Appendix C5. Lawndale Scoping Meeting
  o C5a. Sign-In Sheet
  o C5b. Transcript
  o C6c. Comment Sheets
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PUBLIC MEETING
LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
RANDY LAMM, PROJECT MANAGER

In the Matter of the
South Bay Metro Green Line Extension Project

TRANSCRIPT OF PROCEEDINGS
Lawndale, California
Saturday, May 1, 2010

Reported by:
JACLYN K. VERKLER
CSR No. 12647
Job No.:
B4588NCO
In the Matter of the
South Bay Metro Green Line
Extension Project

TRANSCRIPT OF PROCEEDINGS, taken at
14717 Burin Avenue, Lawndale, California,
commencing at 10:29 p.m. on Saturday,
May 1, 2010, reported by Jaclyn K. Verkler,
CSR No. 12647, a Certified Shorthand Reporter
in and for the State of California.
APPEARANCES:

Chris Robert 5
Randy Lamm 6

PUBLIC COMMENTS:

Scott Finnegan 19
Paul Manthe 21
Mariano Velazquez 22
Paulo Antunes 24
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Rosa Velazquez 26
Martha Rabel 28
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EXHIBITS

(None)
Lawndale, California, Saturday, May 1, 2010
10:29 a.m.

MS. ROBERTS: My name is Chris Roberts.
I'm a community outreach consultant for Metro. We are here this morning for the scoping meeting for the South Bay Metro Green Line Extension.

First, on behalf of Metro, we thank you for taking time out of your busy schedules for joining us this morning. We thank you in advance for the attention, for the courtesy you extend to your neighbors.

The focus of this morning's meeting, the most important thing that we need to do is to hear from you.

This public scoping meeting is required by the National Environmental Policy Act and the California Environmental Quality Act commonly known as NEPA and CEQA.

I'm going to ask our translator Alex to come up for a brief moment. He is going to convey to any of our neighbors who may require a translation of what is going to happen.

A little bit of what we're going to go through this morning, I've got to go through some brief overview of the ground rules for the scoping meeting. And then Randy Lamm from Metro is going to take you through an in-depth
presentation on the project.

After Randy's presentation, we are going to open it up for public comment. We are going to ask that you limit your comments to two minutes.

We want to call out that we will not be answering questions. That's not what the scoping meetings are for. The more important thing is for us to hear from you. But I do want to assure you that in subsequent meetings, we're going to be back, and it will be more interactive format where we really sit down and hear from you and have sort of a real give and take of what's important, what the benefits are of this project, and what concerns you might have.

Before I go any further, let me just thank again the City of Lawndale for hosting us. We've got Mayor Harold Hoffman here, Council member Keith Breskin.

With that, I am going to turn the meeting over to Randy Lamm.

MR. LAMM: Thanks, Chris.

Just want to, again, welcome and thanks for showing up here on Saturday morning.

So this is the program for my presentation. I'm going to talk about the objectives and give you an overview of the project. We'll also talk about how we got to this point with our previous study the Harbor Subdivision Alternative Analysis. I will be talking about why we need
the project, the alternatives that we're comparing for the study and how we are going to study those alternatives. And the most important part of the meeting is turning it over to you for your comments.

So we're at the beginning of the environmental process here. And the scoping process is something that's required and consistent with the Federal National Environmental Policy Act, NEPA, and California Environmental Quality Act, CEQA.

Scoping has a specific meaning in the context of the environmental studies. It analyzes the benefits and impacts of the alternatives that is intended. We're comparing for study and in the scoping process we have a comment period for the public to let us know what they think is important and what we should be analyzing as we move through the environmental process.

The comment period started on April 14th when we published in the Federal Register the Notice of Intent to alert the public that we're going to start the environmental process. And the comment period closes on May 28th. We will be taking comments throughout the study to get your comments in so that they are included in the beginning of the environmental analysis, the comment period has special significance.

So what we'll be talking about in the presentation
is the environmental process. And then we want to hear
comments on why we're doing the project, the project needs,
the alternatives we're proposing, how we're going to analyze
the alternatives, and any benefits and issues that you feel
should be addressed in the process.

This is an overview of how a project gets developed
and implemented into service. It starts out with initial
planning. And the initial planning we completed last
December with a study called the Harbor Subdivision

Alternatives Analysis.

We're now in the beginning of the environmental
phase. And if our Board directs us to proceed to the
subsequent phase, we'll move into designing the project,
building the project, and then ultimately implementing
service.

Just to give you some background on how we got to
this point and the history. In the early '90s, we purchased
the right-of-way from Santa Fe railroad and began some
initial studies. In 2008/2009 we conducted the Harbor
Subdivision A.A. Study. And in November 2008 the
Los Angeles County voters passed Measure R which provides
about 272 million to get started on this project. We
estimate that's about half the cost of building a light
rail to Torrance.

In last December our Board approved the Harbor
Subdivision Alternatives Analysis Study and also directed us to proceed into the environmental process. The Board also took action to change the name of the project from the Harbor Subdivision to the South Bay Metro Green Line Extension to be more descriptive of the specific project that we're working on now.

Now, we're here in early 2010 starting the environmental process.

