



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2022-0041, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JANUARY 27, 2022**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held December 2, 2021.



MINUTES

Thursday, December 2, 2021

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Hilda L. Solis, Chair

Ara Najarian, 1st Vice Chair

Jacquelyn Dupont-Walker, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Fernando Dutra

Eric Garcetti

Janice Hahn

Paul Krekorian

Sheila Kuehl

Holly Mitchell

Tim Sandoval

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:00 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 10, 13, 17, 18, 23, 27, 28, 29, 32, 34, 41, and 47.

Consent Calendar items were approved by one vote unless held by a Director for discussion and/or separate action.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

2. **SUBJECT: MINUTES** **2021-0752**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held October 28, 2021.

3. **SUBJECT: REMARKS BY THE CHAIR** **2021-0720**

RECEIVED remarks by the Chair.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
P	P	P	P	P	P	P	P	P	P	P	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2021-0721**

RECEIVED report by the Chief Executive Officer.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
P	P	P	P	P	P	P	P	P	P	P	P	P

5. **SUBJECT: METRO RIDESHARE PROGRAM SUPPORT** **2021-0601**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 4 to the Metro Rideshare Program Support Contract No. PS42183000 with Innovative TDM Solutions (ITS) to exercise the second, one-year option in the amount of \$630,555, increasing the total contract value from \$2,462,863 to \$3,093,418 and extending the period of performance from February 1, 2022 to January 31, 2023.

KB = K. Barger	FD = F. Dutra	SK = S. Kuehl	HS = H. Solis
MB = M. Bonin	EG = E. Garcetti	HM = H. Mitchell	
JB = J. Butts	JH = J. Hahn	AN = A. Najarian	
JDW = J. Dupont Walker	PK = P. Krekorian	TS = T. Sandoval	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, A/C = ABSENT/CONFLICT, P = PRESENT

6. SUBJECT: METRO FREEWAY SERVICE PATROL

2021-0684

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FS73888-2000 to Navarro's Towing, the lowest responsive & responsible bidder, for Metro Freeway Service Patrol (FSP) towing services in the amount of \$7,530,460 for Beat 3 & Beat 43 for 56 months, subject to resolution of protest(s), if any;
- B. AWARD a firm fixed unit rate Contract No. FS73888-2001 to Classic Tow, dba Tip Top Tow, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$7,581,984.20 for Beat 5 & Beat 17 for 56 months, subject to resolution of protest(s), if any;
- C. AWARD a firm fixed unit rate Contract No. FS73888-2002 to Neighborhood Towing 4U, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$7,926,007.32 for Beat 6 & Beat 39 for 56 months, subject to resolution of protest(s), if any;
- D. AWARD a firm fixed unit rate Contract No. FS73888-2004 to Bob & Dave's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$8,243,687.38 for Beat 18 & Beat 38 for 56 months, subject to resolution of protest(s), if any;
- E. AWARD a firm fixed unit rate Contract No. FS73888-2005 to Safeway Towing Services, Inc., dba Bob's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$6,949,125 for Beat 20 & Beat 37 for 56 months, subject to resolution of protest(s), if any;
- F. AWARD a firm fixed unit rate Contract No. FS73888-2006 to Hovanwil, Inc., dba Jon's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$5,418,511.17 for Beat 31 for 56 months, subject to resolution of protest(s), if any; and,
- G. INCREASE Contract Modification Authority (CMA) to 19 existing FSP contracts for an aggregate amount of \$7,250,000 thereby increasing the CMA amount from \$21,750,632 to \$29,000,632 and extend periods of performance for the following contracts to assure no gap in service as follows:
 - Beat 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$565,000 for up to 5 months
 - Beat 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$365,000 for up to 5 months
 - Beat 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for \$670,000 for up to 5 months

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(Item 6 – continued from previous page)

- Beat 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$505,000 for up to 5 months
- Beat 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for \$605,000 for up to 5 months
- Beat 20: Bob's Towing Contract No. FSP2836600FSP1420, for \$480,000 for up to 5 months
- Beat 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$460,000 for up to 5 months
- Beat 27: Hovanwil, Inc. dba Jon's Towing Contract No. FSP3470400B27/39, for \$195,000 for up to 5 months
- Beat 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for \$350,000 for up to 5 months
- Beat 31: Navarro's Towing Contract No. FSP3470700B31/50, for \$300,000 for up to 5 months
- Beat 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for \$320,000 for up to 5 months
- Beat 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for \$600,000 for up to 5 months
- Beat 38: Steve's Towing Contract No. FSP38468001438, for \$245,000 for up to 5 months
- Beat 39: Hovanwil, Inc. dba Jon's Towing Contract No. FSP5966400FSPB39, for \$325,000 for up to 5 months
- Beat 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$350,000 for up to 5 months
- Beat 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$635,000 for up to 5 months
- Beat 50: Navarro's Towing Contract No. FSP3470700B31/50, for \$280,000 for up to 5 months
- Beat 60: Freeway Towing, Inc. Contract No. FSP5768900B60, for up to 16 months
- Beat 61: All City Tow Service Contract No. FSP5769100B61, for up to 16 months.

7. SUBJECT: 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

2021-0666

APPROVED ON CONSENT CALENDAR:

- A. PROGRAMMING of up to \$60,514,000 in Regional Transportation Improvement Program funds to the proposed projects and the program Amendments; and
- B. SUBMITTAL of the 2022 Los Angeles County Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC).

8. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT **2021-0521**

AUTHORIZE the Chief Executive Officer to execute Modification No. 13 to Contract No. AE5999300 with WSP USA Inc. to provide additional environmental technical work during the completion of the Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$1,302,845, increasing the Total Contract Value from \$28,484,036 to \$29,786,881, and extend the period of performance through June 30, 2022.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	C	Y	Y

9. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR **2021-0630**

AUTHORIZED:

- A. AWARDING \$5 million to 13 new Open and Slow Streets events scheduled through December 2023; and
- B. REPROGRAMMING of any Cycle Three and FY 2020 Mini-Cycle Funding not expended by December 31, 2021 towards the next highest scored event(s) applied for in Cycle Four.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

9.1. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR MOTION **2021-0771**

APPROVED Motion by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra that the Board direct the Chief Executive Officer to:

- A. Program an additional up to \$2 million toward the Open and Slow Streets Grant Program Cycle Four, to be awarded to events in accordance with their scores, and
- B. Identify and program funding sources, including Prop C 25%, for the additional funds to be provided in Cycle Four.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

10. SUBJECT: ANTELOPE VALLEY LINE SERVICE AND CAPACITY IMPROVEMENT PROJECT FINAL ENVIRONMENTAL IMPACT REPORT **2021-0667**

APPROVED ON CONSENT CALENDAR:

- A. CERTIFYING the Final Environmental Impact Report for the Antelope Valley Line Service and Capacity Improvement Project, in accordance with the California Environmental Quality Act (CEQA) and file the Notice of Determination for the Project with the Los Angeles County Clerk and the State of California Clearinghouse;
- B. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation Monitoring and Reporting Plan; and
- C. FINDING that the Project meets all Public Resources Code Section 21080 (b)(10) requirements and is declared statutorily exempt under CEQA, and AUTHORIZING Metro staff to file the Notice of Exemption for the Project with Los Angeles County Clerk and the State of California Clearinghouse.

13. SUBJECT: HEALTH BENEFITS CONSULTING SERVICES **2021-0673**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a seven-year, firm fixed price Contract No. PS41236000, to The Unisource Group, Inc. to provide employee health benefits consulting and actuarial services in the amount of \$781,000 for the three-year base period, \$265,950 for option year one, \$240,600 for option year two, \$265,950 for option year three and \$240,600 for option year four, for a combined amount of \$1,794,100, effective February 1, 2022, subject to resolution of protest(s), if any.

17. SUBJECT: PROGRAM FUNDS FOR METROLINK SERVICE RESTORATION **2021-0685**

APPROVED ON CONSENT CALENDAR up to \$1,526,932 in additional funding to the Southern California Regional Rail Authority (SCRRA) FY-2021-22 budget to pay for Metro's share to partially restore Metrolink commuter rail service, effective December 2021.

18. SUBJECT: LEASE AGREEMENT WITH THE CITY OF AZUSA FOR THE SYSTEM SECURITY OFFICE LOCATED AT 890 THE PROMENADE IN AZUSA **2021-0461**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute a ten (10)-year lease agreement with four (4) five-year options

(continued on next page)

(Item 18 – continued from previous page)

commencing May 1, 2022 with the City of Azusa (“Lessor”), for the System Security and Law Enforcement (SSLE) office for 8,206 rentable square feet located at 890 The Promenade in Azusa at a rate of \$20,555 per month with escalations of three percent (3%) annually and approximately \$2,865,318 in tenant improvements for a total of \$5,443,930 over the initial term with four 5-year options, if needed.

- B. AMENDING the FY22 budget to include an additional \$1,920,878 for FY2022 and one-time tenant improvements (initial lease costs).

19. SUBJECT: OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS AT DIVISIONS 1, 3, 5, 7, 10 & 18 **2021-0659**

AUTHORIZED the Chief Executive Officer to award a firm fixed unit rate Contract No. OP749030003367 with Clean Energy, for Operation and Maintenance (O&M) of Compressed Natural Gas (CNG) fueling stations at divisions 1, 3, 5, 7, 10 & 18, for a not-to-exceed amount of \$5,285,439 for the five-year base period, and \$5,623,284 for the five (5), one-year option terms, for a combined not-to-exceed amount of \$10,908,723, effective March 1, 2022, subject to resolution of all properly submitted protest(s), if any.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

23. SUBJECT: PUBLIC SAFETY MISSION AND VALUE STATEMENTS **2021-0731**

ADOPTED ON CONSENT CALENDAR the Public Safety Mission and Value Statements.

24. SUBJECT: INFRASTRUCTURE PROTECTION SERVICES **2021-0665**

AUTHORIZED the Chief Executive Officer to:

- A. EXECUTE scope modifications to align with the move towards reimagining public safety;
- B. EXECUTE Contract Modification No. 9 to Contract No. PS560810024798 with RMI International, Inc. for a six (6) month (April -September 2022) extension to the period of performance inclusive of scope modifications, for an amount not-to-exceed \$19M, increasing the total contract price from \$120,453,758 to \$139,453,758; and extend the period of performance from April 1, 2022, to September 30, 2022; and

(continued on next page)

(Item 24 – continued from previous page)

- C. EXERCISE one (1) six-month option (October 2022 - March 2023), for an additional amount not-to-exceed \$19M, increasing the total contract price from \$139,453,758 to \$158,453,758, only if necessary to complete the procurement process of a new contract award.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

25. SUBJECT: TRANSIT LAW ENFORCEMENT SERVICES 2021-0672

APPROVED AS AMENDED:

- A. SEEKING scope of work modifications to align with the move towards reimagining public safety;
- B. AUTHORIZING up to \$75.2M for the remaining six months of the original contract inclusive of scope of work modifications;
- C. EXTENDING the contract for an additional six months (Jul-Dec 2022) with a 6-month option (Jan-Jun 2023) to allow PSAC recommendations to come forward to support the new procurement and timeline and award of the contract; and
- D. FUNDS for the extension will be requested during the FY23 budget process.

HAHN AMENDMENT: The extension of a contract with any law enforcement agency shall be conditioned on that agency having an enforced COVID vaccination mandate.

Report back in January 2022 on how to enforce the vaccine amendment and come back with a plan on how to move forward with the vaccination requirement. Additionally, report back in March 2022 regarding whether we can continue to contract with the Sheriff's Department.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	ABS	A	Y	A	Y	Y	Y	ABS	Y	Y

25.1.SUBJECT: COMMITMENT TO REIMAGINING PUBLIC SAFETY 2021-0745

APPROVED Motion by Directors Bonin, Mitchell, Hahn, Solis, and Dupont-Walker that the Board direct the Chief Executive Officer to:

- A. In February 2022, report on the status of the initiatives funded by Motion 26.2 (March 2021), including projected launch dates, program elements, input received from PSAC, and projected funding needs in FY23.

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(Item 25.1 – continued from previous page)

- B. During the development of the FY23 budget, ensure a continued minimum commitment of \$40 million for the public safety alternatives outlined in Motion 26.2, in addition to rolling over unspent funding from FY22.
- C. In April 2022, report to the Operations, Safety, and Customer Experience Committee with a recommended public safety budget for FY23, including proposed funding levels for police services and public safety alternatives, with consideration of the Board’s directive to realign resources.
- D. Consult with PSAC throughout the FY23 budget development process.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to:

- E. Develop a place-based implementation strategy that identifies station locations that are good candidates for piloting a reimagined public safety approach consistent with the new Mission and Values statement, including the deployment of some or all of the public safety alternatives identified in Motion 26.2 and modifying law enforcement deployment at these pilot locations while continuing to ensure fast emergency response times.
- F. Consult with PSAC on the design, implementation, and evaluation-including quantitative and qualitative metrics-of this pilot.
- G. Explore partnerships with academia, medical schools, promoters, and community-based organizations on the design, implementation, and evaluation of this pilot.
- H. Report periodically on the pilot implementation and evaluation as part of the regular system security report.

DUPONT-WALKER AMENDMENT: Develop key performance indicators that reflect how the pilot influences rider experience.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
ABS	Y	Y	Y	A	Y	A	Y	Y	Y	Y	Y	Y

27. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT

2021-0675

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING a Life of Project (LOP) budget in the amount of \$156,437,550 million for the Rosecrans/Marquardt Grade Separation Project; and
- B. AUTHORIZING the Chief Executive Officer to approve the award of and execute all contracts and agreements within the LOP budget for the Rosecrans/Marquardt Grade Separation Project.

**28. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT - 2021-0677
ADVANCED UTILITY RELOCATION DESIGN FOR DWP**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 26 to Contract No. AE58083E0129 with Gannett Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for the final design of advanced utility relocation for DWP Design Package 2&3, in the amount of \$1,926,053, increasing the total Contract amount from \$74,851,987 to \$76,778,040.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	C	Y	Y	C	Y	Y	A/C	Y	Y	Y	Y

29. SUBJECT: PROGRAM MANAGEMENT SUPPORT SERVICES 2021-0670

AUTHORIZED ON CONSENT CALENDAR:

- A. The exercise of the two-year option for Contract No. AE35279 with Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV), a small business prime, in the amount not-to-exceed \$27,461,365 for FY23 and FY24, increasing the authorized total funding limit from \$73,644,591 to \$101,105,956; and
- B. The CEO or designee to execute individual Contract Work Orders (CWOs) and Contract Modifications within the Board authorized contract funding amount.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	C	Y	Y	Y	Y	Y	A	Y	C	Y	Y

32. SUBJECT: COMMUNICATIONS SUPPORT SERVICES BENCH 2021-0596

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 5 to Bench Contract Nos. PS44432001 through PS44432010 to:

- A. INCREASE the contract value by \$3,000,000, increasing the contract value from \$18,955,568 to \$21,955,568; and
- B. AWARD AND EXECUTE task orders for a not-to-exceed total authorized amount of \$21,955,568.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	C	Y	Y	C	A	Y	C	Y	Y

33. SUBJECT: CUSTOMER CODE OF CONDUCT AMENDMENTS - TRANSIT COURT 2021-0680

APPROVED AS AMENDED in Title 6, Chapter 6-05 of the Los Angeles County Metropolitan Transportation Authority (“Metro”) Administrative Code (the “Code”),

(continued on next page)

(Item 33 – continued from previous page)

Otherwise known as the Metro Customer Code of Conduct (“Code”), effective January 1, 2022 A through D as follows:

- A. In the Penalty Schedule, replace section “6-05-050.A-I” with “6-05-050.A-E, H, I”;
- B. In the Schedule concerning Violations of the Customer Code That Will Be Addressed Through Ejection, replace section “6-05-050.E-G” with “6-05-050.E”;
- C. In the Schedule insert a new section “Violations of the Customer Code That Will Be Addressed through Alternative Means,” and insert thereunder “6.05 -050.F, G Obstruction and occupying more than one seat. First Offense or Greater, Warning, referral placement preconditioned removal, and/or other remedy Placement or Other Remedy”; and
- D. In the Code insert a new section “6-05-010.C. Metro and its representatives shall enforce the Code of Conduct with fairness, equity, civility, compassion and without bias.”

