Through	1155	2	578	1268	2	634
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	227	1	**23**	166	1	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	779		*North-South:*	911
			East-West:	23		*East-West:*	0
			SUM:	802		*SUM:*	911
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.607
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.435**			**0.507**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
27

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 98th St
Scenario: Cumulative without Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	185	204	1	204
	Left-Through		0			0	
	Through	1085	2	**416**	1159	2	**444**
	Through-Right		1			1	
	Right	162	0	162	172	0	172
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	277	1	**277**	164	1	**164**
	Left-Through		0			0	
	Through	721	2	280	991	2	368
	Through-Right		1			1	
	Right	119	0	119	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	1	77	279	1	279
	Left-Through		0			0	
	Through	515	1	**297**	1068	1	**603**
	Through-Right		1			1	
	Right	79	0	79	137	0	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	246	1	**246**	207	1	**207**
	Left-Through		0			0	
	Through	624	2	312	374	2	187
	Through-Right		0			0	
	Right	114	1	0	154	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	693		*North-South:*	608
			East-West:	543		*East-West:*	810
			SUM:	1236		*SUM:*	1418
VOLUME/CAPACITY *(V/C)* RATIO:				0.867			0.995
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.767**			**0.895**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Project Title: Airport Metro Connector
Intersection: 1 - Sepulveda Bl & Manchester Av
Description: Cumulative without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	138	1,600	0.000	N-S(1):	0.497 *
	TH	3.00	1,245	4,800	0.259	N-S(2):	0.331
	LT	1.00	153	1,600	0.096 *	E-W(1):	0.176
Westbound	RT	1.00	454	1,600	0.000	E-W(2):	0.321 *
	TH	2.00	786	3,200	0.245 *		
	LT	1.00	89	1,600	0.056	V/C:	0.818
Northbound	RT	1.00	72	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,924	4,800	0.401 *	ITS:	0.000
	LT	1.00	116	1,600	0.072		
Eastbound	RT	1.00	101	1,600	0.000	ICU:	0.918
	TH	2.00	383	3,200	0.120		
	LT	2.00	218	2,880	0.076 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	373	1,600	0.000	N-S(1):	0.544 *
	TH	3.00	1,896	4,800	0.395	N-S(2):	0.524
	LT	1.00	394	1,600	0.246 *	E-W(1):	0.350 *
Westbound	RT	1.00	222	1,600	0.000	E-W(2):	0.316
	TH	2.00	716	3,200	0.224		
	LT	1.00	123	1,600	0.077 *	V/C:	0.894
Northbound	RT	1.00	115	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,430	4,800	0.298 *	ITS:	0.000
	LT	1.00	206	1,600	0.129		
Eastbound	RT	1.00	144	1,600	0.000	ICU:	0.994
	TH	2.00	875	3,200	0.273 *		
	LT	2.00	264	2,880	0.092	LOS:	E

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **4 - Lincoln Bl & Sepulveda Bl**
Description: **Cumulative without Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.491 *
	TH	4.00	1,646	6,400	0.257	N-S(2):	0.257
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	42	1,600	0.000	E-W(2):	0.295 *
	TH	4.00	1,888	6,400	0.295 *		
	LT	0.00	0	0	0.000	V/C:	0.786
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	2,358	4,800	0.491 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.886
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.396 *
	TH	4.00	2,205	6,400	0.344	N-S(2):	0.344
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	37	1,600	0.000	E-W(2):	0.400 *
	TH	4.00	2,559	6,400	0.400 *		
	LT	0.00	0	0	0.000	V/C:	0.796
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,901	4,800	0.396 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.896
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 5 - Sepulveda Bl & Century Bl
Description: Cumulative without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.853 *
	TH	4.00	2,161	6,400	0.338	N-S(2):	0.338
	LT	0.00	0	0	0.000 *	E-W(1):	0.169 *
Westbound	RT	2.00	584	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	487	2,880	0.169 *	V/C:	1.022
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	4.00	5,460	6,400	0.853 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.122
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.740 *
	TH	5.00	2,819	8,000	0.352	N-S(2):	0.352
	LT	0.00	0	0	0.000 *	E-W(1):	0.222 *
Westbound	RT	2.00	129	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	640	2,880	0.222 *	V/C:	0.962
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	4.00	4,739	6,400	0.740 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.062
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)
Description: Cumulative without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.36	1,902	2,177	0.000	N-S(1):	0.636
	TH	1.64	2,292	2,623	0.874 *	N-S(2):	0.874 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,861	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.874
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	3,053	4,800	0.636	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.974
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,995	0	0.000	N-S(1):	0.631
	TH	2.00	2,874	3,200	1.521 *	N-S(2):	1.521 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	1,979	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.521
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	3,031	4,800	0.631	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.621
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 7 - Sepulveda Bl & Imperial Hwy
Description: Cumulative without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.666 *
	TH	4.00	2,949	6,400	0.462	N-S(2):	0.552
	LT	2.00	536	2,880	0.186 *	E-W(1):	0.130
Westbound	RT	1.00	410	1,600	0.000	E-W(2):	0.157 *
	TH	3.00	273	4,800	0.057 *		
	LT	2.00	206	2,880	0.071	V/C:	0.823
Northbound	RT	2.00	706	3,200	0.000	Lost Time:	0.100
	TH	3.00	2,302	4,800	0.480 *	ITS:	0.000
	LT	1.00	145	1,600	0.090		
Eastbound	RT	1.00	139	1,600	0.000	ICU:	0.923
	TH	3.00	285	4,800	0.059		
	LT	2.00	289	2,880	0.100 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.713 *
	TH	4.00	2,934	6,400	0.460	N-S(2):	0.577
	LT	2.00	782	2,880	0.272 *	E-W(1):	0.175
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.181 *
	TH	3.00	382	4,800	0.080 *		
	LT	2.00	246	2,880	0.086	V/C:	0.894
Northbound	RT	2.00	1,204	3,200	0.000	Lost Time:	0.100
	TH	3.00	2,118	4,800	0.441 *	ITS:	0.000
	LT	1.00	187	1,600	0.117		
Eastbound	RT	1.00	232	1,600	0.000	ICU:	0.994
	TH	3.00	428	4,800	0.089		
	LT	2.00	292	2,880	0.101 *	LOS:	E