Now we're going to talk about the Harbor Subdivision A.A. Study and how we got to this point. What we looked at was the corridor of the Harbor Subdivision right-of-way. Our study area starts in Downtown L.A. It's about 35 miles long. It goes south to Vernon and then west towards L.A.X., proceeding southeast through the South Bay and provides us an opportunity to connect with the Harbor areas to San Pedro and Long Beach.

We looked at a variety of vehicle types and routing options to connect from the major activity centers at the ends of the corridor onto the right-of-way and came up with basically four build alternatives.

Two of the alternatives are local service alternatives with stations about every mile. In the north we have a local north alternative that goes from Union Station to L.A.X. And in the south, we have a local service option that goes from L.A.X. down to the Harbor areas.
We also looked at what we call a Regional Alternative which would be from Union Station to L.A.X. down to the Harbor areas. That would have stations about every four miles.

Our last build alternative is what we call an express alternative. It would connect Union Station with nonstop service to L.A.X. and the central terminal area and would be very high speed nonstop service.

So out of those four build alternatives, we came up with a recommendation for a phase implementation strategy. The top priorities from our recommendation was to proceed with environmental analysis of a segment of the local south, and that would be to basically extend the Green Line from the current end point at the Redondo Beach station at Marine Avenue to Torrance -- 4.6 miles south to the proposed Torrance Regional Transit Center.

Another two priorities that were recommended for subsequent analysis later on would be a local north that would go from L.A.X. up to the Blue Line along Slauson Avenue and the Regional Alternative for segments on the corridor. And then the third priority for implementation would be the off-corridor connections down to the Harbor and areas, and express connection into L.A.X.

So now we're going to talk a little bit about that priority one project that was recommended in the Harbor
Subdivision A.A. Study, and that's the segment of the local south to Torrance. And that's the South Bay Metro Green Line.

Our study area would start at the L.A.X. area at Century Aviation and goes 8.7 miles south to the proposed Torrance Regional Transit Center where the right-of-way crosses Crenshaw Boulevard. And we're involving nine jurisdictions. The four major jurisdictions that we're involving will be El Segundo, Lawndale, Redondo Beach and Torrance.

And this just gives you an idea of all the projects that were included in the Measure R initiative in 2008 that passed. And so our South Bay Metro Green Line project that this pointer shows up here -- but anyway, our South Bay Metro Green Line project is one of those Measure R projects that would connect the South Bay into the rail and transit network with the rest of Los Angeles county. And that would also tie into the Crenshaw, L.A.X. transit corridor which is also being studied right now.

So I've talked a little bit about how we got to this point. Now we're going to talk about what we're doing in this study and our purpose for the environmental process. We are at the beginning of our environmental studies. What we're looking to accomplish here is to evaluate the benefits and impacts and refine the definition
of the alternatives, and ultimately to come up with -- at the end of the draft study, come up with a recommendation for an alternative that we would, if directed by our Board, carry into subsequent stages into project development like designing and construction. And that recommended alternative is known as the Locally Preferred Alternative.

So if our Board directs us to continue at the end of the draft phase, we would move into the final environmental study. And in that phase, we would respond to comments that were circulated here during the draft and respond to any potential engineering issues before we move into the design and construction phase.

Why do we need this project? Well, we believe that we could improve transportation options in the South Bay by providing a better transit connection -- better transportation connection between the L.A.X. area and further south into the South Bay. With this project, we would like to improve the reliability of the transit system, improve the dependability of making connections, and provide an extension of the rail system farther into the South Bay where there are gaps in the rail transit.

Some of our objectives are to provide a way for the travel market further south in the South Bay to make use of our existing investment in the current Green Line and tap into that market for trips from residents further south up
to the L.A.X. and El Segundo area. Also, to provide an
alternative path for travel that would directly connect
communities in the South Bay and provide an alternative to
the congested arterials in the South Bay and perhaps an
opportunity to reduce pollution.

We're looking at four alternatives. We have a No
Build Alternative; a Transportation System Management (TSM)
Alternative; and what we call two build alternatives:
A Light Rail Alternative and a Freight Track Alternative.
In the No Build Alternative, this really represents
sort of the do-nothing alternative. It's what happens if
all the existing projects that are ongoing with the
facilities that are there and the facilities that have
already committed funding in our long-range plan, if all
those projects happen, what's the system look like. And it
serves as a point of reference for us to analyze.

Another point of reference is the Transportation
System Management Alternative, or T.S.M. and what this
alternative is is what happens if we make a minimal low-cost
investment in order to basically make busses run faster,
express busses. We would be looking at things like
intersection improvements, restriping, signal
synchronization, and implementing service similar to a rapid
bus line with stops that would resemble a build alternatives.

Our first build alternative, the Light Rail
Alternative, would pick up where the Green Line ends at Marine Avenue and heads 4.6 miles south. We would look at building two new light rail tracks alongside the existing freight track on the Harbor Subdivision right-of-way. We would have options for a Park and Ride and bus transfers. And we're looking at four potential new stations: Manhattan Beach Boulevard and Inglewood Avenue in Lawndale; Redondo Beach at the proposed Regional Transit Center; South Bay Galleria; at the intersection of Hawthorne Boulevard and 190th Street and at the proposed Torrance Regional Transit Center to right-of-way crossing Crenshaw Boulevard.