SOLIS AND DUPONT-WALKER AMENDMENT: Directed the Chief Executive Officer to review the recommendation in E (below) and the current Code of Conduct, including but not limited to any potential implicit biases, and return in February 2022 with recommended changes.

- E. In the Code delete sections “6-05-050.F and G” in their entirety and conform the Schedule to the Code concerning deletions of those sections.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

34. SUBJECT: 2022 LEGISLATIVE PROGRAM 2021-0694

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2022 Federal Legislative Program; and
- C. ADOPTING the proposed 2022 State Legislative Program.

35. SUBJECT: RESPONSE TO JUNE 2021 BOARD MOTION 49: LA RIVER BIKE PATH PROJECT DELIVERY 2021-0556

AUTHORIZED the Chief Executive Officer (CEO) to:

- A. NEGOTIATE and enter into a funding agreement between Metro and the

(continued on next page)

(Item 35 – continued from previous page)

City of Los Angeles in the amount not to exceed \$60 million for design and construction of the LA Riverway in the San Fernando Valley.

B. NEGOTIATE and conditionally enter into a Cooperative Agreement with Los Angeles County Department of Public Works (LACDPW), City of Los Angeles and City of Vernon for Metro to manage and coordinate on final design and construction of the LA River Path through downtown Los Angeles. The conditions to be negotiated include:

1. Accessibility to right of way owned by each entity for construction permits
2. Commitment from each entity on cooperative engagement on securing additional funding when needed;
3. Metro will partner with the City, County, and Federal agencies with ownership and responsibility in the LA River corridor in regards to the overall management structure of the completed project, but will not assume any financial responsibility for operating and maintaining the completed project.

C. ENTER into a Funding Agreement with LACDPW in the amount not to exceed \$773,870 to support LACDPW to perform and lead the environmental clearance for the Lower LA River Bike Path.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

41. SUBJECT: IMPROVING THE EFFECTIVENESS AND SUSTAINABILITY 2021-0743 OF METRO BIKE SHARE

APPROVED ON CONSENT CALENDAR Motion by Directors Krekorian, Garcetti, Kuehl, and Sandoval that the Board direct the Chief Executive Officer to report back in 90 days on:

- A. An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.
- B. An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide, and keeping fare cost low.
- C. A plan to provide uninterrupted service as the next iteration of the program is determined and executed.
- D. A plan to convene an industry forum (as was performed for Metro Micro) to

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(Item 41 – continued from previous page)

bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:

1. Continuing Metro Bike Share as a contracted service,
 2. Operating the program In-house with Metro employees,
 3. A private-sector model with financial subsidy provided by Metro.
- E. Performing a market survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage loss and prevention, and alternative financing sources like sponsorship and advertising.
- F. Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.

42. SUBJECT: WEST SANTA ANA BRANCH FUNDING PLAN AND P3 ASSESSMENT UPDATE 2021-0698

RECEIVED AND FILED the:

- A. West Santa Ana Branch (WSAB) Funding Plan; and
- B. WSAB P3 Assessment Update.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	P	P	P	A	P	A	P	P	P	A	P	A

43. SUBJECT: 48 BY '28: INCREASING SMALL AND DISADVANTAGED BUSINESS PARTICIPATION 2021-0766

APPROVED Motion by Directors Solis, Hahn, Dupont-Walker, Sandoval, and Butts that the Board of Directors direct the Chief Executive Officer to establish an aspirational policy objective for Metro to reach 48% participation by small and disadvantaged businesses on contracts and procurements by 2028, and to report back in March 2022 with recommendations to achieve the goal.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

44. SUBJECT: ALAMEDA CORRIDOR-EAST PROJECTS

2021-0767

APPROVED Motion by Directors Solis, Hahn, Barger, Sandoval, and Butts that the Board of Directors direct the Chief Executive Officer to:

- A. Collaborate with the SGVCOG to evaluate the cost increases for the three projects and potential strategies such as value engineering to close the funding gap;
- B. Explore funding streams such as grant funding and other sources to help the SGVCOG secure sufficient funding to complete all three projects, with priority placed on securing full funding for the grade separation projects prior to the CTC funding allocation vote by no later than June 2022;
- C. Assist and collaborate with SGVCOG in developing Project Labor Agreements for the two grade separation projects to prioritize partnerships with labor in expeditiously advancing construction of the grade separation projects and the employment of Los Angeles County workers;
- D. Report back on all directives in March 2022.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

45. SUBJECT: ADDRESSING CLIMATE CHANGE THROUGH VEHICLE MILES TRAVELED REDUCTION: ALIGNING WITH STATE OF CALIFORNIA CLIMATE GOALS

2021-0769

APPROVE Motion by Directors Garcetti, Solis, Kuehl, Bonin, and Mitchell that Metro develop VMT reduction and mode shift targets consistent with and supportive of those in the OurCounty Plan and SCAG RTP/SCS for Board adoption as part of the annual Sustainability Plan update in September 2022.

WE FURTHER DIRECT the CEO to:

- A. Include in the Long Range Transportation Plan, Sustainability Plan, and regular reports on the progress of each, financially unconstrained analysis providing options to meet the above goals; and,
- B. Include, and present to the Board for consideration, VMT reduction and mode shift projections in project alternatives, operations budgets, program performance, or similar actions that allocate resources toward climate change reduction.

WE FURTHER DIRECT the CEO to use the VMT reduction and mode shift targets of the 2019 OurCounty Plan, as follows, for interim planning and forecasting purposes:

(continued on next page)

(Item 45 – continued from previous page)

- 2025 Targets:
 - Reduce average daily VMT per capita to 20 miles
 - Increase to at least 15% all trips by foot, bike, micromobility, or public transit
- 2035 Targets:
 - Reduce average daily VMT per capita to 15 miles
 - Increase to at least 30% all trips by foot, bike, micromobility, or public transit
- 2045 Targets:
 - Reduce average daily VMT per capita to 10 miles
 - Increase to at least 50% all trips by foot, bike, micromobility, or public transit

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

46. SUBJECT: IMPROVED MOBILITY THROUGH STRATEGIC HIGH SPEED RAIL PROJECTS IN L.A. COUNTY **2021-0768**

APPROVED Motion by Directors Barger, Najarian, and Solis that the Board of Directors:

- A. Reaffirm the importance of the partnership with the California High Speed Rail Authority for the delivery of the Link Union Station project and urge continued dialogue for release of the \$423 million in state funding;
- B. Establish a new agency policy that prioritizes the early delivery of additional, strategic, California High Speed Rail (CHSR) capital projects in Los Angeles County rail corridors that currently serve and/or will one day serve regional and inter-city rail, consistent with the State Rail Plan, if and when new sources of state and federal funding become available, and so long as pursuit of those funding sources would not create competition with established Board transit priorities;
- C. Amend the Board’s state legislative program to include advocacy and support for a new dedicated funding program for the early delivery of strategic CHSR capital projects in Los Angeles County that would help realize the goals of the State Rail Plan and Metrolink’s SCORE program, facilitating improved efficiency, speed, frequency and safety for existing and future inter-city and regional rail service;

We further move that the CEO:

- D. Work with agencies who provided lists of projects in the May 2019 report

(continued on next page)

(Item 46 – continued from previous page)

back on the Board’s Readiness for High-Speed Rail motion to update the status and estimated costs of those projects;

- E. Identify a strategic list of CHSR capital projects, including but not limited to the updates above, that would benefit regional and inter-city rail in L.A. County by realizing immediate and transformative efficiency, speed, frequency and safety improvements and that are consistent with the State Rail Plan and Metrolink’s SCORE Program;
- F. Lead an advocacy effort with the L.A. County state legislative delegation and appropriate state and local agencies, to align with upcoming state budget deliberations, that includes:
 - 1. Promotion of the strategic list of CHSR projects and the need for a new source of funds for these efforts, separate from Prop 1A, and not competitive with other statewide funding programs for transit;
 - 2. A state commitment to rapidly fund advanced engineering and design of the Palmdale-to-Burbank, Burbank-to-LAUS, and LAUS-to-Anaheim CHSR segments, and inclusion therein of options for early implementation of the strategic CHSR projects list identified in response to this motion; and,
- G. Report back to the Board in 60 days with a progress update.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	A

47. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING **2021-0742**

APPROVED ON CONSENT CALENDAR the following findings:

Pursuant to AB 361, the Metro Board, on behalf of itself and other bodies created by the Board and subject to the Ralph M. Brown Act, including Metro’s standing Board committees, advisory bodies, and councils, finds:

The Metro Board has reconsidered the circumstances of the state of emergency, and that:

- A. The state of emergency continues to directly impact the ability of the members to meet safely in person, and

(continued on next page)

(Item 47 – continued from previous page)

B. State or local officials continue to impose or recommend measures to promote social distancing.

Therefore, all such bodies will continue to meet via teleconference subject to the requirements of AB 361.

48. SUBJECT: CLOSED SESSION

2021-0763

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)
(1)

1. Fernando E. Gomez v. LACMTA, Case No. 18STCV08696

AUTHORIZED settlement in the sum of \$2,000,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

2. John Kim, et al. v. LACMTA, Case No. 20STCV16478

AUTHORIZED settlement in the sum of \$1,349,998.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

3. Cesar Machado v. LACMTA, Case No. 19STCV27374

AUTHORIZED settlement in the sum of \$1,000,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

4. Gisela Del Carmen Sanchez v. LACMTA, Case No. 19STCV18832

AUTHORIZED settlement in the sum of \$1,100,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

5. Jennifer E. Loew v. LACMTA, et al, Case No. 20STCV07756

AUTHORIZED settlement the terms of which will be made available after all documents are signed.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

(continued on next page)

(Item 48 – continued from previous page)

- B. Conference with Legal Counsel-Anticipated Litigation-G.C. 54956.9(d)
(4)
Initiation of Litigation (One Case)

NO REPORT.

- C. Public Employee Performance Evaluation - Government Code Section
54957(b)(1)
Titles: Chief Executive Officer, General Counsel, Board Clerk, Chief
Ethics Officer, Inspector General

NO REPORT.

49. SUBJECT: LONG-TERM ADVERTISING - CULVER CITY STATION 2021-0536

WITHDRAWN:

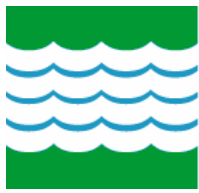
~~APPROVE a long-term advertising purchase, up to 12 months, at Culver City Station from HBO, generating up to \$400,000 plus, estimated net revenues for Metro. This is not a title sponsorship, and will not affect Culver City Station's title nor the adjacent private property's title, Ivy Station.~~

ADJOURNED AT 5:00 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

2355 Crenshaw Blvd., #125
Torrance, CA 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

November 18, 2021

The Honorable Hilda Solis, Chair
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: SBCCOG SUPPORT FOR METRO STAFF RECOMMENDATION TO ALLOCATE \$75.2 MILLION NEEDED TO FUND CONTINUED LAW ENFORCEMENT SERVICES ON METRO'S TRANSIT SYSTEM

Dear Chair Solis,

The South Bay Cities Council of Governments (SBCCOG) respectfully requests the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors to authorize the allocation of the \$75.2 million needed to fund continuing law enforcement services on Metro's transit system as the agency re-imagines an excellent customer experience and its reliance on perceived and real system security and safety to grow transit ridership.

Recent Metro customer experience surveys have highlighted that many Metro passengers and employees support greater law enforcement presence on the transit system due to significant concerns regarding operator and rider personal safety. For that reason alone, the SBCCOG does not support Metro's Public Safety Advisory Council's recommendation to end the current law enforcement contracts with the Los Angeles County Sheriff, LAPD, and Long Beach PD by the end of December.

The Metro staff recommendation begins a complex process to improve the experience of customers and operators using an appropriate mix of law enforcement, security and customer experience personnel aboard Metro buses and trains. The initiative redirects \$1.6 million of Metro's security and safety budget to the Los Angeles County Department of Mental Health to provide mental health outreach services on the Metro system. The initiative also removes fare collection enforcement from the law enforcement team's duties, and seeks protocols for Metro to access body-worn camera footages. Policy modifications, such as those related to training, screening, accountability, and transparency are also recommended for Metro's contracted and in-house non-law enforcement security services.

Failure to approve the staff recommendations at the December 2021 Metro Board meeting would result in the termination of all Metro law enforcement services beginning January 1, 2022. This would lead to passengers and employees without law enforcement protection and Metro staff with insufficient time to procure alternative services.

Thank you for considering the perspectives of the SBCCOG Board of Directors.

Sincerely,

Drew Boyles
Chair, South Bay Cities Council of Governments
Mayor, City of El Segundo

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



CITY OF LAVERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.cityoflaverne.org

November 29, 2021

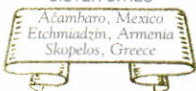
Honorable Chair Solis and Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Honorable Chair Solis and Metro Board of Directors:

The purpose of this letter is to express our serious concern and strong opposition to the recent recommendation made by the Public Safety Advisory Committee (PSAC) to shift away from and ultimately reduce uniformed law enforcement contracts from Metro. While we recognize and appreciate the need for a comprehensive, multi-faceted approach to addressing existing social inequities and the needs of our at-risk populations, local municipalities would face deep consequences if Metro were to reduce its strong law enforcement presence on its rail lines and platforms. As a city along the Gold Line extension with a stop in our community, we in particular believe that the safety of light-rail users, our residents, and business community would be severely compromised.

In preparation for the Gold Line we spent several years updating our codes to accommodate the Transit Oriented Development Projects that would be supported in the area. We have also begun the process of outlining the phasing of over \$30 million local public investment to improve the area. Even though rail service in La Verne is several years away, we are already experiencing significant interest and activity from the private sector. No doubt that convenient access to transportation, shopping, and other essential amenities is a key driver. However, all of that would be for nothing if people did not feel safe in and around our Metro stations. Removing the presence of uniformed law enforcement sends the wrong message to those interested in investing, visiting, and living in our great city.