* - Denotes critical movement

Project Title: **Airport Metro Connector**
Intersection: **9 - La Tijera Bl & Manchester Av**
Description: **Cumulative without Project 2035**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	325	1,600	0.000	N-S(1):	0.119
	TH	2.00	611	3,200	0.191 *	N-S(2):	0.232 *
	LT	1.00	44	1,600	0.028	E-W(1):	0.213
Westbound	RT	1.00	26	1,600	0.000	E-W(2):	0.411 *
	TH	2.00	1,021	3,200	0.319 *		
	LT	1.00	136	1,600	0.085	V/C:	0.643
Northbound	RT	1.00	86	1,600	0.000	Lost Time:	0.100
	TH	2.00	291	3,200	0.091	ITS:	0.000
	LT	1.00	66	1,600	0.041 *		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.743
	TH	2.00	409	3,200	0.128		
	LT	1.00	146	1,600	0.092 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	268	1,600	0.000	N-S(1):	0.148
	TH	2.00	446	3,200	0.139 *	N-S(2):	0.168 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.454 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.375
	TH	2.00	745	3,200	0.233		
	LT	1.00	203	1,600	0.127 *	V/C:	0.622
Northbound	RT	1.00	302	1,600	0.000	Lost Time:	0.100
	TH	2.00	343	3,200	0.107	ITS:	0.000
	LT	1.00	46	1,600	0.029 *		
Eastbound	RT	1.00	54	1,600	0.000	ICU:	0.722
	TH	2.00	1,046	3,200	0.327 *		
	LT	1.00	227	1,600	0.142	LOS:	C

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 12 - Airport Bl & Manchester Av
Description: Cumulative without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	62	0	0.000	N-S(1):	0.216
	TH	2.00	650	3,200	0.223 *	N-S(2):	0.332 *
	LT	1.00	49	1,600	0.030	E-W(1):	0.180
Westbound	RT	1.00	124	1,600	0.000	E-W(2):	0.376 *
	TH	2.00	1,052	3,200	0.329 *		
	LT	2.00	124	2,880	0.043	V/C:	0.708
Northbound	RT	1.00	54	1,600	0.000	Lost Time:	0.100
	TH	2.00	594	3,200	0.186	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.808
	TH	2.00	437	3,200	0.137		
	LT	1.00	74	1,600	0.047 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	116	0	0.000	N-S(1):	0.304
	TH	2.00	607	3,200	0.226 *	N-S(2):	0.325 *
	LT	1.00	113	1,600	0.071	E-W(1):	0.379 *
Westbound	RT	1.00	46	1,600	0.000	E-W(2):	0.308
	TH	2.00	816	3,200	0.255		
	LT	2.00	39	2,880	0.013 *	V/C:	0.704
Northbound	RT	1.00	113	1,600	0.000	Lost Time:	0.100
	TH	2.00	746	3,200	0.233	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	1.00	129	1,600	0.000	ICU:	0.804
	TH	2.00	1,170	3,200	0.366 *		
	LT	1.00	85	1,600	0.053	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 17 - Nash St/I-105 WB Ramps & Imperial Hwy
Description: Cumulative without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.03	541	1,644	0.000	N-S(1):	0.356 *
	TH	1.97	1,039	3,156	0.329 *	N-S(2):	0.000
	LT	1.00	465	1,600	0.291	E-W(1):	0.258 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.209
	TH	3.00	1,001	4,800	0.209		
	LT	2.00	277	2,880	0.096 *	V/C:	0.614
Northbound	RT	2.00	55	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	43	1,600	0.027 *		
Eastbound	RT	0.00	99	0	0.000	ICU:	0.714
	TH	3.00	676	4,800	0.162 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.10	133	1,757	0.000	N-S(1):	0.128 *
	TH	1.90	231	3,043	0.076 *	N-S(2):	0.000
	LT	1.00	117	1,600	0.073	E-W(1):	0.242 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.190
	TH	3.00	913	4,800	0.190		
	LT	2.00	73	2,880	0.025 *	V/C:	0.370
Northbound	RT	2.00	322	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	83	1,600	0.052 *		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.470
	TH	3.00	988	4,800	0.217 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Level of Service Workheet
(Circular 212 Method)

I/S #:
1

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Manchester Av
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	206	1	206
	Left-Through		0			0	
	Through	1926	3	**642**	1432	3	**477**
	Through-Right		0			0	
	Right	72	1	0	115	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	153	1	**153**	394	1	**394**
	Left-Through		0			0	
	Through	1247	3	416	1898	3	633
	Through-Right		0			0	
	Right	138	1	78	373	1	301
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	218	2	**120**	264	2	145
	Left-Through		0			0	
	Through	385	2	193	877	2	**439**
	Through-Right		0			0	
	Right	101	1	43	144	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	89	123	1	**123**
	Left-Through		0			0	
	Through	786	2	**393**	716	2	358
	Through-Right		0			0	
	Right	454	1	378	222	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	795		*North-South:*	871
			East-West:	513		*East-West:*	562
			SUM:	1308		*SUM:*	1433
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			1.042
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.851**			**0.942**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
2

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** La Tijera Bl
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	67	1	67	116	1	**116**
	Left-Through		0			0	
	Through	2084	3	**695**	1261	3	420
	Through-Right		0			0	
	Right	114	1	0	138	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	**46**	112	1	112
	Left-Through		0			0	
	Through	1602	3	534	1905	3	**635**
	Through-Right		0			0	
	Right	45	1	0	163	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	85	1	85	183	1	183
	Left-Through		0			0	
	Through	233	2	**117**	429	2	**215**
	Through-Right		0			0	
	Right	115	1	48	124	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	414	2	**228**	362	2	**199**
	Left-Through		0			0	
	Through	269	1	157	309	1	197
	Through-Right		1			1	
	Right	45	0	45	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	741		*North-South:*	751
			East-West:	345		*East-West:*	414
			SUM:	1086		*SUM:*	1165
VOLUME/CAPACITY *(V/C)* RATIO:				0.790			0.847
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.690**			**0.747**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
3

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Westchester Pkwy
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	3	NB-- 3	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	182	1	182	229	1	**229**
	Left-Through		0			0	
	Through	2105	3	**702**	1576	3	525
	Through-Right		0			0	
	Right	31	1	0	82	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	247	1	247
	Left-Through		0			0	
	Through	1925	3	642	2180	3	**727**
	Through-Right		0			0	
	Right	61	1	43	71	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	18	1	**18**	42	1	42
	Left-Through		0			0	
	Through	161	1	119	295	1	**225**
	Through-Right		1			1	
	Right	77	0	77	154	0	154
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	190	256	1	**256**
	Left-Through		0			0	
	Through	707	1	**486**	450	1	328
	Through-Right		1			1	
	Right	265	0	265	206	0	206
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	872		*North-South:*	956
			East-West:	504		*East-West:*	481
			SUM:	1376		*SUM:*	1437
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			1.045
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.901**			**0.945**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
4