And so with this Light Rail Alternative, we will have the option or the possibility of going north from Torrance up to L.A.X. with a possible transfer to the proposed people mover to get into L.A.X. And operating on the Crenshaw L.A.X. light rail, we could go north up to Exposition Boulevard for a transfer west to Culver City and Santa Monica, east to Downtown, or we can ride on the Green Line to the Blue Line for Downtown connection or Norwalk.

The vehicles that would be operating are the same vehicles that are currently operating on the existing Green Line. They are characterized by the overhead wires. And these vehicles would also operate north on the Crenshaw L.A.X. light rail.

The Freight Track Alternative would also start at
the L.A.X. area, Century Aviation, and head 8.7 miles south to the proposed Torrance Regional Transit Center. With this alternative, we'll look at running an upgraded version of the existing freight track. Again, we would have stations with potential Park-and-Ride lots and bus transfer facilities.

Our first station that we're looking at would be Century Aviation or the existing Green Line station at Imperial Highway. The second station going south would either be at the existing Douglas station on the Green Line or the Redondo Beach station at Marine Avenue. We would also have a station at the proposed Torrance Regional Transit Center and South Bay Galleria in Redondo Beach or -- and the proposed Torrance Regional Transit Center.

The vehicles that we would be looking to analyze on this alternative would be three vehicle types. We refer to these as self-propelled rail vehicle.

The light self-propelled vehicle would be similar to a light rail vehicle without the overhead wires. And it would be characterized as operating in the time-separated mode from the existing freight trains. It would not be able to operate within the same time windows as the freight operation.

Another version is the freight compatible self-propelled rail vehicle would be able to operate at the
same time as the freight trains.
And our third vehicle type is what we call commuter rail transit. It's basically the same vehicle type that Metrolink operates, locomotive with passenger units.

We're looking at four groups or categories of criteria to evaluate these alternatives on. The first category is called Transportation System Performance. In that we look at speed of the service connections, how well it integrates with the existing systems.

We have a cost effectiveness category which looks at how much does it cost. What kind of ridership do we get for the investment that we're going to make? Is it feasible to do the project within the budget and financial resources that we have?

Our third category is community acceptability. What does the community think about it? How well does it integrate with the community? And how attractive is it to the community?

Our fourth category is environmental benefits and impact. In this category we look at things like noise, vibration, air quality. And I'll get into more specifics now with this.

Specifically in the environmental area, we're going to be looking at transportation, that means traffic impact, land use, real estate, communities and neighborhoods,
visual, air quality, noise and vibration, ecosystems, biological resources, geotechnical, water resources, energy, historical, parks and community facilities, economic development, safety, construction impacts, growth inducing impacts, environmental, climate changing, cumulative impacts.

So right now we're in our third scoping meeting. We'll be having one more in El Segundo Wednesday night. And we're just about at the point where we're going to turn it over to you to make comments.

If you would like to just submit written comments, you may do so by filling out a card and dropping it off. You can also send us a comment by mail. You can leave a message on our phone line. You can send us an e-mail or send us comments on the web.

You can -- we ask that if you would like, to stand up and make a comment right now; but if you think of something after you make a comment, you can use one of these methods.

So it's going to be your turn now to make comments. We ask that you restrict your comments to two minutes. Things we want you to specifically keep in mind: The purpose for the project, the alternatives that we're going to be proposing for the evaluation, and the benefits and impacts that need to be evaluated.
So now I’m now going to turn it back to Chris and she will call people up for comments.

MS. ROBERT: Thanks, Randy.

As Randy mentioned, there are speaker cards. If you haven’t filled out one and want one, we will get one to you.

We mentioned comment sheets. And I just want to point out that there are the comment sheets. We also have these available in the lobby.

I want to note that it is about 10 minutes to 11:00. I want you all to know that we will be here as long as there are folks -- within reason -- as long as there are folks who want to continue.

If after we go through the names, if you want to continue the conversation, the consultant team is here to be part of that discussion. However, be mindful of the comments and the discussion in the lobby with poster boards and are not part of the formal written comments, it’s part of the more informal process and are not part of your formal comments. So those are made either in writing or here.

And as I call your name, I ask that you give your name. Speak clearly and slowly. We do have a court reporter who is taking all the comments verbatim and will be transcribed as part of the formal record.

I’m going to repeat a few of the ground rules.
This is a formal process as required by the environmental review of the South Bay Metro Green Line Extension process. Metro has an obligation to make sure that we hear from you to be sure that we're hearing about the potential alternatives, impacts, and mitigations that should be analyzed in the EIR and EIS.

Again, this meeting is an important opportunity to hear from you. However, if you prefer to provide written comments, as mentioned before, those forms are available and we ask that you fill it out and leave it with us.

As mentioned, each person is going to have two minutes. We have a timer. You will hear a slight beep when that two minutes is up. I'm going to call up two or three people. Again, I ask that you give your name. It's helpful if you give, not your exact address, but at least the city in which you reside. We do ask that you keep your comments specific to the purpose in need, project alternatives, and potential impacts and mitigations.

So with that, I am going to start with the cards.

I apologize in advance for any mispronunciations.

Scott Finnegan, Paul Manthe, Mariano Velazquez.