SISTER CITIES



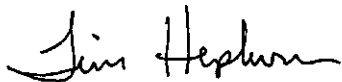
General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

Furthermore, it should be noted that the station is in close proximity to existing amenities including the University of La Verne, county fairgrounds, and our historic old town. Without a strong law enforcement presence along Metro's corridors and infrastructure, we fear these areas will see an uptick in public safety issues and decrease in response times.

Our Police Department cannot be tasked with patrolling platforms or responding to incidents on trains and parking structures without additional personnel, training, and resources. Many of our communities simply do not have the capacity nor the resources to do so, and expecting smaller agencies to pick up the slack places the safety of riders and our very own officers in jeopardy. The existing structure works; our officers communicate regularly and coordinate responses in and around the stations effectively with Los Angeles County Deputies. While we support creative solutions toward addressing homelessness and ensuring equity, law enforcement is a fundamental need that cannot be substituted.

We respectfully ask that you reject the recommendation and continue contracting with appropriate law enforcement agencies to patrol and help keep the light-rail system safe for all to use.

Sincerely,

A handwritten signature in black ink that reads "Tim Hepburn". The signature is written in a cursive, flowing style.

Tim Hepburn
Mayor
City of La Verne



December 1, 2021

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952
Via email to BoardClerk@metro.net

RE: OPPOSE Item 25 - Transit Law Enforcement Contracts & SUPPORT for Motion 25.1 - Commitment to Reimagining Public Safety

Dear Metro Board of Directors:

The Alliance for Community Transit - Los Angeles (ACT-LA) is a county-wide coalition of 42 organizations advancing racial, economic, and environmental justice.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

ACT-LA applauds PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. Our coalition supports Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, ACT-LA opposes Item 25 and asks you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Sincerely,

Alliance for Community Transit - Los Angeles (ACT-LA)



From the desk of
Mayor Nancy Lyons

November 30, 2021

METRO Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear METRO Board:

As Mayor for the City of Diamond Bar, I respectfully request the METRO Board consider extending the current contracts with the Los Angeles County Sheriff's Department (LASD), the Los Angeles Police Department (LAPD), and the Long Beach Police Department (LBPD) for public safety services on the transit system.

The METRO Board has consistently advocated for both the needs of transit passengers and their safety. While the procurement of a new contract for public safety and mental health support services will take time, I believe it is in everyone's best interest to continue funding the existing public safety model through 2022 at minimum, until a more robust system is in place to ensure the protection of our riders and the communities we mutually serve.

Please feel free to reach out to me directly, or City Manager Dan Fox at 909.839.7010 or dfox@diamondbarca.gov.

Sincerely,

A handwritten signature in black ink that reads "Nancy A Lyons". The signature is fluid and cursive, with a large initial "N" and "L".

Nancy Lyons
Mayor

cc: City Council
City Manager
Sheriff Villanueva, Los Angeles County Sheriff's Department
Becky Shevlin, SGVCOG President
Marisa Creter, SGVCOG Executive Director

November 30, 2021

Los Angeles Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: City of Long Beach's Support for Item 25 at the December 2, 2021 Board Meeting

Dear Chair Solis and Board Members,

On behalf of the City of Long Beach, I write in support of Item 25 at the December 2, 2021 Board meeting, to continue public safety contracts with LA Metro through December 2022 with an option to extend through June 2023. The Long Beach Police Department (LBPd) currently has 29 positions dedicated to advancing safety along the A Line and surrounding LA Metro platforms, and the City supports extending the partnership with LA Metro through at least 2023.

The Board recommendation to extend public safety contracts will support the significant progress Long Beach has made to advance safety on the A Line since LBPd started providing law enforcement services to the eight A Line stations in Long Beach beginning in July 2017. During the contract period, quality of passengers' experience related to safety has significantly improved, and LBPd's focus on crime prevention has resulted in a 67 percent reduction in Part 1 crime and a 90 percent reduction in Part 2 crime.

In addition to these significant improvements, the City is engaged in efforts to expand our capacity to address public safety needs through alternative response models. As part of our contract with LA Metro, LBPd deploys two full-time seasoned Quality of Life officers focused on connecting people experiencing homelessness to vital social services and resources. LBPd's Mental Health Evaluation Teams, which include mental health clinicians and specially trained officers, are also brought in to address passenger safety needs on the transit line when appropriate.

Furthermore, in response to the tragic death of George Floyd in Minneapolis on May 25, 2020, the Long Beach City Council adopted a Framework for Reconciliation, to engage in a public listening process, internal policy review, and local action plan to address racial injustice in Long Beach. The Racial Equity and Reconciliation Initiative—Initial Report, unanimously approved by the City Council on August 11, 2020, outlines objectives to redesign police approach to public safety, including strategies to explore non-police alternatives to law enforcement emergency response. Metro passengers benefit from Long Beach's commitment to and focus on racial equity in policing.

Thank you for your leadership on this important matter. We look forward to strengthening our partnership with LA Metro to advance public safety on the A Line.

Sincerely,



THOMAS B. MODICA
City Manager



Los Angeles County Metropolitan Transit Authority
Board of Directors

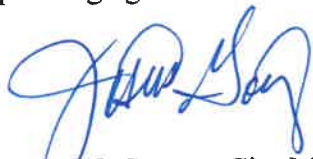
November 29, 2021

I am writing in response to the Los Angeles County Metropolitan Transit Authority (LA Metro) Public Safety Advisory Committee's (PSAC) recommendation dated Wednesday, November 3, 2021, recommending the "elimination" of the LA Metro transit policing agencies and shifting to local law enforcement on a non-contractual, as-needed basis. LA Metro is a large complex transit agency that must be policed by specialized law enforcement "transit" officers who are familiar with the intricacies of the operation. A specially trained law enforcement entity has been responsible for the safety of all Metro passengers since 1970. Prior to contracting for services from the Long Beach Police Department, Los Angeles Police Department and the Los Angeles Sheriff's Department (LASD), the policing was handled by the Rapid Transit District Police Department. These contracted policing agencies serving LA Metro trains, buses and platforms are trained to respond to major emergencies, including natural disasters and terrorist threats and can coordinate their response.

The City of Norwalk values and places the highest priority on public safety and protecting its community. The Norwalk City Council believes that diverting emergency calls to local police will cause confusion and delays as trains and buses move from one jurisdiction to another. By the time local police locate a train or bus, it is likely that the suspects and victims will be in an adjacent jurisdiction.

The City of Norwalk is but one of the many cities who contract police services from the LASD. Our current contract does not provide for deputies to ride on the buses or trains to provide riders with a sense of security and therefore will expose them to be victimized to crime and violence. In addition, having our deputies respond to incidents on the trains or buses will take them away from providing services to the residents of Norwalk.

The City of Norwalk opposes the recommendations made by the LA Metro PSAC and urges the LA Metro Board of Directors to unanimously oppose the effort to eliminate the contracted transit policing agencies.



Jesus M. Gomez, City Manager
City of Norwalk

[Type here]



American Federation of State, County and Municipal Employees, AFL-CIO

LOCAL 3634 METRO SUPERVISORS

November 28, 2021

Honorable Hilda Solis
Supervisor, First District
Kenneth Hahn Hall of Administration
500 West Temple Street #383
Los Angeles, California 90012

Recommendation to Defund Law Enforcement at LACMTA

Dear Supervisor Solis:

I submit this correspondence for the record in response to potential decisions that are being made at the recommendation of the Public Safety Advisory Committee to completely defund law enforcement from Metro.

As a former bus operator (Started with SCRTD in 1986), Transit Operations Supervisor in both the Bus Operations Control Center and as an Instructor at Operations Central Instruction, it would be a grave mistake in my opinion to completely defund law enforcement from Metro. I understand public sentiment in relation to law enforcement and the adversarial role that has festered for years with the citizens of both Los Angeles City, Los Angeles County and abroad.

The relationship has been one that lacks trust, the militaristic views of how law enforcement treats the public and the unwillingness to address the blatant abuse of power by some in law enforcement that has violated the trust of tax paying citizens which is a disservice to women and men in law enforcement who do the right thing daily. I have personal beliefs and opinions of law enforcement and I believe that their approach needs to drastically change in many areas, however it is imperative that law enforcement in some way maintains a presence in our transit system.

Transit Ambassadors cannot defend against violent crimes and individuals on our buses, trains, terminals and stations. A mental health professional as great as they may cannot effectively and safely digress a hostile and violent incident in the **moment** at the snap of a finger. That's unrealistic and unsafe for all parties involved: the patrons, the employees of Metro and the health professionals themselves.

Local law enforcement agencies models could be an option, but we need to support our MTA Transit Security Department and investigate increasing their numbers and presence throughout our transportation system. No one would know better than them how the system works, and they have a vested interest as employees of Metro to give a full commitment to the safety and well-being of the riding public.

I appreciate you accepting this letter and taking my recommendations under consideration before a final decision is made.

Respectfully,

A handwritten signature in black ink that reads "Al Cromer". The signature is written in a cursive, slightly slanted style.

Al Cromer
AFSCME Local 3634 President
LACMTA Supervisors
L3634@afscme36.org
213-864-0427

cc: Stephanie Wiggins-Metro CEO



R. REX PARRIS
MAYOR

MARVIN CRIST
VICE MAYOR

KEN MANN
COUNCIL MEMBER

RAJ MALHI
COUNCIL MEMBER

DARRELL DORRIS
COUNCIL MEMBER

JASON CAUDLE
CITY MANAGER

44933 Fern Avenue
Lancaster, CA 93534
661.723.6000
cityoflancasterca.org

November 18, 2021

Los Angeles County Metropolitan Transportation Authority
Board Secretary's Office
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

RE: Items 24 and 25 from Agenda of Operations, Safety, and Customer Experience Committee on November 18, 2021

Dear LACMTA Board of Directors,

The City of Lancaster would like to express their concerns with Items 24 and 25 that were on Agenda for the Operations, Safety, and Customer Experience Committee on November 18, 2021 as it relates to transit law enforcement services.

As protectors of the City of Lancaster, our City Council is in staunch opposition to any effort that removes uniformed law enforcement presence from the public transit system of Los Angeles County. Specifically, we oppose, in the strongest of terms, the defunding, or any measure that adversely impacts the presence, capabilities, or community protection efforts of the LA County Sheriff's Metro Bureau. Any such move constitutes a clear and present danger to the riders using Metro services and to the public at large on or near train/bus lines and stations.

Recently, the Public Safety Advisory Committee (PSAC) voted to recommend to the Metro Board of Directors, that they fully defund law enforcement from Metro and specifically recommended that the Metro Board of Directors do the following:

1. Allocate \$0.00 for all three policing contracts through the end of the fiscal year.
2. Go to a non-contract LE Model (i.e. local agencies are called for service).

3. Shift the \$75 million needed through the end of the FY to un-vetted alternatives.

This was voted on and passed with all members present voting yes on the above motion by both the Metro Safety Committee and the Operations, Safety, and Customer Experience Committee with next steps being votes by the full Metro Board of Directors on 12/2.

In advance of any further votes, the City of Lancaster wishes to be heard on this matter, and cautions against this defunding/removing effort as the outcomes will place the public at risk, and increase the chances of adverse law enforcement contacts, all while reducing ridership, creating a host of other environmental and transportation issues. The outcomes here are predictable and, therefore; preventable. We implore you to take this opportunity to demonstrate your commitment to Community safety by joining us in opposition.

Sincerely,

A handwritten signature in black ink, appearing to read "Marvin Crist", written in a cursive style.

Marvin Crist
Vice Mayor, City of Lancaster

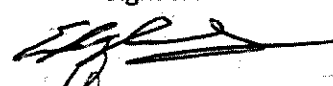
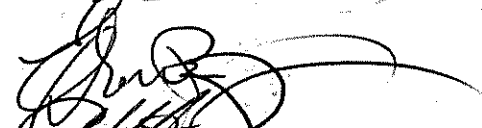
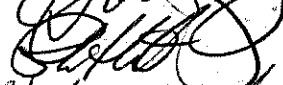



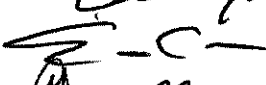
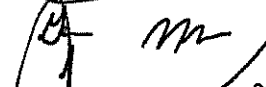






November 30, 2021


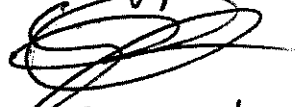






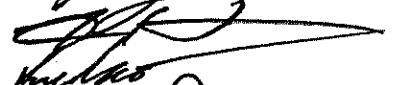






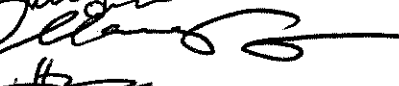







Dear Mrs. Solis & Mrs. Wiggins,

We are writing to you regarding Metro's move to defund our Law Enforcement partners which is a major concern amongst our department in General Services - Rail Operations Supervision & Custodial Staff. This causes much worry since we are a 24-hour/7 days a week operation. We are your front-line staff, so we need to tell you what we encounter daily. For example, on a regular basis we encounter multiple issues like drug use, mental illness, homelessness and violence throughout our system. During graveyard the pressure washers require metro security to do their jobs at certain stations. We are required to endure what's going on out in the field and law enforcement's presence has dismissed some of the problems at our stations. If Metro has a zero tolerance for violent crimes on our system, then removing law enforcement will only increase these issues. We've had multiple staff members assaulted physically & sexually. We've had a metro employee murdered getting off work riding our system, train operator was shot on gold line, shootout at Vernon station blue line, redline supervisor was involved in an attempted carjacking & was physically assaulted, FM staff have been victims of strong-arm robberies for their tools out in the field & they even shot the sheriffs at Compton station. We've had 3 murders in the last 3 months that we are aware of, September on Washington Station, October in Hollywood & Vine & November at Wilmington Station. We are asking for you to reconsider making this move, safety is our top priority and we should remain committed to providing a safe environment for us and our riders.