PROJECT TITLE: Airport Metro Connector
North-South Street: Lincoln Bl **East-West Street:** Sepulveda Bl
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2360	3	**787**	1903	3	**634**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1646	4	412	2205	4	551
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1884	4	**471**	2555	4	**639**
	Through-Right		0			0	
	Right	42	1	42	37	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	

CRITICAL VOLUMES	*North-South:*	787	*North-South:*	634
	East-West:	471	*East-West:*	639
	SUM:	1258	*SUM:*	1273
VOLUME/CAPACITY *(V/C)* RATIO:		0.839		0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.739**		**0.749**
LEVEL OF SERVICE (LOS):		**C**		**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
5

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Century Bl
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--	0	NB-- 0		SB-- 0
	EB-- 0		WB--	3	EB-- 0		WB-- 3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	5460	4	**1365**	4739	4	**1185**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	2161	4	540	2819	4	705
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	489	2	269	642	2	**353**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	588	2	**323**	133	2	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1365		*North-South:*	1185
			East-West:	323		*East-West:*	353
			SUM:	1688		*SUM:*	1538
VOLUME/CAPACITY *(V/C)* RATIO:				1.125			1.025
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.025**			**0.925**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
6

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** I-105 WB Ramps (n/o Imperial Hwy)
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB-- 0	SB--	0
	EB--	0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	3055	3	**1018**	3033	3	**1011**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		1			1	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2861	3	**1001**	1979	3	**693**
	Left-Through-Right		0			0	
	Left-Right		0			0	

	AM		PM	
CRITICAL VOLUMES	*North-South:*	1018	*North-South:*	1011
	East-West:	1001	*East-West:*	693
	SUM:	2019	*SUM:*	1704
VOLUME/CAPACITY *(V/C)* RATIO:		1.346		1.136
V/C LESS ATSAC/ATCS ADJUSTMENT:		**1.246**		**1.036**
LEVEL OF SERVICE (LOS):		**F**		**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
7

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Bl **East-West Street:** Imperial Hwy
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	145	1	145	187	1	187
	Left-Through		0			0	
	Through	2304	3	**768**	2120	3	**707**
	Through-Right		0			0	
	Right	708	2	332	1206	2	595
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	536	2	**295**	782	2	**430**
	Left-Through		0			0	
	Through	2951	3	740	2936	3	736
	Through-Right		1			1	
	Right	8	0	8	9	0	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	289	2	**159**	292	2	**161**
	Left-Through		0			0	
	Through	285	3	95	428	3	143
	Through-Right		0			0	
	Right	139	1	67	232	1	139
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	208	2	114	248	2	136
	Left-Through		0			0	
	Through	273	3	91	382	3	127
	Through-Right		0			0	
	Right	410	1	**115**	580	1	**150**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1063		*North-South:*	1137
			East-West:	274		*East-West:*	311
			SUM:	1337		*SUM:*	1448
VOLUME/CAPACITY *(V/C)* RATIO:				0.972			1.053
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.872**			**0.953**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
8

PROJECT TITLE: Airport Metro Connector
North-South Street: Sepulveda Eastway **East-West Street:** Westchester Pkwy
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	60	0	60
	Left-Through		1			1	
	Through	136	0	**147**	264	0	**324**
	Through-Right		0			0	
	Right	128	1	123	191	1	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	0	**126**	362	0	**362**
	Left-Through		0			0	
	Through	12	0	225	13	0	541
	Through-Right		0			0	
	Right	87	0	0	166	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	95	1	**95**
	Left-Through		0			0	
	Through	312	1	157	604	1	306
	Through-Right		1			1	
	Right	1	0	1	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	24	1	24
	Left-Through		0			0	
	Through	1063	1	**623**	726	1	**439**
	Through-Right		1			1	
	Right	183	0	183	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	273		*North-South:*	686
			East-West:	660		*East-West:*	534
			SUM:	933		*SUM:*	1220
VOLUME/CAPACITY *(V/C)* RATIO:				0.622			0.813
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.522**			**0.713**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
9

PROJECT TITLE: Airport Metro Connector
North-South Street: La Tijera Bl **East-West Street:** Manchester Av
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	66	1	**66**	46	1	**46**
	Left-Through		0			0	
	Through	291	2	146	343	2	172
	Through-Right		0			0	
	Right	86	1	18	302	1	201
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	44	65	1	65
	Left-Through		0			0	
	Through	611	2	**306**	446	2	**223**
	Through-Right		0			0	
	Right	325	1	252	268	1	155
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	146	1	**146**	227	1	227
	Left-Through		0			0	
	Through	411	2	206	1048	2	**524**
	Through-Right		0			0	
	Right	12	1	0	54	1	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	136	1	136	203	1	**203**
	Left-Through		0			0	
	Through	1021	2	**511**	745	2	373
	Through-Right		0			0	
	Right	26	1	4	73	1	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	372		*North-South:*	269
			East-West:	657		*East-West:*	727
			SUM:	1029		*SUM:*	996
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.699
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.622**			**0.599**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
10

PROJECT TITLE: Airport Metro Connector
North-South Street: Jenny Av **East-West Street:** Westchester Pkwy
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	**0**		0	1	0	
	Left-Through		0				0		
	Through	0	1	0		0	1	**0**	
	Through-Right		0				0		
	Right	0	1	0		0	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	18	1	18		156	1	**156**	
	Left-Through		0				0		
	Through	0	1	0		0	1	0	
	Through-Right		1				1		
	Right	58	0	**33**		113	0	59	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	50	1	**50**		108	1	**108**	
	Left-Through		0				0		
	Through	478	2	239		1241	2	621	
	Through-Right		0				0		
	Right	0	1	0		0	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	1	0		0	1	0	
	Left-Through		0				0		
	Through	1412	2	**706**		1193	2	**597**	
	Through-Right		0				0		
	Right	221	1	212		142	1	64	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	33			*North-South:*	156
				East-West:	756			*East-West:*	705
				SUM:	789			*SUM:*	861
VOLUME/CAPACITY *(V/C)* RATIO:					0.526				0.574
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.426**				**0.474**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
11