MR. FINNEGAN: My name is Scott Finnegan. And my address is - I'm representing also my wife Amanda Finnegan. My address is 1724-A Ruxton Lane in Redondo Beach.

We're part of a community of 27 residents. And we
are all strongly opposed to the new light rail options. We really would like a no-build option. But I think the actual bus option would be most beneficial for us.

And what we really think the issues are are the fact that we live in a community where 24 out of the 27 residents have children in the community. And we live right by the track. We already feel the vibrations. It's really amazing with that freight train, we can't even imagine having multiple trains come by every few minutes or so.

So we're worried the fact that not only it could be dangerous for the children to cause more congestion within the actual community itself. We really think that that could have a significant impact on the values of our homes, on top of the structural damage that could happen. We have tons of vibration already. We can't even imagine the fact of having more trains coming through our community.

We think that there are alternatives out there. And everybody is looking for alternatives to end congestion. But with the trains right now, just looking at the presentation, it looks like it will actually cause more congestion within the community with more stops, rail stops within the area causing more traffic.

And I think it really needs to be strongly looked at. I hope everybody here considers the impact it could have on the community and to look very carefully and get
involved and take a look at the situation.
We are definitely strongly opposed to the light rail.

MS. ROBERT: I would just ask that we hold the applause and let folks give the public comment. Thank you.

MR. MANTHE: Good morning. My name is Paul Manthe. I'm also a homeowner at Ruxton Place in Redondo Beach. We're just up the hill west from the Galleria mall there. I'm representing myself and my wife Peggy Manthe.

As my neighbor Scott said, we're opposed to this new light rail. And we recognize that there is opportunity for improvement of light rail in the South Bay and Harbor corridor, but we already have freight trains that come by our house several times a day. The addition of 80 to 100 trains a day would have severe vibration and noise impact to our community, as well as we have many children, like was mentioned, and could be safety concern.

We're also quite close to one of the proposed transit hubs that would be by the mall and Target store there. That would bring a lot of traffic through the area, hundreds, thousands of people per day.

If you live in the area, you know that Inglewood, Grant, Artesia is already congested at rush hour time. And the access street, Kingsdale to the mall is quite small. So you would be talking about adding new roads, new stop
lights, having hundreds of cars a day coming through there.
And also bussing in lots of people. You would have
the potential for, you know, squatting at the rail stations.
I think it's just a lot of addition to our communities
that -- that we have quite a concern about.
Also, concerned about the impact of property value.
We're a new community. We're all new homeowners. We're
aware of the freight line that was there, but there was no
mention of proposal for light rail extension. I think a lot
of people would have thought about that had they known that.
That's all have I to say. Thank you.
MS. ROBERT: Thank you.
After Mariano Velazquez, we will have Danny Singh,
Paulo Antunes, and Rosa Velazquez.
MR. VELAZQUEZ: Good morning, everyone.
Just like the previous two speakers, I'm not all
that thrilled about having an increase in the traffic near
my house. Frankly, I would like the freight train to go
away and just build that into a park. But being realistic,
I don't think that's going to happen.
I think it's imminent and obvious that in
Los Angeles, we need mass transit. We need to stop thinking
that the car is going to take us everywhere, especially when
we need a gallon of milk and we need to drive two blocks or
three blocks or if I need to drive to go to Target or
Costco.

If the Green Line Expansion is coming and the freight train is not going away, then hopefully this project can be done in a way that benefits us who live near the railroad tracks.

I think that it would be easy to agree that Lawndale and this portion of Redondo Beach, as the previous speakers, we're somewhat of the floor mat for much of South Bay commuters. We have the 405 freeway which is full of cars going fast somewhere else, and we have two on-ramps and allows us residents to use this facility. Okay. We get some benefit from that.

We get railroad tracks which gives Lawndale and Redondo Beach no benefit, so we needed to deal with the consequences. If we're looking at this Green Line Expansion, hopefully you can do it in a way that benefits us who live near the tracks. So I would like to challenge the Metro team to consider giving us a bus station or a stop.

I just became a certified green build professional by an organization called Build it Green. And one of their criteria is how close or whether a home is within half a mile of mass transit station. So hopefully we can get that benefit.

Thank you.

MS. ROBERT: Danny Singh followed by Paulo Antunes.
MR. ANTVNES: I'm also representing my wife Danielle. We also live in Redondo by the Galleria area. I was really shocked to see the map along the Harbor corridor, there's only tiny bit of portion. Can you imagine how million of families will be affected? Our property values will go down. You can see the rail from the window. Your property value will go down. Noise is an issue. In the project, 60 to 100 trains per day will be running on the transportation. And we're going to shift the freight trains to the evening. Imagine 24/7 you have trains shaking your home, vibrating, creating property damage. I think the noise is going to unbearable.

Well, basically, this street crossing is also an issue. I saw on the map. Can you imagine our already congested neighborhood. People have cars. They will continue to use their vehicles. I will continue driving my car to L.A.X. because you tell me you only have to walk half a mile to the train station or even a mile and then stop by Imperial and connect to another bus in one hour. Within 15 minutes, I would be there in my car.

