clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 07-1661

1 message

LA City SNow <cityoflaprod@service-now.com> Tue, Sep 1, 2026 at 8:58 PM
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org, sailasya.nwwnc@gmail.com, Daisy.Bonilla@lacity.org

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enable by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website.Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Councils rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

******** This is an automated response, please DO NOT reply to this email. ********

Contact Information
Neighborhood Council: North Westwood
Name: Sailasya Munamarty
Email: sailasya.nwwnc@gmail.com
The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 04/08/2026
Type of NC Board Action: For

Impact Information
Date: 09/02/2026
Update to a Previous Input: No
Directed To: City Council and Committees, Street/Transportation Projects Oversight Committee, Board of Transportation Commissioners
Council File Number: 07-1661
City Planning Number:
Agenda Date:
Item Number:
Summary: The North Westwood Neighborhood Council asks that the City Council and Board of Airport Commissioners study and commence the restoration of FlyAway bus service in Westwood, potentially as a stop on the Van Nuys FlyAway as ridership merits. This service should continue at least until the LAX Automated People Mover is complete (at which point local bus service, such as the Culver CityBus Line 6, can move people from Westwood to the People Mover more seamlessly than the current disjointed local bus transfer at the LAX City Bus Center). The previous Westwood service,

discontinued in 2019, was a vital, affordable, and convenient transportation link for our neighborhood, especially given the disproportionately high share of UCLA students and other stakeholders who do not own a car and the likely disproportionate number of stakeholders in the neighborhood using LAX regularly. Given the changes the pandemic and subsequent recovery have had on travel patterns, the cost of ridehail trips, and other factors, in the years since the route was discontinued, we request at the least a new feasibility study and identification of a funding source. We also suggest that the service be coordinated with the UCLA academic calendar and concentrated around the starts and ends of breaks, to maximize ridership and service at peak times and reduce service at less busy times. Please also consider an optional advanced reservation system to help determine scheduling of and demand for the Westwood stop.

CIS_ FlyAway 2.pdf
157K

- COMMUNITY IMPACT STATEMENT -

Council File: 11-1558

Title: Westwood FlyAway Service

Position: For

Council File: 07-1661

Title: LAX FLYAWAY / BANNER PROGRAM

Position: For

Summary:

The North Westwood Neighborhood Council asks that the City Council and Board of Airport Commissioners study and commence the restoration of FlyAway bus service in Westwood, potentially as a stop on the Van Nuys FlyAway as ridership merits. This service should continue at least until the LAX Automated People Mover is complete (at which point local bus service, such as the Culver CityBus Line 6, can move people from Westwood to the People Mover more seamlessly than the current disjointed local bus transfer at the LAX City Bus Center).

The previous Westwood service, discontinued in 2019, was a vital, affordable, and convenient transportation link for our neighborhood, especially given the disproportionately high share of UCLA students and other stakeholders who do not own a car and the likely disproportionate number of stakeholders in the neighborhood using LAX regularly. Given the changes the pandemic and subsequent recovery have had on travel patterns, the cost of ridehail trips, and other factors, in the years since the route was discontinued, we request at the least a new feasibility study and identification of a funding source.

We also suggest that the service be coordinated with the UCLA academic calendar and concentrated around the starts and ends of breaks, to maximize ridership and service at peak times and reduce service at less busy times. Please also

consider an optional advanced reservation system to help determine scheduling of and demand for the Westwood stop.