PROJECT TITLE: Airport Metro Connector
North-South Street: Avion Dr **East-West Street:** Century Bl
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	**87**	36	1	36
	Left-Through		0			0	
	Through	19	1	19	28	1	28
	Through-Right		0			0	
	Right	18	1	0	140	1	**114**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	138	1	**138**
	Left-Through		0			0	
	Through	24	1	**24**	17	1	17
	Through-Right		0			0	
	Right	93	1	0	79	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	489	2	**269**	234	2	**129**
	Left-Through		0			0	
	Through	817	4	185	857	4	177
	Through-Right		1			1	
	Right	106	0	106	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	53	1	53
	Left-Through		0			0	
	Through	1436	3	**379**	578	3	**168**
	Through-Right		1			1	
	Right	79	0	79	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	111		*North-South:*	252
			East-West:	648		*East-West:*	297
			SUM:	759		*SUM:*	549
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.385
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.433**			**0.285**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
12

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Manchester Av
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	175	1	**175**		158	1	**158**	
	Left-Through		0				0		
	Through	596	2	298		748	2	374	
	Through-Right		0				0		
	Right	54	1	20		113	1	103	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	49	1	49		113	1	113	
	Left-Through		0				0		
	Through	652	1	**357**		609	1	**363**	
	Through-Right		1				1		
	Right	62	0	62		116	0	116	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	74	1	**74**		85	1	85	
	Left-Through		0				0		
	Through	439	2	220		1172	2	**586**	
	Through-Right		0				0		
	Right	90	1	3		129	1	50	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	124	2	68		39	2	**21**	
	Left-Through		0				0		
	Through	1052	2	**526**		816	2	408	
	Through-Right		0				0		
	Right	124	1	100		46	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	532			North-South:	521
				East-West:	600			East-West:	607
				SUM:	1132			SUM:	1128
VOLUME/CAPACITY (V/C) RATIO:					0.823				0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.723**				**0.720**
LEVEL OF SERVICE (LOS):					**C**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
13

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Arbor Vitae St/Westchester Pkwy
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	268	1	268	276	1	276
	Left-Through		0			0	
	Through	670	2	**335**	850	2	**425**
	Through-Right		0			0	
	Right	95	1	22	64	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	137	1	**137**	219	1	**219**
	Left-Through		0			0	
	Through	501	3	167	556	3	185
	Through-Right		0			0	
	Right	320	1	180	233	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	230	1	**230**
	Left-Through		0			0	
	Through	254	2	127	747	2	374
	Through-Right		0			0	
	Right	173	1	0	261	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	147	1	147	78	1	78
	Left-Through		0			0	
	Through	1338	2	**669**	944	2	**472**
	Through-Right		0			0	
	Right	309	1	241	151	1	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	472		*North-South:*	644
			East-West:	809		*East-West:*	702
			SUM:	1281		*SUM:*	1346
VOLUME/CAPACITY *(V/C)* RATIO:				0.932			0.979
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.832**			**0.879**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
14

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 96th St
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	1
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	765	2	**383**	715	2	**358**
	Through-Right		0			0	
	Right	77	1	33	119	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	223	1	**223**	267	1	**267**
	Left-Through		0			0	
	Through	548	3	183	692	3	231
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	93	1	93
	Left-Through		0			0	
	Through	125	1	125	287	1	**287**
	Through-Right		0			0	
	Right	407	1	**407**	91	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	1	**89**	56	1	**56**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	170	1	0	287	1	25
	Left-Through-Right		0			0	
	Left-Right		1			1	
CRITICAL VOLUMES			*North-South:*	606		*North-South:*	625
			East-West:	496		*East-West:*	343
			SUM:	1102		*SUM:*	968
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.704
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.701**			**0.604**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
15

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** 98th St
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	176	1	**176**		204	1	204	
	Left-Through		0				0		
	Through	570	2	285		483	2	**242**	
	Through-Right		0				0		
	Right	227	1	199		77	1	30	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	131	1	131		254	1	**254**	
	Left-Through		0				0		
	Through	652	2	**316**		503	2	238	
	Through-Right		1				1		
	Right	295	0	295		211	0	211	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	190	1	**190**		248	1	**248**	
	Left-Through		0				0		
	Through	291	1	233		442	1	410	
	Through-Right		1				1		
	Right	175	0	175		377	0	377	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	57	1	57		95	1	95	
	Left-Through		0				0		
	Through	410	1	**265**		416	1	**280**	
	Through-Right		1				1		
	Right	120	0	120		143	0	143	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	492			*North-South:*	496
				East-West:	455			*East-West:*	528
				SUM:	947			*SUM:*	1024
VOLUME/CAPACITY *(V/C)* RATIO:					0.631				0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.531**				**0.583**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
16

PROJECT TITLE: Airport Metro Connector
North-South Street: Airport Bl **East-West Street:** Century Bl
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	16	1	16	53	1	**53**
	Left-Through		0			0	
	Through	61	2	**31**	94	2	47
	Through-Right		0			0	
	Right	33	1	4	34	1	11
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	362	2	127	211	2	74
	Left-Through		1			1	
	Through	68	1	68	50	1	50
	Through-Right		0			0	
	Right	492	1	**353**	672	1	**561**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	508	2	**279**	404	2	**222**
	Left-Through		0			0	
	Through	353	4	75	1024	4	227
	Through-Right		1			1	
	Right	22	0	22	109	0	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	59	47	1	47
	Left-Through		0			0	
	Through	1298	4	325	627	4	**157**
	Through-Right		0			0	
	Right	511	1	**384**	62	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	384		*North-South:*	614
			East-West:	663		*East-West:*	379
			SUM:	1047		*SUM:*	993
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.722
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.661**			**0.622**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
17

PROJECT TITLE: Airport Metro Connector
North-South Street: Nash St/I-105 WB Ramps **East-West Street:** Imperial Hwy
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	43	1	**43**	83	1	83
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	55	2	0	322	2	**137**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	465	1	**376**	117	1	**87**
	Left-Through		1			1	
	Through	1039	0	376	231	0	87
	Through-Right		1			1	
	Right	541	1	376	133	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	678	2	**259**	990	2	**349**
	Through-Right		1			1	
	Right	99	0	99	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	277	2	**152**	73	2	**40**
	Left-Through		0			0	
	Through	1003	3	334	915	3	305
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	419		*North-South:*	224
			East-West:	411		*East-West:*	389
			SUM:	830		*SUM:*	613
VOLUME/CAPACITY *(V/C)* RATIO:				0.604			0.446
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.504**			**0.346**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
18