I think the street crossing will be an issue. We're going to create more congestion. There will be vehicles coming from all over to park into the transit station and creating additional traffic.
I think crime in our area is a concern. The City of Redondo Beach is outside on the police force, as you know, and we are concerned about crime and property value. I understand we should definitely improve the bus system. I completely support improving the bus corridor. That way, the Harbor Subdivision line or the Harbor corridor is completely inappropriate. We’re going to affect millions of families that are going to lose property values. It’s a nightmare.

Definitely, yeah, completely opposed to using the current existing tracks for the train service. It’s going to be a nightmare for all of us. And we better watch the project.

MR. SINGH: My name is Danny Singh. I am currently a resident at Redondo Beach at Ruxton Place.

I am totally opposed to this plan. I don’t see any positive that could come out of it. It’s really negative for all of us. Like, there’s no one here that would ever choose to -- if they had an option to live next to a light rail complex. It’s going to be noisy. The vibration is there. All our value is going to go down.

We decided to move into this because it was a nice community, and it’s a wonderful neighborhood. It’s not what we want for a train to be built right behind our house. If you had the option to move into that place with a rail next...
to it, you would not.

You can argue and try to tell us that it's going to be beneficial to have a train there, but we live this way and we're always going to be using our cars. That's how Southern California is. To try to change it to put in this light rail system, it's not -- people aren't going to take advantage of it.

Financially, it's going to be a burden. We're paying, our tax dollars are going to this project that is not going to benefit us. We're not going to use it. It's going to bring crime, pollution, more congestion to a neighborhood that doesn't need this.

I can't see how we can benefit from this at all. I strongly oppose, and I believe that we need to make all the other residents aware that this is happening so they can come together and make sure that the No Build Alternative and bus alternatives are strongly considered versus the light rail system.

With the light rail system --

MS. ROBERT: Thank you.

Rosa Velazquez followed by Martha Rabel followed by Andre Navit.

MS. VELAZQUEZ: Hi. My name is Rosa Velazquez, and I'm a resident just near the area where the train is going to be passing, 166 and Condon Avenue.
The major impact for this very narrow areas where the train is going to be passing is the residences are within a proximity of 20, 35 feet from the railroads. And I can see all these community coming from Manhattan Beach Boulevard all the way down to the South Bay Galleria where this is going to happen.

This is a green belt area where there is habitat.

Now, if you're considering environmental issues for this particular project, there are huge trees that have been there for many, many years. It's part of the attraction of that area. The railroad, of course, is there and it's been less -- probably less used than what it used it to be.

The train doesn't pass very often. For people who work, you can see that it passes in the morning and then probably later at night and sometimes at midnight. But it is a very low impact. And I can see that with many more trains passing by constantly, seven days a week, it will be very, very noisy.

And not only we live within the proximity of a few feet away from Inglewood Avenue, which is very congested. And then on the east side of Compton would be Hawthorne Boulevard, which is also very congested.

I would like to see that there are other options to carry on this train, maybe underground, so that the green areas can be preserved and you could put bike lanes or
walkways and maintain green areas.

            Thank you.

MS. ROBERT: Thank you.

            Martha Rabel followed by Andre Navit followed by

            Marisol Shankar.

MS. RABEL: Good morning. My name is Martha Rabel. I'm

            a resident of Torrance. My house is along Madrid.

            One of the first things I need to say was that I

            never got a correspondence by mail, by letter, nothing came

            to me. Nothing was dropped off my house or in the mail

            about this particular meeting. That one was -- one of them

            was held in Torrance City Council. I never got any

            correspondence. I'm a little disturbed about it. The only

            information I got to come to this meeting was by a coworker

            who lives in Redondo Beach.

            I too am concerned by the increase of train

            traffic. My house is in front of Madrid. Torrance

            Boulevard, the train continues in front of Madrid. Right

            now, I have daily three trains a day in freight, sometimes

            three an hour. I cannot even conceive the notion of having

            light rail coming along the same route, stopping traffic

            even more so than the freight trains that are coming along

            the avenues and boulevards of Torrance.

            I also have a consideration about the -- there is a

            school there, too. There's a school called Nativity school
along Madrid. I do have a concern about the type of rail trains, people coming off and on at different locations, but still having the rail train there with children. I just feel that we need to have and seek different alternatives to having people moved along the avenues of the South Bay without interfering with residential areas and already overlapping things that are freight locations now.

Thank you.

MS. ROBERT: If you have not had an opportunity to sign in, please be sure to do so. This is where we have an opportunity to capture your physical address. If you would like to receive notification by mail or your electronic address so we can be sure to send you future notices about the meeting. So if you have not signed in, please be sure to do that.

Thank you.

MR. NAVIT: Hi. Good morning. My name is Andre Navit. Thank you for the opportunity to speak. I'm a resident of Redondo Beach. I'm here representing myself and my wife. We live in a condominium complex that was completed two years ago called Breakwater Village. It's located between Artesia Boulevard and Grant Boulevard. And it is right adjacent to the tracks and where the freight trains presently go north and south there.

One of the things that we thought about quite a
long time before we decided to buy there was the rail track
that went by there. The time we bought there, which was a
couple years ago which was after the first phase of the
project was completed, we were quite concerned about the
freight traffic that went by there. At that time we were
told that the freight traffic has actually been diminishing
over time, and it's down to a couple trains a day during the
middle of the day. At times, there are a few more that go
by. It has not been a large impact to us now because it has
been diminishing.