Respectfully,

General Services Supervisors & Custodians

	Name	Badge	Title	Signature
1	Edgar Suarez	93625	GSS	
2	Ernie Ruiz	27153	GSS	
3	Philip Montoya	79880	GSS	
4	Christian Meitzenheimer	89321	Lead Custodian	
5	José Flores	95490	Custodian	
6	Cesar Taba	84363	Custodian	
7	Elias Camacho	85739	Custodian	
8	Guillermo Navarro	95465	Custodian	
9	Cesar Moreno	96651	Custodian	
10	Elvis Nevlo	95539	Custodian	
11	Joyce Henley	83225	Custodian	
12	Edwin Whelan	27422	Custodian	
13	Sarde Starr	96955	Custodian	
14	John Downes	92916	Custodian	

	Name	Badge	Title	Signature
15	E. Lynn	81506	Custodian	
16	Brian Wilson	96406	Custodian	
17	Raymond Stewart	96653	Custodian	
18	TRACY Powell	21966	CUSTODIAN	
19	Mitchell Lewis	95481	CUSTODIAN	
20	Lamon Peral	94130	Custodian	
21	Eduardo Bernal	86078	Lead Custodian	
22	Jose R Alvarez	20671	CUSTODIAN	
23	Enrique Sernas	85350	Lead Custodian	
24	NANCY AGUILERA	44132	Custodian	
25	JAMES LENO	84764	GSS	
26	JUDD HERNANDEZ	77949	GSS	
27	Pedro Nuñez	44128	Custodian	
28	Christian Funes Medina	89089	Lead Custodian	
29	KATHERINE DOMINGUEZ	87104	LEAD CUSTODIAN	
30	SAID PATZAN	85703	CUSTODIAN	
31	Diego Muñoz	97237	Custodian	
32	MARTINEZ, JOSHUA	87802	LEAD CUSTODIAN	
33	Viviano de, Sheila	81565	Custodian	
34	GARY MARTINEZ	27927	LEAD CUSTODIAN	
35	Sandra G. Flores	95036	Custodian	
36	MARIA R. VASQUEZ	88341	Custodian	
37	GUADALUPE HERNANDEZ	88362	CUSTODIAN	
38	BRIAN STEFFEN	88926	Custodian	
39				
40				
41				
42				

Dear Metro Board:

My name is [REDACTED], one of the AAC members. I'm writing to you today to talk about the PSAC and their decision to remove the police off our buses and trains.

One of the comments that really got me upset was a public comment made in a meeting making it clear that they wanted to see more fights on our buses and trains. As someone on the accessibility advisory committee, I'm concerned about this because I hardly notice any police on our buses as it is. The only time I have seen police on the bus was either on the orange line toward Van Nuys, or the 150 towards Canoga Park. This was at the time the 150 went to Canoga Park. I am not sure about the 240, as I hardly take it.

I have seen police on the blue and red lines when I have taken those lines. I think there is a reason to keep them around, as there is crime on our network of buses and trains. I hear on the scanner, police being called to meet the orange line quite regularly as of late.

I know that the PSAC and the board would like to reimagine the security of the network and I'm happy that it is starting. It is a good idea to have other people that deal with homeless problems and other types of people that can deal with non-emergency issues. I know its hard for the police, and I've heard countless stories of police doing things to people that didn't deserve it.

As someone who is blind, I worry about my safety because I can't see what is going on around me. As I said, I hardly see the police on our buses west of Van Nuys on any line I've taken.

Let me quickly tell you a story. Shortly after some events happened in 2018 that changed my life, I was coming back from down town for some reason or another. Long story short, the driver didn't answer me when I asked for a bus number but he did get me to another bus so I can get back on my way. On that second bus, a couple of people were getting in to it, and the driver pulled over the bus and said that he wasn't moving until they calmed down or someone got off the bus. I'm confident he understood my sense telling me that this wasn't a good idea. One of the 2 got off, but if there was a policeman on the bus, they could've assessed the situation and determined if action would be necessary. Not all police would do wrong, and I have not had any bad experiences with the police since I've been an adult. When I was a child, they came to ask me questions, but were not clear so I told them nothing. I didn't think it was a big deal. But now, I hardly see them, even if the ride is going well.

If the board wants to remove the police, they must do so after putting whoever is qualified to handle situations that people say the police can't handle. I don't want to see a fight on the bus, I don't want to see a fight on the train, and if I do, I hope that there is someone to arrest the parties involved. I know

there are many disabled people who would feel comfortable with police doing their job and other people to handle what police can't. I think working together can make this system worth riding.

Any questions, please reach out to me.

Sincerely,

██████████



CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.cityoflaverne.org

November 29, 2021

The Honorable Hilda Solis
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

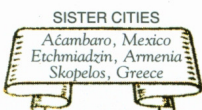
RE: SUPPORT FOR OPEN & SLOW STREETS PROGRAM, CYCLE FOUR

Dear Chair Solis,

I am writing on behalf of the City of La Verne to support motions to be introduced at the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors meeting on December 2, 2021 to award funding to the Open and Slow Streets Grant Program Cycle Four (item 9) and to make available up to \$2 million in additional local funds for the program (item 9.1).

Since Metro launched its Open Streets Grant Program in 2014, it has provided nearly \$13 million in grant funding to cities throughout Los Angeles County for open streets events that allow people to experience active transportation in safe, new, and exciting ways. SGVCOG strongly supports Metro Board adoption of the proposed Open and Slow Streets Grant Program Cycle Four which includes funding for the planned Heart of the Foothills event in 2023 in the cities of San Dimas, La Verne, Pomona and Claremont, the ArroyoFest event in 2022 in the Cities of Pasadena and South Pasadena and a San Gabriel Valley Slow Street Demonstration Initiative.

However, the program's popularity has not been matched by the funding made available. A total of 27 applications were received for the current Cycle Four. Within the confines of the \$5 million in available funding, Metro staff is recommending a full award to 12 events and a partial award to one event, leaving 14 events seeking \$4.5 million unfunded. Additional worthy events across Los Angeles County could be funded if the Metro Board adopts the motion to be introduced by Los Angeles County Supervisors Janice Hahn and Hilda Solis, Los Angeles Mayor Eric Garcetti, Pomona Mayor Tim Sandoval, and Whittier Councilmember Fernando Dutra. The motion would provide an additional \$2 million in funding to be awarded to unfunded events in accordance with their scores, including the 14th



General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

ranked “626 Golden Streets | Mission-to-Mission” event scheduled for May 1, 2022 in the cities of San Gabriel, Alhambra, and South Pasadena.

We appreciate your attention to this support letter. Questions regarding this matter may be directed to SGVCOG Director of Government and Community Relations Paul Hubler at phubler@sgvcog.org.

Sincerely,

A handwritten signature in black ink that reads "Tim Hepburn". The signature is written in a cursive, flowing style.

Tim Hepburn, Mayor
City of La Verne



December 1, 2021

Honorable Hilda L. Solis
Chair of the Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

SUBJECT: SUPPORT THE CONTINUATION OF FUNDING FOR LAW ENFORCEMENT SERVICES AND SECURITY SERVICES ON THE LA METRO TRANSIT SYSTEM FOR CALENDAR YEAR 2022

Dear Chair Solis,

On behalf of the City of Glendora, I write to respectfully request the Los Angeles County Metropolitan Transportation Authority (LA Metro) Board of Directors support the continuation of funding for law enforcement and security services on the LA Metro transit system. This funding should continue now and well into the future, even as the Public Safety Advisory Committee continues its discussion on reimagining public safety to reflect alternative community-based approaches to policing, including the provision of social services to address challenges related to the unsheltered population, mental health needs, and other social factors.

As you well know, Glendora is working diligently alongside the Foothill Gold Line Construction Authority to extend the Gold Line to Glendora and the Eastern San Gabriel Valley region. This project will transform our community and surrounding region by providing access to other parts of Los Angeles County. Equally important, it will provide these other areas of Los Angeles County with access to Glendora, to come and visit and experience what makes our City special, helping support local businesses, and grow our local economy. Glendora has a vested interest in ensuring the extension to the Metro Gold Line continues to operate as a safe and reliable mode of public transportation. It is why the City feels strongly about the need to continue to provide law enforcement and security services now and well into the future, while acknowledging the importance of continuing the discussion on additional alternative community-based approaches to policing.

The Los Angeles Times recently published an article (*Crime on L.A. trains, buses rises as riders return: 'Poor people are suffering the most'* – November 28, 2021) noting that as things return to normal, there has been a rise in crime on the LA Metro transit system. Through September of this year, violent crime reports were up 25% when compared to the same period in 2020, and up 9% when compared to the same period in 2019.

Aggravated assaults are exceeding pre-pandemic levels even as ridership levels have not yet fully recovered. Recent LA Metro surveys further highlight that many passengers and employees support a greater law enforcement presence on the transit system due to significant concerns regarding personal safety. And all of this comes at a time when we are seeing and reading reports related to the uptick of crime and the strings of smash-and-grab retail robberies throughout the State. In response to these increasing challenges, the Governor recently commented that he planned to include an "exponential level of support" in the upcoming State budget to help local jurisdictions address these and other issues impacting quality of life to help people feel safe.

To eliminate funding for law enforcement and security services would require local agencies along the LA Metro transit system to engage in crime prevention and enforcement duties. This would create a situation where there are multiple agencies with various policies becoming engaged in efforts currently under the effective umbrella of the Metro Bureau of the Los Angeles County Sheriff's Department. This creates several negative issues, to include decentralized crime prevention, enforcement, and community engagement. It would also serve to make ineffective law enforcement responses to emergency service calls and investigative outcomes.

Glendora understands the importance of providing the resources necessary to address certain challenges not necessarily suited for law enforcement. It is paramount that we work collaboratively, engaging all responsible parties, to create an effective ecosystem to address the variety of challenges facing the LA Metro transit system. The uptick in crime, the increase in the unsheltered population, and other social challenges, are all contributing factors that underscore the importance of funding law enforcement and security services, and alternative community-based approaches. These efforts are not mutually exclusive and will help better address the real and perceived public safety challenges. To be clear, the provision of these services should be in addition to, rather than in lieu of, law enforcement and security services.

The City of Glendora appreciates your consideration of this request and looks forward to continuing to work with you. Should you have any questions regarding this letter, please feel free to contact Adam Raymond, City Manager, at (626) 914-8201 or city_manager@cityofglendora.org.

Sincerely,

CITY OF GLENDORA



Karen Davis
Mayor



November 18, 2021

Honorable Chair Solis and Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Honorable Chair Solis and Metro Board of Directors:

The purpose of this letter is to express our serious concern and strong opposition to the recent recommendation made by the Public Safety Advisory Committee (PSAC) to shift away from and ultimately reduce uniformed law enforcement contracts from Metro. While we recognize and appreciate the need for a comprehensive, multi-faceted approach to addressing existing social inequities and the needs of our at-risk populations, local municipalities would face deep consequences if Metro were to reduce its strong law enforcement presence on its rail lines and platforms. As a city along the Gold Line and current terminus, we in particular believe that the safety of light-rail users, our residents and business community would be severely compromised.

Since the opening of the Gold Line and leading up to it, our city's downtown has experienced a tremendous amount of investment. After years of planning and investment, we are now starting to reap the benefits of several Transit Oriented Development Projects. No doubt that convenient access to transportation, shopping and other essential amenities is a key driver. However, all of that would be for nothing if people did not feel safe in and around our Metro stations. Removing the presence of uniformed law enforcement sends the wrong message to those interested in investing, visiting, and living in our great city. Furthermore, it should be noted that the second station in our city, the last stop on the Gold Line, sits just steps away from Citrus College, Azusa Pacific University, and the Rosedale Residential Community comprised of over 1,200 homes. Without a strong law enforcement presence along Metro's corridors and infrastructure, we fear these areas will see an uptick in public safety issues and decrease in response times.

Our Police Department cannot be tasked with patrolling platforms or responding to incidents on trains and parking structures without additional personnel, training and resources. Many of our communities simply do not have the capacity nor the resources to do so, and expecting smaller agencies to pick up the slack places the safety of riders and our very own officers in jeopardy. The existing structure works; our officers communicate regularly and coordinate responses in and around the stations effectively with Los Angeles County Deputies. While we support creative solutions toward addressing homelessness and ensuring equity, law enforcement is a fundamental need that cannot be substituted.

We respectfully ask that you reject the recommendation and continue contracting with appropriate law enforcement agencies to patrol and help keep the light-rail system safe for all to use.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Gonzales".

Robert Gonzales
Mayor – City of Azusa

To whom it may concern,

I am writing this letter on behalf of the students that attend Braille Institute of America, Los Angeles. Many of our students rely on public transportation as their primary mode of travel. As you may or may not know, our students have different degrees of vision loss. Some are low vision while others are totally blind. We have students that ride the subway lines to attend classes in person at our organization from all areas of the Greater LA area including the San Fernando Valley, Long Beach, Harbor Gateway cities and the San Gabriel Valley. Although currently our services are provided remotely, we anticipate a return to on campus instruction in the Spring. With that being said, our students will return to using the bus and subway lines on a more consistent basis to attend classes.

To modify or possibly terminate contracts with law enforcement would be detrimental to the safety of all riders, not only those with vision impairments. It would put seniors, cognitively challenged, physically disabled and other vulnerable populations at risk. The average age of our students is 70 years old. Many with both vision and physical impairments that prevent them from moving or reacting quickly to problematic situations.

Our students already feel vulnerable and/or targeted while traveling with a white cane. By modifying or eliminating contracts, it will reduce ridership and prevent our students from leading independent lives like we promote and aim to achieve. They depend on law enforcement to aid in keeping them safe from harm while traveling to and from their destinations. They rely on law enforcement to see the troubled areas or situations that they are unable to. They rely on law enforcement to maintain their security as they travel. Therefore, I encourage you to reconsider terminating your contract with law enforcement.

Please feel free to contact me at kkmayes@brailleinstitute.org or at 323.210.2575 if you should have any questions or concerns.

Best regards,

Karen Esquivel-Mayes, MA, COMS

O&M Team Lead, Braille Institute



GENERAL COMMITTEE OF ADJUSTMENT 875

John M. Ellis
General Chairman

Metro Proposal Dangerous for Transit Riders and Operators

December 1, 2021

Dear L.A. Metro Board;

The recent recommendation decision by the citizen advisory committee, to eliminate funding for transit police is not fair, ethical and creates a serious safety issue. The plan for LA Metro Board to take monies away from the local police and sheriffs who currently patrol buses and light rail vehicles to fund other programs. Though other programs recommended by the advisory committee may be worthy, protecting passengers and operators is vital. Those who ride or have worked on the Metro system, understand the recklessness of the proposal to eliminate the presence of law enforcement.

Reflecting a widely-reported trend in the airline industry, requirements of the pandemic have also caused additional stress and problems among Metro's bus and rail passengers. With the return of patrons to Metro, violent crime has once again increased to the fourth highest among the nation's transit systems. Only a police presence keeps that violence from growing once again.

We realize that law enforcement resources cannot be everywhere. Over the past 3 years, there have been almost 1,500 violent crimes aboard Metro bus and Rail, according to Los Angeles Sheriff's Department records. And passengers are not the only targets. This past week alone, Operators have reported that they have been assaulted; targets of thrown bottles; and have been spit upon just for doing their jobs. In the past, others have been kicked, pepper sprayed, punched in the face and doused with substances from urine to boiling coffee, as well as being threatened with dangerous weapons. Just knowing that law enforcement resources are available to transit operators makes a world of difference in decreasing the stress of worrying about the possibilities of crime and injury on the job.

Metro funded police protection for passengers and operators to reduce such crimes. To a large extent, their efforts have succeeded, making the system safer for both riders and Operators. Before this support, Metro Operators had to handle these incidents on their own. We do not want to return to this type of operation and the level of violence we experienced. We have seen that, in addition to responding to criminal actions, police presence also promotes peace aboard Metro buses and rail vehicles, protecting our passengers and our bus and rail operators from violent crimes.