PROJECT TITLE: Airport Metro Connector
North-South Street: Douglas St **East-West Street:** Imperial Hwy
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	149	1	**149**	226	1	**226**
	Left-Through		0			0	
	Through	31	1	31	30	1	30
	Through-Right		0			0	
	Right	181	2	0	577	2	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	**45**	54	1	**44**
	Left-Through		0			0	
	Through	43	0	45	34	0	44
	Through-Right		0			0	
	Right	4	1	0	33	1	9
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	28	1	28	48	1	48
	Left-Through		0			0	
	Through	583	2	**286**	1774	2	**699**
	Through-Right		1			1	
	Right	276	0	276	323	0	323
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	558	2	**307**	177	2	**97**
	Left-Through		0			0	
	Through	1128	2	396	697	2	244
	Through-Right		1			1	
	Right	61	0	61	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	194		*North-South:*	270
			East-West:	593		*East-West:*	796
			SUM:	787		*SUM:*	1066
VOLUME/CAPACITY *(V/C)* RATIO:				0.572			0.775
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.472**			**0.675**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
19

PROJECT TITLE: Airport Metro Connector
North-South Street: Bellanca Av **East-West Street:** Century Bl
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	2	**11**	257	2	141
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	6	1	0	238	1	**231**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	15	1	15
	Left-Through		0			0	
	Through	856	5	171	2380	5	**476**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	2473	3	**641**	1335	3	335
	Through-Right		1			1	
	Right	89	0	89	4	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	11		*North-South:*	231
			East-West:	791		*East-West:*	476
			SUM:	802		*SUM:*	707
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.471
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.435**			**0.371**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
20

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Arbor Vitae St
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	634	1	**634**	380	1	**380**
	Left-Through		0			0	
	Through	823	2	412	547	2	274
	Through-Right		0			0	
	Right	73	1	0	160	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	19	1	19	62	1	62
	Left-Through		0			0	
	Through	581	1	**336**	730	1	**389**
	Through-Right		1			1	
	Right	91	0	91	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	87	1	**87**	64	1	64
	Left-Through		0			0	
	Through	178	3	59	624	3	208
	Through-Right		0			0	
	Right	184	1	0	431	1	**241**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	329	2	181	360	2	**198**
	Left-Through		0			0	
	Through	1191	2	**417**	470	2	169
	Through-Right		1			1	
	Right	61	0	61	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	970		*North-South:*	769
			East-West:	504		*East-West:*	439
			SUM:	1474		*SUM:*	1208
VOLUME/CAPACITY *(V/C)* RATIO:				1.072			0.879
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.972**			**0.779**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
21

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Century Bl
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	779	2	**428**	145	2	80
	Left-Through		0			0	
	Through	957	1	544	968	1	**498**
	Through-Right		1			1	
	Right	130	0	130	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	2	88	101	2	**56**
	Left-Through		0			0	
	Through	737	2	**369**	915	2	458
	Through-Right		0			0	
	Right	231	1	181	274	1	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	**101**	430	1	**430**
	Left-Through		0			0	
	Through	765	4	191	1656	4	414
	Through-Right		0			0	
	Right	54	1	0	659	1	619
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	74	86	1	86
	Left-Through		0			0	
	Through	1556	3	**445**	831	3	277
	Through-Right		1			1	
	Right	223	0	223	320	0	**292**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	797		*North-South:*	554
			East-West:	546		*East-West:*	722
			SUM:	1343		*SUM:*	1276
VOLUME/CAPACITY *(V/C)* RATIO:				0.977			0.928
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.877**			**0.828**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
22

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 104th St
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	1	156	84	1	**84**
	Left-Through		0			0	
	Through	1713	1	**875**	1190	1	604
	Through-Right		1			1	
	Right	37	0	37	18	0	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	**10**	8	1	8
	Left-Through		0			0	
	Through	909	1	465	1690	1	**849**
	Through-Right		1			1	
	Right	21	0	21	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	0	6	6	0	6
	Left-Through		0			0	
	Through	3	0	**105**	22	0	**263**
	Through-Right		0			0	
	Right	96	0	0	235	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	19	1	19	74	1	**74**
	Left-Through		0			0	
	Through	28	0	**55**	16	0	26
	Through-Right		1			1	
	Right	27	0	0	10	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	885		*North-South:*	933
			East-West:	160		*East-West:*	337
			SUM:	1045		*SUM:*	1270
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.924
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.660**			**0.824**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
23

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 111th St
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	20	1	20
	Left-Through		0			0	
	Through	1139	1	**574**	780	1	**393**
	Through-Right		1			1	
	Right	9	0	9	6	0	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	272	1	**272**	363	1	**363**
	Left-Through		0			0	
	Through	632	1	379	1177	1	649
	Through-Right		1			1	
	Right	126	0	126	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	94	1	**94**	129	1	**129**
	Left-Through		0			0	
	Through	11	0	22	34	0	57
	Through-Right		1			1	
	Right	11	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	14	1	14	7	1	7
	Left-Through		0			0	
	Through	32	1	32	4	1	4
	Through-Right		0			0	
	Right	386	1	**250**	394	1	**213**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	846		*North-South:*	756
			East-West:	344		*East-West:*	342
			SUM:	1190		*SUM:*	1098
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.799
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.765**			**0.699**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
24

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Imperial Hwy
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	3	SB--	3	NB--	3	SB--	3
		EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	549	2		**302**	267	2		**147**
	Left-Through		0				0		
	Through	556	2		278	451	2		226
	Through-Right		0				0		
	Right	80	1		0	213	1		110
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	88	2		48	105	2		58
	Left-Through		0				0		
	Through	294	2		147	697	2		**349**
	Through-Right		0				0		
	Right	214	1		**168**	147	1		28
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	151	2		**46**	216	2		119
	Left-Through		0				0		
	Through	295	2		148	1498	2		**713**
	Through-Right		1				1		
	Right	196	0		45	640	0		640
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	224	2		123	187	2		**103**
	Left-Through		0				0		
	Through	1033	3		**344**	252	3		84
	Through-Right		0				0		
	Right	85	1		37	125	1		67
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	470			*North-South:*	496
				East-West:	390			*East-West:*	816
				SUM:	860			*SUM:*	1312
VOLUME/CAPACITY *(V/C)* RATIO:					0.625				0.954
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.525**				**0.854**
LEVEL OF SERVICE (LOS):					**A**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
25