As some of the previous speakers have said, we're
not in favor of the light rail option here just simply
because of things that have already been said. It's going
to increase the traffic into the area. What we're trying to
do is make the -- improve the transit in the area. I think
it's going to do the opposite.

I think it's going to bring in lots of people into
the stations. Obviously it's going to be a lot more noise.
Even though these may be electric trains, there will be a
lot of vibration and noise. Property values I think will be
impacted by the fact that you have train bringing in
hundreds, if not thousands of people into that area.

There's discussions of expansion of the mall area.
It's going to make that mall bigger. You're going to be
bringing in more and more people into that area. I don't
think it's a good alternative for us.
If anything, I think we need to look at improving the bus systems.

MS. ROBERT: I have about six speaker cards left. If you want to speak, please fill out a card and that way you can come up and speak.

Marisol Shankar, Marco Sandoval, and then Keith Breskin.

MS. SHANKAR: Hi. My name is Marisol Shankar. I'm here representing my husband, my son, my daughter. I'm also the block captain for the Ruxton Place community. And I'm also a board member of Ruxton Place.

Our neighborhood watch community encompasses the area of Vanderbilt, Rockefeller and Carnegie, Ruxton and Artesia. We have a very, very strong neighborhood watch community. We have -- we're actually kind of surprised, our Council kind of downplayed the immediacy of this project.

When we all bought our homes, we all heard the stories before, we did not know that this light rail option was something that was coming in so quickly. I mean, the numbers that we were given were 20 to 30 years, and it's looking like it's a lot shorter than that.

We have a lot of crime. It's a lot of petty stuff. People breaking into homes because they're left open. The amount of people being brought into our community just from
the South Bay Galleria and Target is immense. They are already talking about improving the retail area quite a bit. That's plenty of traffic already. Around the holidays, jam-packed just on the local streets.

We're concerned about the traffic congestion and the increase in crime. We are very much opposed to the Light Rail and Freight Track Alternative but very supportive of the T.S.M. increased bus service alternatives.

We see the busses go by now, and they are pretty much empty. Increasing the traffic flows and increasing signal synchronization I think could help a large number of people. The type of people that we see using the busses, look like they could improve. They are probably out there every day for hours waiting for busses. So increasing that, I think would achieve some of the goals that are trying to be achieved by doing this.

We are very concerned on the impact structurally to our homes. The noise -- thank you very much.

MS. ROBERT: Marco Sandoval followed by Keith Breskin, followed by Nancy Marthes.

MR. SANDOVAL: My name is Marco Sandoval. I'm a resident of the City of Lawndale. I'm also a person who has ridden public transportation since 1970's.

I used to take the 130 up Artesia to Hermosa Beach when I was a kid. I loved riding the bus.
I'm telling you as an individual, not as somebody that's a homeowner or anything like that, how many of you have gone to Laker games, Long Beach Grand Prix? How many of you complain about the parking? You can take this thing right there and it drops you off right in front of the Staples arena.

The only issue I have is at night when they do the cross from the Blue to the Green, because the Green Line was built for the space industry and that has fallen, there's not as many Green Lines running back. I can't wait for the Green Line to get Long Beach so I don't have to do the 270 degree turn to get to Long Beach.

It's a long day walking at the Long Beach Grand Prix. There's nothing better than sit down and relax than to have to get into the car and go through all the traffic. Okay. I'm looking at it from this standpoint. There's a lot of people out there that are not homeowners.

I understand having a train behind your house, but there was a train there before. My issue about the freight train -- I don't know if you understand this -- that freight train was supposed to be limited when they built the Alameda Corridor off the 710 to take goods from there to the City of Commerce. I've asked my City Council why is that because I live off of 161st and Ramona, I've noticed that it has gone up. Nobody spoke about that. There's more trains going by
right now, people.

I want to know who are the trains built by? Are they built here in the United States?

I also want to know when that train line is -- is it going to be raised where the Marine station is to go all the way to Hawthorne and 190th so that we can drive under it? That's what I want to know. Didn't hear any of that. That means there's going to be street congestion just inside the City of Lawndale when you're building.

MS. ROBERT: Thank you.

After Keith Breskin we have Nancy Marthens followed by Jim Melton.

MR. BRESKIN: Good morning.

Earlier this morning, Mayor Pro Tem Robert Pullen-Miles was here, and he submitted a letter to the Metro staff. I wanted to read that letter in its entirety into the record.

Mayor Pro Tem Robert Pullen-Miles letter is as follows: "I would like to take this opportunity to provide comments regarding," the Metro Green Line Extension, "proposed project. While I do not speak on behalf of the entire City Council, this input is reflective of my commitment to represent the Lawndale community responsibly.