Your recommendation by the civilian advisory board to eliminate transit police funding simply does not take into account the realities that Operators, and our passengers, face every day. Now would be the absolute worst time to remove peaceful enforcement by replacing well-equipped, highly trained peace officers with non-sworn "Transit Ambassadors". Such reimagining of safety aboard public transit is simply wrong-headed. Significantly, transit workers and law enforcement lacked any input into the final advisory committee decision. If our Operators had been part of the consideration, their vote would have been to strengthen the law enforcement presence not eliminate it.

Past violence aboard Metro vehicles has led to an increased number of Operators taking stress leaves. They feel the pressure every day. They are among the victims of those crime statistics. Passengers feel the same. Removing the funding endangers not only rail and bus Operators, but also the tens of thousands of daily riders who depend on public transportation. We recommend that the LA Metro board find other ways to fund the citizen's committee recommendations and strongly support maintaining funding for transit police.

In Solidarity,

John M. Ellis
General Chairman
SMART-TD GO875



OFFICE OF THE CITY MANAGER

December 1, 2021

Board Administration
One Gateway Plaza MS: 99-3-1
Los Angeles, CA 90012

Re: Metro Board Items 25-Transit Law Enforcement Services and 25.1- Commitment to Reimagining Public Safety

To: Metro Board Chair Solis

The City of Pasadena supports the continued funding of the law enforcement contracted services on Metro's transit system that would sustain, at a minimum, Metro's current levels of law enforcement. We are supportive of staff's recommendation to fund the remaining six months of the original law enforcement contract and extending the contract for an additional six months. Furthermore, Pasadena strenuously opposes any Metro Board decision that would reduce, decrease, redirect or otherwise remove current law enforcement resources provided for Metro's rail and bus systems.

We encourage Metro to work with local police departments to explore efforts to increase law enforcement and bolster public safety through partnerships. Pasadena strongly objects to supplanting any of Metro's existing law enforcement levels with alternative service models, but does support enhancing Metro's existing public safety approach with additional support services such as those that focus on mental health and homeless outreach.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Mermell", is written over a light blue horizontal line.

Steve Mermell
City Manager

Cc: Metro Board of Directors
Stephanie Wiggins, CEO

City Hall
100 North Garfield Avenue, Room S228
Mailing Address: P.O. Box 7115 • Pasadena 91109-7215
(626) 744-6936 • Fax (626) 744-4774



November 29, 2021

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Board of Directors:

The City of Monrovia is opposed to the motions recently taken by the Metro's Operations, Safety and Customer Experience Committee (Committee) regarding the recommendations made by the Public Safety Advisory Committee (PSAC) to remove uniformed law enforcement presence from the Los Angeles County's public transit system. Monrovia is fortunate to be part of the Foothill Gold Line from Pasadena to Azusa. As thousands of people annually use the rail system for an affordable and convenient means of public transit in Los Angeles County, the Metro L Line Station serves as an important part to the transportation ecosystem and transit-oriented development in our city.

The City of Monrovia is opposed to removal of a law enforcement presence that serves Metro communities. Relegating each community to provide its own law enforcement services for incidents occurring throughout Metro's jurisdiction would create unnecessary confusion, in particular when an incident will require multiple agencies to be active in the response. Additionally, shifting funding towards alternatives that have not been vetted or developed will put the public at risk and increase the chances of adverse law enforcement contacts. The Monrovia Police Department is simply unable to provide expanded law enforcement services to Metro.

As presented by Metro Staff at the November 18 Committee meeting, more than a majority of the public would agree with 60% of riders wanting more security staff and law enforcement on Metro (2021 Public Safety Survey). As Vice Chair Holly Mitchell stated at the same meeting, it would be "problematic and irresponsible" to cancel existing law enforcement contracts since there are no alternatives in place since there are no contracts for mental health workers or transit ambassadors in position to serve the public's safety. As the Metro system continues to expand beyond the 93 stations and 106 miles of railway, the future of public transit ridership is dependent rider safety, both perceived notion of and actual safety, while traveling throughout the Los Angeles region. They are asking for law enforcement presence.

Since its opening in 2016, the Metro L Line Station is helping shape our community in previously unforeseen ways. Still, safety remains a priority concern for our community, riders, neighbors, and local businesses throughout Monrovia. We believe these recommendations of PSAC undermine the goals of providing a safe



transit alternative to our residents and will negatively impact the City's ability to serve the public. We implore you to reject any recommendation that universally cancels law enforcement contracts and shifts the entire burden to local agencies, particularly without full consideration of the impact such a decision would place on local agencies.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dylan Feik".

Dylan Feik
City Manager





December 1, 2021

OFFICERS

President
Becky Shevlin
1st Vice President
Tim Hepburn
2nd Vice President
Ed Reece
3rd Vice President
April Verlato

MEMBERS

Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fourth District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

The Honorable Hilda Solis
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

**RE: SUPPORT FOR BOARD MOTION DIRECTING METRO TO ASSIST IN
SECURING FUNDING FOR THE ACE PROJECTS (AGENDA ITEM 44)**

Dear Chair Solis,

I write on behalf of the San Gabriel Valley Council of Governments (SGVCOG) in strong support of the motion to be offered at the December 2, 2021 meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority (Metro) directing Metro staff to assist the SGVCOG in securing sufficient funding for the unfunded Alameda Corridor-East (ACE) projects.

SGVCOG intends to request an allocation vote of the California Transportation Commission next summer of previously programmed state funds for two unfunded ACE grade separation projects at Montebello Boulevard in the City of Montebello and at Turnbull Canyon Road in the City of Industry and unincorporated community of Hacienda Heights. However, due to extraordinary increases in construction phase and right-of-way costs recently as experienced by multiple transportation infrastructure projects in Southern California, the two ACE projects have developed significant shortfalls of matching funds. If needed funds are not timely secured, the two projects could forfeit a total of \$116,851,000 in programmed state funds. A third ACE project, pedestrian crossing safety improvements in the City of Pomona, also has a funding shortfall. All three projects are located in Metro Equity Focus Communities or within state Disadvantaged Communities.

SGVCOG looks forward to working with Metro staff on potential strategies such as value engineering to close the funding gaps, on a Project Labor Agreement and in exploring and securing sufficient funding needed to complete all three projects, with priority placed on securing full funding for the grade separation projects prior to the June 2022 CTC meeting.

SGVCOG appreciates the opportunity to collaborate with Metro on behalf of the nationally and regionally significant ACE projects. We urge an “aye” vote on the motion introduced by Directors Solis, Hahn, Barger, Sandoval and Butts. Questions regarding this letter may be directed to Director of Government and Community Relations Paul Hubler at phubler@sgvcog.org.

Sincerely,

Marisa Creter
Executive Director



November 24, 2021

OFFICERS

President
Becky Shevlin
1st Vice President
Tim Hepburn
2nd Vice President
Ed Reece
3rd Vice President
April Verlato

MEMBERS

Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fourth District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

The Honorable Hilda Solis
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: SUPPORT FOR OPEN & SLOW STREETS PROGRAM, CYCLE FOUR

Dear Chair Solis,

I am writing on behalf of the San Gabriel Valley Council of Governments (SGVCOG) to support motions to be introduced at the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors meeting on December 2, 2021 to award funding to the Open and Slow Streets Grant Program Cycle Four (item 9) and to make available up to \$2 million in additional local funds for the program (item 9.1).

Since Metro launched its Open Streets Grant Program in 2014, it has provided nearly \$13 million in grant funding to cities throughout Los Angeles County for open streets events that allow people to experience active transportation in safe, new, and exciting ways. SGVCOG strongly supports Metro Board adoption of the proposed Open and Slow Streets Grant Program Cycle Four which includes funding for the planned Heart of the Foothills event in 2023 in the cities of San Dimas, La Verne, Pomona and Claremont, the ArroyoFest event in 2022 in the Cities of Pasadena and South Pasadena and a San Gabriel Valley Slow Street Demonstration Initiative.

However, the program's popularity has not been matched by the funding made available. A total of 27 applications were received for the current Cycle Four. Within the confines of the \$5 million in available funding, Metro staff is recommending a full award to 12 events and a partial award to one event, leaving 14 events seeking \$4.5 million unfunded. Additional worthy events across Los Angeles County could be funded if the Metro Board adopts the motion to be introduced by Los Angeles County Supervisors Janice Hahn and Hilda Solis, Los Angeles Mayor Eric Garcetti, Pomona Mayor Tim Sandoval and Whittier Councilmember Fernando Dutra. The motion would provide an additional \$2 million in funding to be awarded to unfunded events in accordance with their scores, including the 14th ranked "626 Golden Streets | Mission-to-Mission" event scheduled for May 1, 2022 in the cities of San Gabriel, Alhambra, and South Pasadena.

We appreciate your attention to this support letter. Questions regarding this matter may be directed to SGVCOG Director of Government and Community Relations Paul Hubler at phubler@sgvcog.org.

Sincerely,

Marisa Creter
Executive Director



November 22, 2021

OFFICERS

- President*
Becky Shevlin
- 1st Vice President*
Tim Hepburn
- 2nd Vice President*
Ed Reece
- 3rd Vice President*
April Verlato

MEMBERS

- Alhambra
- Arcadia
- Azusa
- Baldwin Park
- Bradbury
- Claremont
- Covina
- Diamond Bar
- Duarte
- El Monte
- Glendora
- Industry
- Irwindale
- La Cañada Flintridge
- La Puente
- La Verne
- Monrovia
- Montebello
- Monterey Park
- Pasadena
- Pomona
- Rosemead
- San Dimas
- San Gabriel
- San Marino
- Sierra Madre
- South El Monte
- South Pasadena
- Temple City
- Walnut
- West Covina
- First District, LA County
Unincorporated Communities
- Fourth District, LA County
Unincorporated Communities
- Fifth District, LA County
Unincorporated Communities
- SGV Water Districts

The Honorable Hilda Solis
Chair
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

**RE: SUPPORT FOR METRO STAFF RECOMMENDATION TO ALLOCATE
\$75.2 MILLION NEEDED TO FUND LAW ENFORCEMENT SERVICES
ON METRO'S TRANSIT SYSTEM FOR THE 2022 CALENDAR YEAR**

Dear Chair Solis,

The San Gabriel Valley Council of Governments (SGVCOG) respectfully submits this letter to request the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors to authorize the allocation of the \$75.2 million needed to fund law enforcement services on Metro's transit system for the 2022 calendar year.

This Metro staff recommendation seeking the \$75.2 million authorization includes redirecting \$1.6 million to the Los Angeles County Department of Mental Health to provide mental health outreach services on the Metro system, removing fare collection enforcement from the law enforcement team's duties, and seeking protocols for Metro to access body-worn camera footages. Policy modifications, such as those related to training, screening, accountability, and transparency, are also recommended for Metro's contracted and in-house non-law enforcement security services.

Failure to approve the funding authorization at the December 2021 Metro Board meeting would result in the termination of all Metro law enforcement services beginning January 1, 2022. This would lead to passengers and employees without law enforcement protection and Metro staff with insufficient time to procure alternative services. Recent Metro surveys also highlighted that many Metro passengers and employees support greater law enforcement presences on the transit system due to significant concerns regarding personal safety.

Thank you for considering the perspectives of the SGVCOG and please do not hesitate to contact our Director of Government and Community Relations, Paul Hubler, at phubler@sgvcog.org if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Becky A. Shevlin", is written over a faint, larger version of the same signature.

Becky A. Shevlin
President
San Gabriel Valley Council of Governments



Jennifer Perez, Mayor
Tony Ayala, Vice Mayor
Rick Ramirez, Councilmember
Margarita L. Rios, Councilmember
Ana Valencia, Councilmember
Jesus M. Gomez, City Manager

November 18, 2021

Chair Hilda Solis & Board Members
LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chair Solis & Board Members:

Enclosed is a resolution adopted by the Norwalk City Council on November 16, 2021 opposing the recommendation by LA METRO's Public Safety Advisory Committee to defund and eliminate the specialized transit police that serves LA METRO trains and buses.

If you have any questions, please contact either Mayor Jennifer Perez or City Manager Jesus M. Gomez at (562) 929-5700.

Sincerely,

Theresa Devoy, CMC
City Clerk

Enclosure

RESOLUTION NO. 21-72

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NORWALK OPPOSING LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY PUBLIC SAFETY ADVISORY COMMITTEE'S RECOMMENDATION TO DEFUND AND ELIMINATE SPECIALIZED TRANSIT POLICE

WHEREAS, the City of Norwalk, California, values and places the highest priority on public safety and protecting its community; and

WHEREAS, Los Angeles County Deputy Sheriffs, Long Beach Police Officers and Los Angeles City Police Officers have years of experience and specialized training to provide public safety services on Los Angeles County Metropolitan Transportation Authority (LA Metro) trains and buses; and

WHEREAS, the contracted policing agencies serving LA Metro trains, buses and platforms are trained in and actively utilize LA Metro's Closed Circuit TV ("CCTV") systems to identify safety issues and respond to calls; and

WHEREAS, the contracted policing agencies serving LA Metro trains, buses and platforms are trained to respond to major emergencies, including natural disasters and terrorist threats; and

WHEREAS, rail platforms have unique layouts requiring officers to know what level and side/travel direction a suspect or victim may be located; and

WHEREAS, officers deployed by LA Metro currently provide coordinated patrol services for dozens of rail platforms, hundreds of miles of rail and thousands of miles of bus lines, across geography also served by 46 independent police agencies; and

WHEREAS, diverting emergency calls to local police will cause confusion and delays as trains and buses move from one jurisdiction to another; and

WHEREAS, local police chasing suspects and victims across jurisdictions will take patrol officers away from responding to calls in their own cities, delaying response times and causing more harm; and

WHEREAS, LA Metro passengers depend on trains and buses for transportation to their workplaces and schools. Removing dedicated uniformed personnel from the trains and buses will delay response times, leaving a safety gap that will be exploited, and unnecessarily expose the most vulnerable among us to crime and violence.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NORWALK HEREBY DETERMINES, FINDS, AND RESOLVES AS FOLLOWS:

Section 1. The facts set forth in the Recitals, above, are true and correct.

Section 2. The City Council opposes the recommendations made by the Los Angeles County Metropolitan Transportation Authority Public Safety Advisory Committee (PSAC).

Section 3. The City Council urges the LA Metro Committees and full Board of Directors to unanimously oppose the effort to defund specialized transit policing for Metro.

Section 4. Adoption of this Resolution declares and affirms that the City Council of the City of Norwalk opposes the recommendations made by LA Metro PSAC to defund specialized transit policing for LA Metro.

Section 5. The Mayor, or presiding officer, is hereby authorized to affix her signature to this Resolution signifying its adoption by the City Council of the City of Norwalk and the City Clerk, or her duly appointed assistant, is directed to attest thereto.

APPROVED AND ADOPTED on this 16th day of November 2021.