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** North Driveway (Opt 2)
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1113	2	**387**	1205	2	**418**
	Through-Right		1			1	
	Right	47	0	47	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	205	1	**205**	291	1	**291**
	Left-Through		0			0	
	Through	1164	2	582	1277	2	639
	Through-Right		0			0	
	Right	5	1	3	5	1	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	5	1	**5**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		0			0	
	Right	227	1	**125**	166	1	**21**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	592		*North-South:*	709
			East-West:	130		*East-West:*	26
			SUM:	722		*SUM:*	735
VOLUME/CAPACITY *(V/C)* RATIO:				0.507			0.516
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.407**			**0.416**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
26

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** South Driveway
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	39	1	**39**		39	1	**39**	
	Left-Through		0				0		
	Through	1164	3	388		1258	3	419	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	1177	3	**392**		1290	3	**430**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	42	1	**23**		42	1	**23**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	**0**		0	0	**0**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	431			*North-South:*	469
				East-West:	23			*East-West:*	23
				SUM:	454			*SUM:*	492
VOLUME/CAPACITY *(V/C)* RATIO:					0.303				0.328
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.203**				**0.228**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
27

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** 98th St
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	185	1	185	204	1	204
	Left-Through		0			0	
	Through	1106	2	**423**	1180	2	**451**
	Through-Right		1			1	
	Right	162	0	162	172	0	172
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	277	1	**277**	164	1	**164**
	Left-Through		0			0	
	Through	746	2	294	1016	2	382
	Through-Right		1			1	
	Right	136	0	136	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	91	1	91	293	1	293
	Left-Through		0			0	
	Through	515	1	**297**	1068	1	**603**
	Through-Right		1			1	
	Right	79	0	79	137	0	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	246	1	**246**	207	1	**207**
	Left-Through		0			0	
	Through	624	2	312	374	2	187
	Through-Right		0			0	
	Right	114	1	0	154	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	700		*North-South:*	615
			East-West:	543		*East-West:*	810
			SUM:	1243		*SUM:*	1425
VOLUME/CAPACITY *(V/C)* RATIO:				0.872			1.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.772**			**0.900**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
250

PROJECT TITLE: Airport Metro Connector
North-South Street: Aviation Bl **East-West Street:** Primary Driveway (Opt1)
Scenario: Cumulative with Project (2035)
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	**39**	39	1	39
	Left-Through		0			0	
	Through	1156	2	401	1248	2	**432**
	Through-Right		1			1	
	Right	47	0	47	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	205	1	205	291	1	**291**
	Left-Through		0			0	
	Through	1168	2	**584**	1281	2	641
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	5	1	**5**	5	1	**5**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	42	1	23	42	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	0	1	0	0	1	0
	Through-Right		0			0	
	Right	227	1	**125**	166	1	**21**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	623		*North-South:*	723
			East-West:	130		*East-West:*	26
			SUM:	753		*SUM:*	749
VOLUME/CAPACITY *(V/C)* RATIO:				0.528			0.526
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.428**			**0.426**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Project Title: Airport Metro Connector
Intersection: 18 - Douglas St & Imperial Hwy
Description: Cumulative without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	4	1,600	0.000	N-S(1):	0.124 *
	TH	0.96	43	1,543	0.028	N-S(2):	0.000
	LT	1.04	46	1,491	0.031 *	E-W(1):	0.372 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.264
	TH	3.00	1,126	4,800	0.247		
	LT	2.00	558	2,880	0.194 *	V/C:	0.496
Northbound	RT	2.00	181	3,200	0.000	Lost Time:	0.100
	TH	1.00	31	1,600	0.020	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	0.00	276	0	0.000	ICU:	0.596
	TH	3.00	581	4,800	0.178 *		
	LT	1.00	28	1,600	0.017	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	33	1,600	0.000	N-S(1):	0.172 *
	TH	0.77	34	1,232	0.028	N-S(2):	0.000
	LT	1.23	54	1,772	0.031 *	E-W(1):	0.497 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.182
	TH	3.00	695	4,800	0.152		
	LT	2.00	177	2,880	0.061 *	V/C:	0.669
Northbound	RT	2.00	577	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	226	1,600	0.141 *		
Eastbound	RT	0.00	323	0	0.000	ICU:	0.769
	TH	3.00	1,772	4,800	0.436 *		
	LT	1.00	48	1,600	0.030	LOS:	C

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 20 - Aviation Bl & Arbor Vitae St
Description: Cumulative without Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: **AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.269
	TH	2.00	577	3,200	0.209 *	N-S(2):	0.606 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.150
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.315 *
	TH	3.00	1,191	4,800	0.261 *		
	LT	2.00	327	2,880	0.113	V/C:	0.921
Northbound	RT	1.00	68	1,600	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.257	ITS:	0.000
	LT	1.00	634	1,600	0.397 *		
Eastbound	RT	1.00	180	1,600	0.000	ICU:	1.021
	TH	3.00	178	4,800	0.037		
	LT	1.00	87	1,600	0.054 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	47	0	0.000	N-S(1):	0.210
	TH	2.00	726	3,200	0.242 *	N-S(2):	0.479 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.254 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.146
	TH	3.00	470	4,800	0.106		
	LT	2.00	358	2,880	0.124 *	V/C:	0.733
Northbound	RT	1.00	155	1,600	0.000	Lost Time:	0.100
	TH	2.00	547	3,200	0.171	ITS:	0.000
	LT	1.00	380	1,600	0.237 *		
Eastbound	RT	1.00	427	1,600	0.000	ICU:	0.833
	TH	3.00	624	4,800	0.130 *		
	LT	1.00	64	1,600	0.040	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 1 - Sepulveda Bl & Manchester Av
Description: CUMULATIVE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	138	1,600	0.000	N-S(1):	0.497 *
	TH	3.00	1,247	4,800	0.260	N-S(2):	0.332
	LT	1.00	153	1,600	0.096 *	E-W(1):	0.176
Westbound	RT	1.00	454	1,600	0.000	E-W(2):	0.321 *
	TH	2.00	786	3,200	0.245 *		
	LT	1.00	89	1,600	0.056	V/C:	0.818
Northbound	RT	1.00	72	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,926	4,800	0.401 *	ITS:	0.000
	LT	1.00	116	1,600	0.072		
Eastbound	RT	1.00	101	1,600	0.000	ICU:	0.918
	TH	2.00	385	3,200	0.120		
	LT	2.00	218	2,880	0.076 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	373	1,600	0.000	N-S(1):	0.544 *
	TH	3.00	1,898	4,800	0.395	N-S(2):	0.524
	LT	1.00	394	1,600	0.246 *	E-W(1):	0.351 *
Westbound	RT	1.00	222	1,600	0.000	E-W(2):	0.316
	TH	2.00	716	3,200	0.224		
	LT	1.00	123	1,600	0.077 *	V/C:	0.895
Northbound	RT	1.00	115	1,600	0.000	Lost Time:	0.100
	TH	3.00	1,432	4,800	0.298 *	ITS:	0.000
	LT	1.00	206	1,600	0.129		
Eastbound	RT	1.00	144	1,600	0.000	ICU:	0.995
	TH	2.00	877	3,200	0.274 *		
	LT	2.00	264	2,880	0.092	LOS:	E