The proposed South Bay Green Line Extension
has the potential to seriously disrupt automobile
and pedestrian traffic in the City of Lawndale.
The proposed route crosses Inglewood Avenue,
Manhattan Beach Boulevard, 159th Street, 160th
Street, 161st Street, 162nd Street, and 170th
Street. I understand that you are considering
at-grade crossings for some of these streets.
At-grade crossings combined with large number of
tains that would use this route each day could
create serious traffic problems that would have
impacts far beyond these locations.
These at-grade crossings would isolate
neighborhood located to the west of the proposed
route. I urge you to consider elevated crossings
or underpasses for the entire length of the Green
Line Extension in Lawndale to preserve the free
flow of pedestrians and automobiles.
Of particular concern is the fact that
Condon Avenue south of 162nd Street has no
sidewalks. Residents have pleaded for a sidewalk
to correct this dangerous condition for many years,
and we want to fulfill this urgent request.
However, the only place to provide a sidewalk is
within the right-of-way owned by Metro. I urge you
to immediately grant permission for the
construction of this sidewalk, which has been
needed and will be needed whether or not the Green
Line is extended.

I am sure that the Mayor and my City Council
colleagues will have additional concerns that will
need to be taken into consideration. I urge you to
provide that input the respect it deserves. As all
of us continue in this process, I am sure that
Lawndale and Metro can work together to build a
Green Line Extension that is a benefit rather than
the burden to our community."

MS. ROBERT: Thank you.

Next we have Nancy Marthens followed by Jim Melton
followed by Jay Gould.

Then after Jay, I have three more speakers. So if
you want to speak, please be sure to fill out one of the
speaker cards.

MS. MARTHENS: Nancy Marthens. Lawndale, 162nd Street,
a block away from the current railroad right-of-way. I'm
also a planning commissioner, but I'm not here representing
the planning commission. I'm here as a resident.

I wish I was going to be as eloquent as our council
member, but didn't have benefit of knowing what direction
this was going today.

I'm -- I wish that they were presenting a project
that we could all embrace. Certainly improving transit in the South Bay would be something we would all enjoy and benefit from. However, I don't see this project as doing that.

It would severely impact the delivery of emergency services to the southwest part of the city, in that cutting off traffic on Inglewood Avenue and Manhattan Beach Boulevard and 162nd Street would prevent emergency vehicles that are now located on the northeast part of the city from getting to us in a timely fashion as well as the fire department. So that definitely is a negative impact.

A station in Lawndale would not add any value. I understand that a station added at the transit terminals would.

I'm curious that you didn't consider the Alameda Corridor as a possibility. There certainly has been construction there. It goes through the commercial area and would not have a big impact. We could get to it from the Green Line using the 105, and it already goes directly to the port. So it would seem to me that there would be no reduction in traffic.

I don't believe that this would pass environmental muster because it will have a negative impact on property values and negative impact on emergency response times and a negative impact on the traffic gridlock that would be
created by cutting off the streets every 7 to 10 minutes. And even above ground, it would cause excess of noise that would definitely affect all of us. I enjoy my windows opened, and it would not be able to continue to enjoy that and be able to hear someone talking in my living room.

Thank you.

MS. ROBERT: Jim Melton followed by Jay Gould followed by Gina Lemus.

MR. MELTON: I'm Jim Melton from Redondo Beach. I live on Favor Street.

When the Alameda Corridor opened, the impact to our neighborhood was felt very greatly. The Inglewood Avenue used to jam up continuously with the freight trains that ran through. That's where my particular concern is right now from what I have heard of the project.

Inglewood Avenue is a major corridor through the area, and the traffic is pretty bad right now during the periods. When we start closing it down every few minutes, it's going to be completely unpassable.

If this project goes forward, an at-grade level crossing at Inglewood Avenue is not going to be acceptable to the area. And I hope that our concerns are heard and that they consider a raised track if this goes ahead.

That's really all I want to talk about. Thank you.

MS. ROBERT: Thank you.
Jay Gould followed by Gina Lemus and Michelle Vincent.

MR. GOULD: How are you doing? I lived in Lawndale all my life. I live on 172nd and the railroad track. MTA -- I must admit -- they owned this railroad track since 1990. Where has the security been? There was a person killed out there on the tracks. There's people sleeping outside my door, sleeping. And they have feces out there. Where are you guys? Why don't you have a security force out there?

Why don't you have somebody to help us out?

In other words, you want to put another track in there and bring more people in and have more people out there destroying our neighborhood. I don't agree with it.

I would love you guys to have the No-Build plan. The other one, the busses, you can have a natural bus line with natural gas. You can drop it off there in Manhattan Beach. You can send it all the way down to Long Beach, one way.

The train is not made here; it's made in Thailand or India. It isn't made here. It ain't gonna increase our jobs. What's it going to increase? Is it going to increase anything for us or make the government more rich or MTA because they need this project to survive? I say we dissolution that whole theory of that. It's not going to work for us.
That's all I have to say. If anyone wants to get
in contact with me, I'll give you may e-mail. It's
jaygoul123@yahoo.com.

MS. ROBERT: Gina Lemus followed by Michelle Vincent
followed by Walter Soule.

MS. LEMUS: My name is Gina Lemus. I'm a resident of
Lawndale. I own a couple properties in Lawndale. I also
have another property in Torrance.

As an investor and concerned citizen of Lawndale,
we greatly oppose this project. There's a lot of residents
and a lot of renters in the City of Lawndale as you guys
know and a lot of families.

This project would greatly, greatly be a big safety
issue. And as far as noise and property value, as it has
been said throughout the morning, it's going to be greatly,
greatly, affected. So we definitely oppose.