**JENNIFER PEREZ
MAYOR**

ATTEST:

I, **Theresa Devoy**, City Clerk of the City of Norwalk, California **DO HEREBY CERTIFY** that the foregoing Resolution, being **Resolution No. 21-72** has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Norwalk City Council, held November 16, 2021, and that the same was approved and adopted by the following vote to wit:

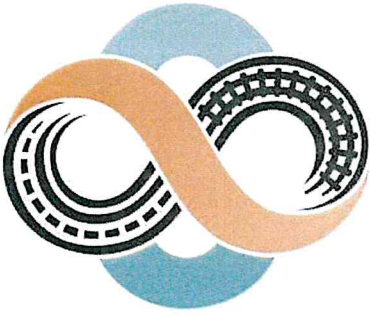
AYES: Councilmembers Ramirez, Rios, and Valencia, Vice Mayor Ayala, and Mayor Perez

NOES: None

ABSENT: None



**THERESA DEVOY, CMC
CITY CLERK**



NORTH LOS ANGELES COUNTY

Transportation Coalition JPA

November 19, 2021

The Honorable Hilda Solis
Chair, Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: Support \$75.2 million allocation for continued Metro contracted Law Enforcement Services on Metro's Transit Systems.

Dear Chair Solis:

On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC) member agencies Los Angeles County 5th District, the Cities of Lancaster, Palmdale and Santa Clarita located in North Los Angeles County, we **strongly support** the \$75.2 million allocation for continued Metro contracted Law Enforcement Services on Metro's Transit Systems as staff recommends in Board Agenda Item 25. NCTC strongly believes fully funding the existing law enforcement contracts for 2022 by allocating \$75.2 million on the Metro system is critical.

NCTC members **strongly oppose** recommendations made by the Metro Public Safety Advisory Council to end the current law enforcement contracts with the Los Angeles County Sheriff, LAPD, and Long Beach PD by the end of December. NCTC believes the Public Safety Advisory Council does not reflect the transit riders in north Los Angeles County and in numerous Metro NextGen surveys who continue to highlight the need for more law enforcement combined with more reliable, clean mobility options.

To close, NCTC fully supports the \$75.2 million allocation for continued Metro contracted Law Enforcement Services on Metro's Transit System and opposes the Metro Public Safety Advisory Council recommendation to end the current law enforcement contracts.

Thank you for your deliberation and leadership on this issue.

Sincerely,


Chair McLean



CITY OF WEST HOLLYWOOD

CITY HALL
8300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-6216
TEL: (323) 848-6460
FAX: (323) 848-6562

TTY: For hearing impaired
(323) 848-6496

CITY COUNCIL

LAUREN MEISTER
Mayor

SEPI SHYNE
Mayor Pro Tempore

John D'Amico
Councilmember

John M. Erickson
Councilmember

Lindsey P. Horvath
Councilmember

December 1, 2021

Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

VIA EMAIL: BoardClerk@metro.net

RE: Improving the Effectiveness and Sustainability of Metro Bike Share

To Whom It May Concern:

This letter is to convey the City of West Hollywood's support of Item 41, File Number 2021-0743 and the City's strong interest in participating in an expanded Metro Bike Share program.

The City of West Hollywood is deeply committed to meeting the mobility demands of our ever-increasing population, and is focused on improving alternative forms of transportation, especially for pedestrians, transit riders, and cyclists. Pedestrian access, safety, and connectivity have been an integral component of both community development planning and transportation planning in West Hollywood. More recently, the city has engaged in several projects poised to make biking safer and more welcoming in West Hollywood including closing a major bike lane gap on Santa Monica Boulevard at the border with the City of Beverly Hills, expanding the *Dockless Mobility Pilot Program* with the designation of additional parking stations around the City and consideration of additional vendors, and securing *Metro Measure M* ATP funds for first/last mile safety improvements at Santa Monica and La Brea. In addition, the city also continues to work with Metro and LADOT on peak hour bus/bike lanes on La Brea Avenue for implementation in Spring 2022 and has received permits from the City of Los Angeles for a joint quick build pilot of the City's east-west Willoughby/Vista/Gardner Greenway project that will provide a critical alternative to Santa Monica Boulevard for bicyclists.

The city is constantly looking to improve multi-modal transportation that enhances mobility and quality of life for our residents and community members that visit West Hollywood. Though these projects will have a major impact, in the longer term, even more significant efforts are underway including, new bike lanes that are nearing final design for Beverly Boulevard as part of the Design District Streetscape Project, feasibility studies for new protected bike lanes on both Santa Monica Boulevard and Fountain Avenue





and the City's new *Vision Zero Program* that is expected to begin by the end of this year. Additionally, as part of the City's ongoing *Rail Integration Study*, first last mile improvements will be identified, and upcoming complete streets improvements on Santa Monica Boulevard have recently been announced by Caltrans which could help link Metro's Bike Share service area in Hollywood to West Hollywood.

For these reasons, at our November 3, 2021, City Council meeting, the City Council adopted an item directing our staff to relay the City's support for the expansion of the Metro Bike Share program into West Hollywood (see attached staff report).

In order to meet our region's climate goals, it is imperative that affordable, accessible, and active transportation options such as Metro Bike share continue to grow and expand. The City of West Hollywood is in full support of the County continuing to develop and expand bicycle infrastructure and mobility options that will improve quality of life for all County residents, and we strongly encourage Metro to expand their current bike share program into the City of West Hollywood, as a part of the efforts detailed in Item 41, File Number 2021-0743, on the Metro Board's December 2, 2021, agenda.

Respectfully,

Lauren Meister
MAYOR

SUBJECT: **SUPPORT FOR METRO BIKE SHARE PROGRAM EXPANSION
AND FARE SUBSIDY MODEL**

INITIATED BY: **COUNCILMEMBER JOHN M. ERICKSON**

PREPARED BY: **COMMUNITY & LEGISLATIVE AFFAIRS DIVISION**
(John Leonard, Manager)
(Andi Lovano, Supervisor)

STATEMENT ON THE SUBJECT:

The City Council will consider sending a letter to Metro detailing the City's support for Metro Bike Share program expansion into West Hollywood and the fare subsidy model.

RECOMMENDATION:

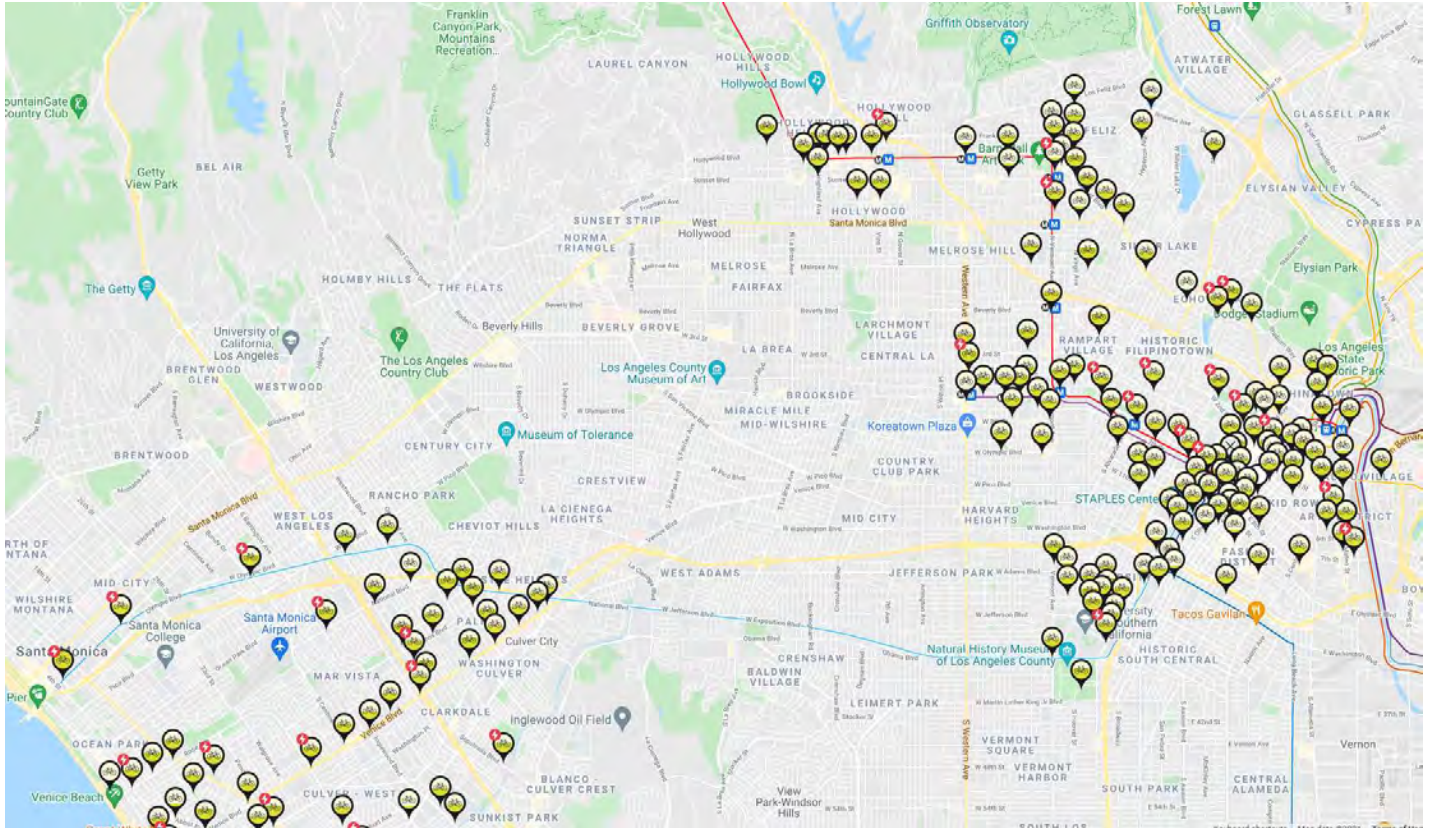
Direct staff to send a letter to the Metro Board of Directors detailing the City's support for expansion of the Metro Bike Share program into West Hollywood and the fare subsidy model.

BACKGROUND / ANALYSIS:

The Metro Bike Share system makes bikes available 24/7, 365 days a year in Downtown LA, Central LA, Hollywood, and North Hollywood, and the Westside. Metro Bike Share offers convenient round-the-clock access to a fleet of over 1,000 bicycles for short trips. Metro Bike Share is a fast, easy, and fun way to ride, anytime. Trips on Metro Bike Share start and end at one of the many bike share stations throughout the region.

Many of the Metro Bike Share stations are located near Metro rail stops. The intent is for Metro Bike Share to be a key component in improving first/last mile access to and from transit stations. This combination of transit and bike share helps provide better access to local destinations and helps reduce auto trips.

There are currently no Metro Bike Share stations in West Hollywood, Mid-City Los Angeles, or Beverly Hills. The closest Metro Bike Share stations to West Hollywood are located in Hollywood, near Hollywood and Highland. The image below shows the location of many of the Bike Share stations and the lack of stations in and around the West Hollywood area.



This item directs staff to send a letter to the Metro Board of Directors expressing the City of West Hollywood’s support for the expansion of Metro’s Bike Share into the City of West Hollywood and the surrounding area. Since West Hollywood discontinued the docked “WeHo Pedals” program, Metro Bike Share has become the only option for docked bike share in the Los Angeles area and represents one of the most efficient transportation offerings from Metro. With multiple Metro Rail and Bus Rapid Transit (BRT) routes opening soon in and around the West Hollywood area – from the Purple Line extension through Beverly Hills and Brentwood, to the Crenshaw Northern Extension, to the BRT from North Hollywood to Pasadena – bike share provides a critical first/last mile to/from Metro stations, without using a car. The Purple Line (D Line) Extension stretching from Wilshire Boulevard and Western Avenue to Wilshire and La Cienega Boulevard is currently scheduled to open in 2024, and the roughly 2.6-mile leg through Beverly Hills to Century City is expected to open the following year. This line will be only a couple of miles outside of West Hollywood and having Metro Bike Share stations in West Hollywood and near the new rail stations would help increase access for West Hollywood residents and visitors.

Additionally, the proposed letter to the Metro Board of Supervisors expresses the City of West Hollywood’s support for Metro Bike Share’s effort to seek a Fare Subsidy model as the future configuration of the regional bike share program. Currently, the cost of renting

the bikes is \$1.75 for the first 30 minute or \$5 for unlimited trips up to 30 minutes each for 24 hours. The goal of the subsidy is to continue to offer a 30-minute ride at the equivalent price of a Metro Bus and Metro Rail single ride fare (\$1.75). The current bike share model has a high overall cost and has been a barrier to entry for cities in joining or expanding the current program. A Fare Subsidy model contract that is resource feasible has the potential to significantly lower the cost of operating a bike share program to Metro and its partners. Metro Bike Share's Fare Subsidy model is an innovative approach to meeting the goals of the program and provides a multifaceted return on the investment for our community.

Bike share systems have proven successful at increasing the number of bicycle trips taken in cities across the globe by providing access to bicycles at a low cost, increasing the visibility and presence of bicycles on local streets, and providing a transportation option that connects residents, employees, and tourists to work, home, transit, and attractions. In addition, a bike share system in our city would promote health and wellness and reduce transportation's impact on the environment.

CONFORMANCE WITH VISION 2020 AND THE GOALS OF THE WEST HOLLYWOOD GENERAL PLAN:

This item is consistent with the Primary Strategic Goal(s) (PSG) and/or Ongoing Strategic Program(s) (OSP) of:

- OSP-4: Transportation System Improvement.
- OSP-12: Actively Participate in Regional Issues.

In addition, this item is compliant with the following goal(s) of the West Hollywood General Plan:

- M-2: Collaborate on regional transportation solutions that improve mobility, quality of life and environmental outcomes.
- G-3: Provide excellent customer service, including utilization of emerging technologies.

EVALUATION PROCESSES:

N/A

ENVIRONMENTAL SUSTAINABILITY AND HEALTH:

N/A

COMMUNITY ENGAGEMENT:

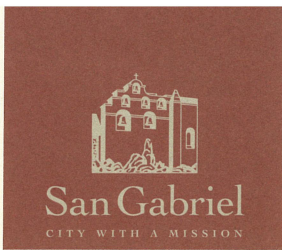
N/A

OFFICE OF PRIMARY RESPONSIBILITY:

CITY MANAGER'S DEPARTMENT / COMMUNITY & LEGISLATIVE AFFAIRS
DIVISION

FISCAL IMPACT:

None. Metro has established cost sharing agreements with cities where bike share stations are located. If bike share stations were to be proposed in the City of West Hollywood, there would be negotiations with Metro to determine the City's contribution.



Phone: 626.308.2800

Fax: 626.458.2830

City Hall: 425 South Mission Drive, San Gabriel, California

Mail: P.O. Box 130, San Gabriel, California 91778-0130

Web: SanGabrielCity.com

November 17, 2021

Operations, Safety & Customer Experience Committee
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952

Dear Committee Members:

The City of San Gabriel is opposed to the recommendations made by Metro's Public Safety Advisory Committee (PSAC) regarding the removal of uniformed law enforcement personnel from Los Angeles County's public transit system. The recommended action would not only remove law enforcement from the public transit system, but it would also present danger to the riders using Metro services and to the public at large on or near train/bus lines and stations.