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 4 - Lincoln Bl & Sepulveda Bl
Description: CUMULATIVE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.492 *
	TH	4.00	1,646	6,400	0.257	N-S(2):	0.257
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	42	1,600	0.000	E-W(2):	0.294 *
	TH	4.00	1,884	6,400	0.294 *		
	LT	0.00	0	0	0.000	V/C:	0.786
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	2,360	4,800	0.492 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.886
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.396 *
	TH	4.00	2,205	6,400	0.344	N-S(2):	0.344
	LT	0.00	0	0	0.000 *	E-W(1):	0.000
Westbound	RT	1.00	37	1,600	0.000	E-W(2):	0.399 *
	TH	4.00	2,555	6,400	0.399 *		
	LT	0.00	0	0	0.000	V/C:	0.795
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,903	4,800	0.396 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.895
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 5 - Sepulveda Bl & Century Bl
Description: CUMULATIVE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.853 *
	TH	4.00	2,161	6,400	0.338	N-S(2):	0.338
	LT	0.00	0	0	0.000 *	E-W(1):	0.170 *
Westbound	RT	2.00	588	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	489	2,880	0.170 *	V/C:	1.023
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	4.00	5,460	6,400	0.853 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.123
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.740 *
	TH	5.00	2,819	8,000	0.352	N-S(2):	0.352
	LT	0.00	0	0	0.000 *	E-W(1):	0.223 *
Westbound	RT	2.00	133	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	642	2,880	0.223 *	V/C:	0.963
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	4.00	4,739	6,400	0.740 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.063
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	F

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 6 - Sepulveda Bl & I-105 WB Ramps (n/o Imperial Hwy)
Description: CUMULATIVE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.36	1,902	2,176	0.000	N-S(1):	0.637
	TH	1.64	2,294	2,624	0.874 *	N-S(2):	0.874 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	2,861	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.874
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	3,055	4,800	0.637	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.974
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1,995	0	0.000	N-S(1):	0.632
	TH	2.00	2,876	3,200	1.522 *	N-S(2):	1.522 *
	LT	0.00	0	0	0.000	E-W(1):	0.000 *
Westbound	RT	3.00	1,979	4,800	0.000	E-W(2):	0.000 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	1.522
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	3.00	3,033	4,800	0.632	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.622
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	LOS:	F

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 7 - Sepulveda Bl & Imperial Hwy
Description: CUMULATIVE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	8	0	0.000	N-S(1):	0.666 *
	TH	4.00	2,951	6,400	0.462	N-S(2):	0.552
	LT	2.00	536	2,880	0.186 *	E-W(1):	0.131
Westbound	RT	1.00	410	1,600	0.000	E-W(2):	0.157 *
	TH	3.00	273	4,800	0.057 *		
	LT	2.00	208	2,880	0.072	V/C:	0.823
Northbound	RT	2.00	708	3,200	0.000	Lost Time:	0.100
	TH	3.00	2,304	4,800	0.480 *	ITS:	0.000
	LT	1.00	145	1,600	0.090		
Eastbound	RT	1.00	139	1,600	0.000	ICU:	0.923
	TH	3.00	285	4,800	0.059		
	LT	2.00	289	2,880	0.100 *	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.714 *
	TH	4.00	2,936	6,400	0.460	N-S(2):	0.577
	LT	2.00	782	2,880	0.272 *	E-W(1):	0.175
Westbound	RT	1.00	580	1,600	0.000	E-W(2):	0.181 *
	TH	3.00	382	4,800	0.080 *		
	LT	2.00	248	2,880	0.086	V/C:	0.895
Northbound	RT	2.00	1,206	3,200	0.000	Lost Time:	0.100
	TH	3.00	2,120	4,800	0.442 *	ITS:	0.000
	LT	1.00	187	1,600	0.117		
Eastbound	RT	1.00	232	1,600	0.000	ICU:	0.995
	TH	3.00	428	4,800	0.089		
	LT	2.00	292	2,880	0.101 *	LOS:	E

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 9 - La Tijera Bl & Manchester Av
Description: CUMULATIVE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	325	1,600	0.000	N-S(1):	0.119
	TH	2.00	611	3,200	0.191 *	N-S(2):	0.232 *
	LT	1.00	44	1,600	0.028	E-W(1):	0.214
Westbound	RT	1.00	26	1,600	0.000	E-W(2):	0.411 *
	TH	2.00	1,021	3,200	0.319 *		
	LT	1.00	136	1,600	0.085	V/C:	0.643
Northbound	RT	1.00	86	1,600	0.000	Lost Time:	0.100
	TH	2.00	291	3,200	0.091	ITS:	0.000
	LT	1.00	66	1,600	0.041 *		
Eastbound	RT	1.00	12	1,600	0.000	ICU:	0.743
	TH	2.00	411	3,200	0.129		
	LT	1.00	146	1,600	0.092 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	268	1,600	0.000	N-S(1):	0.148
	TH	2.00	446	3,200	0.139 *	N-S(2):	0.168 *
	LT	1.00	65	1,600	0.041	E-W(1):	0.454 *
Westbound	RT	1.00	73	1,600	0.000	E-W(2):	0.375
	TH	2.00	745	3,200	0.233		
	LT	1.00	203	1,600	0.127 *	V/C:	0.622
Northbound	RT	1.00	302	1,600	0.000	Lost Time:	0.100
	TH	2.00	343	3,200	0.107	ITS:	0.000
	LT	1.00	46	1,600	0.029 *		
Eastbound	RT	1.00	54	1,600	0.000	ICU:	0.722
	TH	2.00	1,048	3,200	0.327 *		
	LT	1.00	227	1,600	0.142	LOS:	C