I represent my family. I represent a lot of
concerned investors in the area. We hope that there is
other alternatives as increasing the other option of
improving the bus lines and increasing those busses that run
so we can get some of those that walk in traffic and
Galleria and other stations specifically in Inglewood
reduced.

Thank you.

MS. ROBERT: Michelle Vincent followed by Walter Soule
followed by Jennyfer Galvez.

MS. VINCENT: Hi. I'm Michelle Vincent. I'm a resident of Breakwater Village.

It took me a long, long time for my husband and I to afford to buy a condominium. Breakwater Village was built two years ago. It's a brand new condominium. It's a 55-plus community. We are on the Ruxton side as well between Artesia and Grant.

We are extremely, extremely devastated over this news. There was no warning like a earlier woman mentioned that there would be a possibility of a Metro rail system going out.

Huge safety concern. Our home value is going to plummet. There's a 191 units where I live. And I'm not speaking for the 191 units which would be about 340 people, but we have had discussions when we first heard about this and everyone is extremely upset.

It's not just the safety. Our home values going down. Our home insurance policies are going to go way up. There have already been traffic accidents from trains. Where we're located, our living room window and our bedroom window is right on the tracks. When I'm on my balcony, I can throw a coin over to the railroad track. We are maybe 40 feet from it.

We are absolutely opposed and there has to be an
alternative.

MS. ROBERT: Thank you.

Walter Soule followed by Jennyfer Galvez.

MR. SOULE: While I understand that the people who live in Redondo Beach have a reason to be thinking about it, so don't forget there is a lot of people that don't have cars or own a home. They rent. They don't have the transportation to be able to go all over Los Angeles county. And I know that we need an alternate transit.

We have to think about the whole thing like you have been saying. We need something to get rid of a lot of the cars on the freeway like on Hawthorne. A lot of the big streets are packed.

I can remember when you see three or four cars going down the streets. We need to have some kind of transit, either busses or a train or commuter train or some kind of deal to get people around in less time in the city because we're -- too many people here, and we need something to alternate the cars.

I thank you for your time.

MS. ROBERT: Thank you.

I'm going to have Jennyfer Galvez come up.

MS. GALVEZ: Hi. My name is Jennyfer Galvez, and I'm representing my family. We live on 162nd right next to the train tracks.
I think this train is not going to help at all. It's going to create a lot of noise and bring a lot of people. It's not going to help at all. Also, there's a lot of trees right there, and it's a train track that have been there for a long time. And putting that train there will destroy or environment. It's already destroyed. Our environment isn't well right now.

And it's just also safety. There's like two schools really close to the train tracks. It might be a safety issue for kids. I don't think it's going to help at all.

And thank you.

MS. ROBERT: Any other speakers?

Harold Hoffman.

MR. HOFFMAN: Harold Hoffman. I'm the mayor of the City of Lawndale. I have been for 20 years.

I thought we had this beat 25 years ago. I have only heard one person speak in any form of favor of this light rail.

I happen to live alongside the 405 freeway with the sound wall. And when that train comes down the road -- comes down the tracks now, you think it's coming across the room. When it blows that whistle and the noise starts and the vibration, you feel it.

I would like to think that they would start looking
at bus -- different bus system. I would like to see -- I happen to think the bus systems is favorable for one.

We are already a city of cul-de-sacs. Water lines and mains that have to be flushed very regularly because of the smell and odor.

Nancy Marthens spoke already about railroad tracks blocking off the traffic and the emergency vehicles from Inglewood Avenue. If we can't get across from Hawthorne Boulevard to Manhattan Boulevard or anyone, it's going to be bad for us and the city. It's going to be one heck of a mess if we have major emergency.

I would like to think that with everybody speaking on behalf that they would start thinking of changing the bus system.

I would like to know personally a question I have, how many people are from MTA? I know it's employment for these people, and I know they're doing a job that they're getting paid to do. I've been in government a good many years, and sometimes we do some things that maybe we wouldn't really like to do to ourselves.

Thank you.

MS. ROBERT: A couple of closing notes. Public comments will be accepted until May 28th. So, again, you got comment forms. Please feel free to get those in, share those with neighbors, and be sure to get those in by the 28th.
As always, on behalf of Metro and the project team, we thank you for taking time and thank you for the courtesy extended to us and to your neighbors and for your thoughtful comments.

I always make a pitch at the end to please avail yourself to any remaining pastries and Starbucks. Our last meeting in this scoping meeting will be held Wednesday, May 5th in El Segundo.

With that, the project team will be here for a while longer. We thank you for your participation and we will see you next time.

(Public meeting concluded at 12:00 p.m.)
Every single speaker at the podium today echoed (and added to) my thoughts exactly, as stated in my previous e-mail to R. Lamm. We the people feel that Metro is way off base, and trying to shove this down our throats. We don't want the increased noise, vibration, traffic congestion, or crime that the proposed additional constructions must bring.

Paul Snyder 5/1/2010
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Meeting Venue: ☑ Lawndale  ☐ El Segundo

WHY NOT AT DEL AMO. ??
SAFETY ISSUE MAIN CONCERN ??
THIS SHOULD BE STUDIED

Return comment form to (favor de regresar formulario a):
Randy Lamm, Project Manager, Metro
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