On November 3, 2021, PSAC voted to recommend to the Metro Board of Directors to do the following:

1. Allocate \$0.00 for all three policing contracts through the end of the fiscal year.
2. Go to a non-contract LE Model by not extending the contracts (i.e. local agencies are called for service).
3. Shift the \$75 million needed through the end of the fiscal year to alternatives such as social workers, mental health, homeless programs, and Metro Ambassadors.

The City of San Gabriel is opposed to removal of a law enforcement presence that serves Metro communities. Relegating each community to provide its own law enforcement services for incidents occurring throughout Metro's jurisdiction would create unnecessary confusion, in particular when an incident will require multiple agencies to be active in the response. Additionally, shifting funding towards alternatives that have not been vetted or developed will put the public at risk and increase the chances of adverse law enforcement contacts. The San Gabriel Police Department is unable to provide expanded law enforcement services to Metro.

Safety remains a priority concern for our community, transit riders, and local businesses. We believe that the recommendations of PSAC undermine the goals of providing a safe transit alternative to our residents and will negatively impact the City's ability to serve the public. We implore you to reject their recommendations.

Sincerely,

Mark Lazzaretto
City Manager



PALMDALE

a place to call home

December 1, 2021

STEVEN D. HOFBAUER
Mayor

LAURA BETTENCOURT
Mayor Pro Tem

AUSTIN BISHOP
Councilmember

JUAN CARRILLO
Councilmember

RICHARD J. LOA
Councilmember

38300 Sierra Highway

Palmdale, CA 93550-4798

Tel: 661/267-5100

Fax: 661/267-5122

TDD: 661/267-5167

Auxiliary aids provided for
communication accessibility

upon 72 hours notice and request.

Honorable Hilda Solis, Chair
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Re: Support \$75.2 million dollar allocation for continued Metro Contracted Law Enforcement Services on Metro's Transit Systems

Dear Honorable Chair Solis:

The City of Palmdale **strongly supports** the \$75.2 million dollar allocation for continued Metro contracted Law Enforcement Services on Metro's Transit Systems, as recommended in Board Agenda Item 25. Furthermore, the City of Palmdale **strongly opposes** recommendations made by the Metro Public Safety Advisory Council to end the current law enforcement contracts with the Los Angeles County Sheriff's Department, Los Angeles Police Department and Long Beach Police Department, by the end of the 2021 calendar year. The Public Safety Advisory Council does not represent the values and beliefs of transit riders in North Los Angeles County who have highlighted the need for more law enforcement combined with reliable and clean mobility options. A reduced law enforcement presence conflicts with the desires of riders and ultimately, will place the public at risk and reduce ridership.

In closing, the City of Palmdale supports the \$75.2 million dollar allocation for continued contracted Law Enforcement Services on Metro's Transit Systems and opposes the Metro Public Safety Advisory Council's recommendation to end current law enforcement contracts.

Please contact Deputy City Manager Mike Behen at 661-267-5337 or me at 661-267-5115 if you have any questions. Thank you for your deliberation and leadership on this issue.

Sincerely,

Steven D. Hofbauer
Mayor

C: City Council



OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ALEX VILLANUEVA, SHERIFF



December 1, 2021

Hilda L. Solis, Chair
Metro Board of Directors
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Dear Chair Solis and Honorable Board of Directors:

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT'S COMPLETE METRO SYSTEM PROPOSAL

The Metropolitan Transportation Authority (Metro) is in a unique position to leverage the resources of the Los Angeles County Sheriff's Department (Department) throughout its entire operational area, while reducing direct law enforcement costs by over \$30 million annually, and also retaining minimum staffing levels currently provided by the three contracted agencies.

By utilizing the Department's proposal, Metro can increase current staffing levels by 20 percent, while still reducing direct law enforcement costs by almost \$12 million annually. The cost savings can only be achieved by the Department expanding its role to cover the entire Metro operational area. Remarkably, due to the shared cost model structure (developed by the Los Angeles County Auditor Controller), Metrolink will realize a savings of over \$1 million through their contract with the Department.

The massive savings (either \$30 million or \$12 million, respectively) can be utilized by Metro for mental health services, homeless outreach services, transit ambassadors, and funding safety initiatives, as described and outlined by the Metro Public Safety Advisory Committee.

The Department is committed to partner with Metro to achieve these goals, while retaining or expanding the essential law enforcement footprint to ensure the safety of all Metro patrons. Contracting exclusively with the Department allows Metro to have the best of both worlds; maintain or expand the current law enforcement footprint with substantial savings, which in turn can fund essential

211 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012

A Tradition of Service
— Since 1850 —

non-law enforcement and quality of life programs that directly benefit the Metro ridership.

Additionally, contracting exclusively with the Department has numerous benefits. Metro patrons will enjoy a continuity of service throughout the Metro system knowing a deputy sheriff is never far away. The Department can effectively and efficiently deploy any of its vast array of resources, while seamlessly communicating across the broad swath of territory reached by Metro and its patrons. All of the communication, resource, and emergency management concerns that come with a multiple agency approach vanish with an exclusive Department contract.

The proposed Department command structure would include a north bureau and south bureau, both commanded by a sheriff's captain, along with a full contingent of support personnel. Due to the size of Metro's footprint, it is essential for the Department to decentralize its command to ensure the safest and most efficient deployment of resources.

The Department is capable of deploying the current minimum staffing levels with the savings of \$30 million (with the proposed north and south bureaus), but strives to reach the ideal 20 percent staffing increase, with the savings of almost \$12 million.

Consideration must be given to a transition period from the two other law enforcement contractors including the Department's staffing and deployment increases. Operational startup costs are not included in the annualized cost savings described above, all of which will be addressed in a future detailed proposal.

Should you have any questions or concerns, please contact Captain Shawn Kehoe Transit Services Bureau, at (323) 563-5082.

Sincerely,



ALEX VILLANUEVA
SHERIFF



CITY OF SOUTH PASADENA

1414 MISSION STREET, SOUTH PASADENA, CA 91030

TEL: (626) 403-7210 • FAX: (626) 403-7211

WWW.SOUTHPASADENACA.GOV

December 1, 2021

Honorable Chair Solis and Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Honorable Chair Solis and Metro Board of Directors:

We have drafted this letter to articulate our staunch opposition and deep concern regarding the recent recommendation made by the Metro Public Safety Advisory Committee (PSAC) to fully defund law enforcement from Metro. This would involve a shift away from and ultimately reduce or remove uniformed law enforcement contracts from Metro operations. We whole-heartedly recognize the need for a wide-ranging, multi-faceted approach to address existing social concerns, especially among at-risk populations. However, it is clear that local municipalities and jurisdictions would face immense challenges if Metro were to reduce the presence of law enforcement on rail lines, platforms, and buses. Additionally, we believe that Gold Line light-rail users boarding, alighting, or traveling through our City would be placed at an undue safety risk.

The City of South Pasadena has a single Gold Line rail station at the intersection of Meridian Avenue and Mission Street. On either side of this station are stops in the Cities of Los Angeles and Pasadena. Since the City of South Pasadena has only one stop, this could create jurisdictional confusion and delayed response to crimes in progress whether they occurred inside or outside the City of South Pasadena.

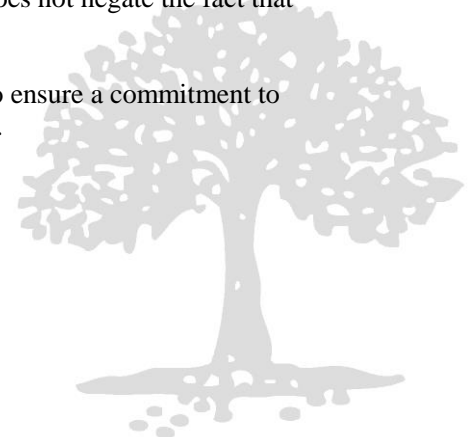
The South Pasadena Police Department does not currently have the staffing levels to consistently monitor and patrol the light-rail platform and respond to incidents that take place on trains and in nearby public parking structures. These tasks require additional staffing, training, and general resources. Additionally, there are certain federal guidelines that govern this type of enforcement, which the Department would need to be trained in. As it currently stands, our officers are in regular communication with the Los Angeles County Deputies that monitor the Gold Line station.

We would like to note, as we did in 2017, the frequent lack of visible law enforcement on the trains and station platforms. We therefore request an accounting of how law enforcement services are deployed along the Gold Line (L-Line) from Highland Park and/or the South Pasadena station to the current terminus is the Azusa Pacific University/Citrus College station. We fully support the addition of mental health response-trained Ambassadors that can assist with services on the train. However, such individuals do not and cannot perform law enforcement duties to actually prevent crime. We encourage the study and analysis of a variety of methods of addressing homelessness and ensuring equity for all. This, however, does not negate the fact that law enforcement is a fundamental need and tool for which there is no substitute.

We respectfully ask that you reject the recommendation before you and continue to ensure a commitment to public safety for all Metro users through the appropriate law enforcement agencies.

Sincerely,

Diana Mahmud
Mayor, City of South Pasadena



Nov/Dec 2021 RBM Public Comments

From: [REDACTED]
Sent: Thursday, November 18, 2021 9:01 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please OPPOSE Item 25 - Transit Law Enforcement Services Contract

Dear Metro Directors:

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and I further encourage Metro to implement new safety approaches with transparency and equity.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need you to invest in public safety strategies that actually invest in the resources communities need to thrive. A growing body of work, which now includes PSAC's latest recommendation, says precisely what resources our communities need. These include compassionate transit ambassadors, social workers, and lighting, bathrooms with attendants, and wayfinding at stops and stations. Above all, I ask you to stop investing in the wasteful and ineffective police contracts, and invest in care-first public safety strategies that meet Metro riders' needs.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Thursday, November 18, 2021 9:52 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

Dear Metro Directors:

Please do the right thing. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and I further encourage Metro to implement new safety approaches with transparency and equity.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

PSAC, Metro's Public Safety Advisory Committee, has called for **care-first, community-led safety alternatives**, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies.

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Thank you.

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Thursday, November 18, 2021 11:39 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

Dear Metro Directors:

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Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need you to invest in public safety strategies that actually invest in the resources communities need to thrive. A growing body of work, which now includes PSAC's latest recommendation, says precisely what resources our communities need. These include compassionate transit ambassadors, social workers, and lighting, bathrooms with attendants, and wayfinding at stops and stations. Above all, I ask you to stop investing in the wasteful and ineffective police contracts, and invest in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED]

Sent: Thursday, November 18, 2021 12:27 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

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Thank you.

From: [REDACTED]
Sent: Thursday, November 18, 2021 12:58 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Rachel Camacho <f1camacho@msn.com>; jpburche <jpburche@lasd.org>
Subject: Sheriff should continue to police the METRO

Dear Sir,

As a concerned citizen and a representative of the Filipino American Community, I voice my objection to defund the LASD ability to keep the METRO safe and sound.

Many of our members feel safe with the LASD and we are not happy that the Board of Supervisors would jeopardize the riders of the METRO for their own political gain.

We strongly oppose any defunding.

Regards

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Thursday, November 18, 2021 2:35 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

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Thank you.

Sent from my iPhone

From: [REDACTED]

Sent: Friday, November 19, 2021 1:27 PM

To: BoardReport <BoardReport@metro.net>

Subject: Removing ALL law enforcement from Metro???

To: servicecouncils@metro.net <servicecouncils@metro.net>; swiggins@metro.net <swiggins@metro.net>; englundn@metro.net <englundn@metro.net>; wisdomj@metro.net <wisdomj@metro.net>; higuerose@metro.net <higuerose@metro.net>; gormank@metro.net <gormank@metro.net>; solispa@metro.net <solispa@metro.net>; saferc@metro.net <saferc@metro.net>; raposey@metro.net <raposey@metro.net>; smithv@metro.net <smithv@metro.net>; crumpa@metro.net <crumpa@metro.net>; honorj@metro.net <honorj@metro.net>; turnerm@metro.net <turnerm@metro.net>; ridderw@metro.net <ridderw@metro.net>; delalozaj@metro.net <delalozaj@metro.net>; rockwellh@metro.net <rockwellh@metro.net>; jaffes@metro.net <jaffes@metro.net>; ghazikhanianm@metro.net <ghazikhanianm@metro.net>; penningtonb@metro.net <penningtonb@metro.net>; khawaniv@metro.net <khawaniv@metro.net>; greenear@metro.net <greenear@metro.net>; dickersonr@metro.net <dickersonr@metro.net>; mendezjo@metro.net <mendezjo@metro.net>; felixn@metro.net <felixn@metro.net>; ortizjo@metro.net <ortizjo@metro.net>; walkersu@metro.net <walkersu@metro.net>; loewj@metro.net <loewj@metro.net>; burrellgarciaj@metro.net <burrellgarciaj@metro.net>; gallagherj@metro.net <gallagherj@metro.net>; jacksonbe@metro.net <jacksonbe@metro.net>; corrallopezd@metro.net <corrallopezd@metro.net>; frazierd@metro.net <frazierd@metro.net>; alejandrof@metro.net <alejandrof@metro.net>

Sent: Friday, November 19, 2021, 01:25:05 PM PST

Huh, have ALL you damn fool's completely lost you damn mind's? With removing ALL law enforcement from Metro & placing in with WHAT? Ambassador's? They asses will get shot & killed more so than law enforcement, STUPID!

we (USA) got a pedophile as the president.

Jesus's just another One of HIS Little Heaven supported (ie: kid's - children - teen's - young adult's), fellow human Sis - Sister, just another Daughter of Adam & Eve, (human daughter of Joseph Robinette Biden Jr & Jill Tracy Jacobs Biden) - Ashley Blazer Biden (being nevertheless under the watchful eye of \$ hired hit men who deem they'll kill her) if she opens her mouth & verbalizes, misc exposes ALL THAT of & amidst her documented written Diary, which reveals information of & that Robert Hunter Biden (Joseph Robinette Biden Jr's son) & Joseph Robinette Biden Jr (himself) past involving themselves sexually with Ashley Blazer Biden ie: shower's, misc UGH unholy & evil anti - Holy Trinity - act (s) of INCEST (physical sexual, misc relation's between & amidst family member's). And aside from Robert Hunter Biden (Joseph Robinette Biden Jr's son) being an overall exhibited 'LOSER', Joseph Robinette Biden Jr being a utter 47 plus year (+) 11 month's of 2021 (his first presidential term) just another FAILED dust & ash human corpse old man Pops 'F' up, Joe along with his son, Hunter are BOTH pedophile's, & to think & ponder we (USA) got a pedophile as the president.

LGBTQIA, 2 word's: GENESIS 19! < they, porn industry, etc past - to date BROKE the moral code set forth by God! ABORTION IS SIMPLY & FLAT OUT PREMEDITATED 187 - MURDER; < like Planned Parenthood's past exposed video's of butchering human fetus's for \$ profit. Jesus's Little One's ie: kid's - children - teen's - young adult's, USA - globally are innocent & Heaven supported! NO LGBTQIA, NO Porn, raise & teach them right!