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 12 - Airport Bl & Manchester Av
Description: CUMULATIVE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	62	0	0.000	N-S(1):	0.216
	TH	2.00	652	3,200	0.223 *	N-S(2):	0.332 *
	LT	1.00	49	1,600	0.030	E-W(1):	0.180
Westbound	RT	1.00	124	1,600	0.000	E-W(2):	0.376 *
	TH	2.00	1,052	3,200	0.329 *		
	LT	2.00	124	2,880	0.043	V/C:	0.708
Northbound	RT	1.00	54	1,600	0.000	Lost Time:	0.100
	TH	2.00	596	3,200	0.186	ITS:	0.000
	LT	1.00	175	1,600	0.109 *		
Eastbound	RT	1.00	90	1,600	0.000	ICU:	0.808
	TH	2.00	439	3,200	0.137		
	LT	1.00	74	1,600	0.047 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	116	0	0.000	N-S(1):	0.305
	TH	2.00	609	3,200	0.227 *	N-S(2):	0.326 *
	LT	1.00	113	1,600	0.071	E-W(1):	0.379 *
Westbound	RT	1.00	46	1,600	0.000	E-W(2):	0.308
	TH	2.00	816	3,200	0.255		
	LT	2.00	39	2,880	0.013 *	V/C:	0.705
Northbound	RT	1.00	113	1,600	0.000	Lost Time:	0.100
	TH	2.00	748	3,200	0.234	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	1.00	129	1,600	0.000	ICU:	0.805
	TH	2.00	1,172	3,200	0.366 *		
	LT	1.00	85	1,600	0.053	LOS:	D

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 17 - Nash St/I-105 WB Ramps & Imperial Hwy
Description: CUMULATIVE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.03	541	1,644	0.000	N-S(1):	0.356 *
	TH	1.97	1,039	3,156	0.329 *	N-S(2):	0.000
	LT	1.00	465	1,600	0.291	E-W(1):	0.258 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.209
	TH	3.00	1,003	4,800	0.209		
	LT	2.00	277	2,880	0.096 *	V/C:	0.614
Northbound	RT	2.00	55	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	43	1,600	0.027 *		
Eastbound	RT	0.00	99	0	0.000	ICU:	0.714
	TH	3.00	678	4,800	0.162 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.10	133	1,757	0.000	N-S(1):	0.128 *
	TH	1.90	231	3,043	0.076 *	N-S(2):	0.000
	LT	1.00	117	1,600	0.073	E-W(1):	0.243 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.191
	TH	3.00	915	4,800	0.191		
	LT	2.00	73	2,880	0.025 *	V/C:	0.371
Northbound	RT	2.00	322	3,200	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000	ITS:	0.000
	LT	1.00	83	1,600	0.052 *		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.471
	TH	3.00	990	4,800	0.218 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 18 - Douglas St & Imperial Hwy
Description: CUMULATIVE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	4	1,600	0.000	N-S(1):	0.124 *
	TH	0.96	43	1,543	0.028	N-S(2):	0.000
	LT	1.04	46	1,491	0.031 *	E-W(1):	0.373 *
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.265
	TH	3.00	1,128	4,800	0.248		
	LT	2.00	558	2,880	0.194 *	V/C:	0.497
Northbound	RT	2.00	181	3,200	0.000	Lost Time:	0.100
	TH	1.00	31	1,600	0.020	ITS:	0.000
	LT	1.00	149	1,600	0.093 *		
Eastbound	RT	0.00	276	0	0.000	ICU:	0.597
	TH	3.00	583	4,800	0.179 *		
	LT	1.00	28	1,600	0.017	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	33	1,600	0.000	N-S(1):	0.172 *
	TH	0.77	34	1,232	0.028	N-S(2):	0.000
	LT	1.23	54	1,772	0.031 *	E-W(1):	0.498 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.183
	TH	3.00	697	4,800	0.153		
	LT	2.00	177	2,880	0.061 *	V/C:	0.670
Northbound	RT	2.00	577	3,200	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.019	ITS:	0.000
	LT	1.00	226	1,600	0.141 *		
Eastbound	RT	0.00	323	0	0.000	ICU:	0.770
	TH	3.00	1,774	4,800	0.437 *		
	LT	1.00	48	1,600	0.030	LOS:	C

* - Denotes critical movement

Project Title: Airport Metro Connector
Intersection: 20 - Aviation Bl & Arbor Vitae St
Description: CUMULATIVE with Project 2035

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, EBR, WBR		
FF Movements:	NBR, SBR, EBR, WBR		

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.269
	TH	2.00	581	3,200	0.210 *	N-S(2):	0.607 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.151
Westbound	RT	0.00	61	0	0.000	E-W(2):	0.315 *
	TH	3.00	1,191	4,800	0.261 *		
	LT	2.00	329	2,880	0.114	V/C:	0.922
Northbound	RT	1.00	73	1,600	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.257	ITS:	0.000
	LT	1.00	634	1,600	0.397 *		
Eastbound	RT	1.00	184	1,600	0.000	ICU:	1.022
	TH	3.00	178	4,800	0.037		
	LT	1.00	87	1,600	0.054 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	47	0	0.000	N-S(1):	0.210
	TH	2.00	730	3,200	0.243 *	N-S(2):	0.480 *
	LT	1.00	62	1,600	0.039	E-W(1):	0.255 *
Westbound	RT	0.00	37	0	0.000	E-W(2):	0.146
	TH	3.00	470	4,800	0.106		
	LT	2.00	360	2,880	0.125 *	V/C:	0.735
Northbound	RT	1.00	160	1,600	0.000	Lost Time:	0.100
	TH	2.00	547	3,200	0.171	ITS:	0.000
	LT	1.00	380	1,600	0.237 *		
Eastbound	RT	1.00	431	1,600	0.000	ICU:	0.835
	TH	3.00	624	4,800	0.130 *		
	LT	1.00	64	1,600	0.040	LOS:	D

* - Denotes critical movement