STOP allowing this - that to happen to Jesus's Little One's > When you hear that THEY (the evil human's amidst us ALL globally) are coming after you're kid's - children, here's why, One example via Holy Bible but more so from the Holy Counsel of Holy Trinity - When Satan got defeated re: Jesus's testing in the desert, Satan just deemed (BECAUSE of '?', ROGUE us all as a whole FROM Holy Trinity), "Fine Satan would just go after Jesus's next best thing, HIS Little One's 'children / kids' through the adult's". But - Jesus: "If any adult's keep any of these Little one's from me, they will NEVER see my Father".

https://www.instagram.com/lone_corpse_123 , GAB is an alternative to Twitter
- https://gab.com/lone_corpse_123 , jeffreydavidmorris on Parler.com.

global extermination by 2025 - It's gonna be a literal, human incomprehensible global bloodbath massacre & not even the word nightmare nor Crime's against humanity can scratch the surface.

"Covid 19 does not exist documentary" by Middle Eastern (who loves USA, FORMER Muslim, FORMER Atheist & just simply isn't religious but is NOT a hater) documentary film maker, Sheikh Murad, <https://www.bitchute.com/video/VJmvdgskiq1U> and <https://www.bitchute.com/video/fHRXrt1hDrg1>. https://gab.com/Saint_Murad. <https://rumble.com/c/Murad>.

Those behind 09/11/20021 attack's in New York, USA re: the 3,000 people who were JUST going to & being amidst thereof their daily vocational employment work; Barbara Honegger, Author, Researcher and Public Speaker, is the Creator of the video "Behind the Smoke Curtain" investigating the events at the Pentagon on 9/11 - Email: bshonegg@gmail.com, <https://www.youtube.com/watch?v=tjJO8Cv7Vg> and <https://www.youtube.com/watch?v=4fvJ8nFa5Qk>

Judy Mikovits a former associate of Anthony Stephen Fauci who worked along side him BEFORE she really SELF deemed what he was doing was (?), OH SO WRONG in so many way's & on so many level's so she 'bounced' (as we say from the streets), she chose her own more safer independent path. WATCH THE BANNED VIDEO PLANDEMIC, Plague of Corruption
- <https://drjudyamikovits.com/> and <https://plaguethebook.com/> and WARNS FAUCI MAY RELEASE MORE DEADLY BIOWEAPONS ON THE WORLD
- <https://www.bitchute.com/video/ShzOWbG8II02/>

Stephanie Savell, (why DOD issues dirty paper's to those of the branches that appear 'broken', thus, why homeless Vet's can't get services, misc because their blacklisted) anthropologist & is co-director of the Costs of War Project at Brown University's Watson Institute for International and Public Affairs. Email: stephanie_savell@brown.edu, costsofwar@brown.edu,
Website: <http://watson.brown.edu/costsofwar>

Nancy MacLean, you can web search her name & book title & you should find it; Author of example: "Democracy in Chains", American historian, "Duke" Professor – Email: nancy.maclean@duke.edu

Dr. Judy Wood knows alot about & of 09/11/2001, Email: lisajudy@nctv.com, her website: <http://www.drjudywood.com>.

Amelia Kenyon, 'Nurses Against Mandatory Vaccines' - Email: admin@namv.org, admin@professional-education-services.com & ak@ameliakenyon.com, her website: <http://ameliakenyon.com> and <https://professional-education-services.com/>

what is 'project dragonfly'; < The Church & Vatican, centuries - to date are / is (understatedly) evil CORRUPT! DON'T be fooled! And NOT what 'it' was intended nor suppose to have been per / via 'Holy ground'. DHS & FEMA to say the LEAST, telling the clergy, "YOU KEEP THEM IN CHECK, MISC ELSE OR WE'LL DO IT FOR YOU!"); It has been reported that 28,000-100.000 pastors have been recruited by FEMA/DHS, as part of the Clergy Response Team.

The Clergy Response Team has been briefed on their purpose in the event of civil upheaval where the people refuse to obey the laws that are implemented in the times of crisis in the United States. Members of the clergy response team have been told that they are to encourage their congregations to obey the authorities in the event of Martial law, and possible forced population relocations. The clergy response team has been encouraged to use Romans 13 in the bible as inspiration for abiding and obeying extreme

laws in times of major emergency in the United States. <https://groundzeromedia.org/9-27-18-dragonfly/>

Deborah Tavares, (she lives in Sonoma County - Northern California), & is a activist with a research team
– Email: NoSmartMeters@gmail.com, Her website: <http://www.stopthecrime.net>

Author: Paul L. Williams book, Killing the Planet
(Earth). https://books.google.com/books/about/Killing_the_Planet.html?id=u6qexQEACA&source=kp_book_description

Elana Freeland is a investigator on various societal, misc thing's that affect us all USA - globally, & her email address should be at the bottom of the front web page of her website, just scroll downward to the bottom - <https://www.elanafreeland.com>.

And American interdisciplinary scientist: James Marvin Herndon, <http://www.nuclearplanet.com>.

From: [REDACTED]

Sent: Friday, November 19, 2021 4:21 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Friday, November 19, 2021 6:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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Thank you.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Saturday, November 20, 2021 1:13 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Monday, November 22, 2021 6:45 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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Thank you.

From: [REDACTED]

Sent: Sunday, November 28, 2021 1:50 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion. Cars do NOT have the right to take up as much land space as they do, pedestrians and bikers need space! We need an Earth free of traffic congestion and pollution!

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car.

Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Best,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 1:50 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 1:59 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion. This is related to the climate crisis and must receive adequate funding.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

[Sent from Yahoo Mail on Android](#)

From: [REDACTED]
Sent: Sunday, November 28, 2021 2:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or [Ciclavias](#) on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 2:32 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

Get [Outlook for iOS](#)

From: [REDACTED]

Sent: Sunday, November 28, 2021 2:40 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone

From: [REDACTED]

Sent: Sunday, November 28, 2021 2:40 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 3:50 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 3:50 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 4:02 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

From: [REDACTED]

Sent: Sunday, November 28, 2021 4:20 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Sunday, November 28, 2021 4:22 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Cars are the leading cause of death for children. This could help save kids.

Thank you,

[REDACTED]

Sent from a mobile device.

-----Original Message-----

From: [REDACTED]

Sent: Sunday, November 28, 2021 4:25 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

Sun Yu
Lid Angeles, 90038

Sent from my iPhone

From: [REDACTED]

Sent: Sunday, November 28, 2021 4:49 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

We need more open spaces to be a healthy city, especially in the face of a pandemic and climate change.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

I've visited other cities across the world that host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Sunday, November 28, 2021 5:26 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Sunday, November 28, 2021 6:06 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed. Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car.

Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Sunday, November 28, 2021 6:51 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who volunteered with his neighborhood council to maintain slow streets and cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 7:06 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 7:58 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Sunday, November 28, 2021 8:10 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Sunday, November 28, 2021 8:15 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

[Help me make the streets of Los Angeles safer](#)

-----Original Message-----

From: [REDACTED]

Sent: Sunday, November 28, 2021 9:59 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion. As an LA County resident who cares deeply about the health of our communities, livability, and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County. In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

Sent from my iPhone - Andrea Spatz

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From: [REDACTED]

Sent: Monday, November 29, 2021 6:46 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 8:11 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

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Thank you,

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 9:01 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 10:55 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 11:46 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 12:58 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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If you want to see a world where streets are freed from the clutches of cars, take a look at this video and channel: https://www.youtube.com/watch?v=y_SXXTByplg

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 1:19 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an organization working in Los Angeles county to make walking and cycling more accessible, I urge you to make Open/Slow Streets regular, not special events in the region.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 1:57 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 3:12 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

My primary form of personal transportation is a bicycle, so I am made aware every day of the current state of cycling in Los Angeles (and previously commuted as a cyclist in New York); given the issues we face locally (pollution, congestion) and worldwide (climate change), a significant uptake in cycling would have an immediate and measurable positive impact.

Open/Slow Streets events are a great demonstration of what a reduction in personal (car) vehicle use could be like, and the safe environment gives people an opportunity to acclimate to cycling. Visible investment on the part of the government signals a commitment to alternate forms of transit and builds trust in residents that investing personally in biking has long-term potential. I would encourage continued and expanded funding for these events.

.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Monday, November 29, 2021 8:57 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: marylou7958@gmail.com; eric.bruins@lacity.org
Subject: Public comment on policing

For the Dec. 2nd Metro Board meeting, regarding agenda items 24, 25 and 25.1 on policing. I request one of the Board members make a motion for staff to provide a report by February 1st on the possibility of reestablishing the Metro Police Department. It would build on this 2004 staff report on that topic I recently obtained via records request and posted online. The contract arrangement just isn't working.

<https://www.scribd.com/document/543404515/Metro-Policing-pdf>

Thank you.

cc: Mary Lou Echternach, Eric Bruins

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From: [REDACTED]

Sent: Monday, November 29, 2021 9:52 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 6:08 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Please pass item 9.1 - Open and Slow Streets Grant Program

Good Morning,

I am expressing my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

The slow streets have been extremely beneficial the past year, and allow me and my neighbors to go for runs or skate in our area, without being in constant fear of being hit by a car. I see more people outside, talking with their neighbors and generally enjoying a higher quality of life.

In 2022 we need better invest in public safety and alternative transportation, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 7:55 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion. As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County. In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed. Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 8:59 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 9:47 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

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In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 11:26 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

--

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 11:43 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 11:53 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; Luke Klipp <LKKlipp@bos.lacounty.gov>; sahad.yedalian@lacity.org; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; Martin Reyes <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; Jamie Hwang <JHwang@bos.lacounty.gov>; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you. [REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, November 30, 2021 12:35 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:14 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:26 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:26 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

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Sent: Tuesday, November 30, 2021 1:26 PM

To: Board Clerk <BoardClerk@metro.net>

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Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:42 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I fully support item 9.1 for the open and slow streets program. I think it is so important we can more carless and safe activities for our youth and adults here in LA County. I have attended a few of these events and found it refreshing that I can do something fun with my friends and family that does not require a car ride.

I hope to see your support of item 9.1

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:46 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

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Thank you.

[REDACTED]

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From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:50 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.vedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas@lacity.org; elizardo@bos.lacounty.gov

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Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 2:00 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; Julia Campbell <julia.campbell@lacity.org>; Layla Brisco <LBrisco@bos.lacounty.gov>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Metro must end contracting with the Sheriff's Department, and must follow through on the Public Safety Advisory Committee's recommendation to end wasteful spending on law enforcement that harms Metro riders and downgrades service experience.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you,

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, November 30, 2021 2:03 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, November 30, 2021 2:11 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you,
[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 2:22 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 2:32 PM

To: Board Clerk <BoardClerk@metro.net>

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--

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, November 30, 2021 3:08 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; derry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

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Thank you.

[REDACTED]
Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:50 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you,

[REDACTED]

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From: [REDACTED]

Sent: Tuesday, November 30, 2021 3:33 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.vedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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[REDACTED]

Sent from my iPhone

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From: [REDACTED]

Sent: Tuesday, November 30, 2021 3:46 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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-----Original Message-----

From: [REDACTED]

Sent: Tuesday, November 30, 2021 4:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 4:26 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 5:31 PM

To: Board Clerk <BoardClerk@metro.net>

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From: [REDACTED]

Sent: Tuesday, November 30, 2021 5:35 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 6:12 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 5:00 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 5:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 7:56 PM

To: Board Clerk <BoardClerk@metro.net>

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Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 8:08 PM

To: Board Clerk <BoardClerk@metro.net>

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Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 9:11 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: LASD OUT: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

The Los Angeles Sheriff's Department - led by the anti-public health, end-times cosplayer Alex Villanueva - do not have the trust of the ridership, with innumerable good reasons. Get them off our busses and trains. Our most vulnerable citizens need care, not soldiers.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 10:15 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, November 30, 2021 10:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 11:20 PM

To: Board Clerk <BoardClerk@metro.net>

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Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 11:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

I exclusively use Metro to and from work. In most situations I do not feel safer with armed LE on the train or in the stations. The presence of Metro staff in most cases is sufficient and preferable.

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Sent: Tuesday, November 30, 2021 11:52 PM

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED]
Sent: Wednesday, December 1, 2021 12:19 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED]
Sent: Wednesday, December 1, 2021 6:03 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Remove Villanueva from Metro

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

At the very least, make sure no more money goes to the Los Angeles County Sheriff. It's abundantly clear that he has become a political actor to the detriment of public safety and the goal of making Metro facilities a safer place to be.

Thank you

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 7:06 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Opposition to Item 25 - Transit Law Enforcement Services Contract & Request for Support of Motion 25.1

I've been a metro rider for over a decade and have walked many Angelenos through how to take the Metro & the benefits of the Metro. I can not stress enough how uncomfortable rides become when police get on the line, and how many times I've witnessed them mistreating riders. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 8:41 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Eric Garcetti <mayor.garcetti@lacity.org>; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; Jacquelyn Dupont-Walker <jdupontw@aol.com>; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; Holly Mitchell <HollyJMitchell@bos.lacounty.gov>; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Thank you for following through with implementing the unarmed transit ambassador program. It will demonstrate your commitment to the safety of riders on Metro. With the budget savings, you can hire social workers, provide better lighting, make sure bathrooms have attendants, and staff stations with people who can help riders find their way.

Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 9:18 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 10:07 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; Luke Klipp <LKlipp@bos.lacounty.gov>; sahad.yedalian@lacity.org; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; Martin Reyes <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; Jamie Hwang <JHwang@bos.lacounty.gov>; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 10:07 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you,

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 10:10 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law

enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]

[REDACTED]

--

"Timshel"

"Make every word tell."

From: [REDACTED]
Sent: Wednesday, December 1, 2021 10:30 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 10:36 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract)

Dear Metro Directors: Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations. Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for? I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs. Thank you.

From: [REDACTED]
Sent: Wednesday, December 1, 2021 10:46 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org
Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

Dear Metro Directors:

I urge you to OPPOSE Item 25 and follow through on your commitment to non-safety alternatives. Last spring, the Metro Board voted to start investing in non-policing safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. **Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract.**

PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.2, which commits Metro to carrying out this budget reallocation in next year's budget process, and I further encourage Metro to implement new safety approaches with transparency and equity.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need you to invest in public safety strategies that actually invest in the resources communities need to thrive. A growing body of work, which now includes PSAC's latest recommendation, says precisely what resources our communities need. These include compassionate transit ambassadors, social workers, and lighting, bathrooms with attendants, and wayfinding at stops and stations. Above all, I ask you to stop investing in the wasteful and ineffective police contracts, and invest in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]

 ADVANCEMENT
PROJECT
CALIFORNIA
[Facebook](#) | [Twitter](#)

From: [REDACTED]
Sent: Wednesday, December 1, 2021 10:48 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:12 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; dutra4whittier@gmail.com; elizardo@bos.lacounty.gov; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.salinas <julia.salinas@lacity.org>; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahad.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:23 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:50 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Thank you for your public service and dedication to enhancing public safety in LA.

My name is [REDACTED], and I am writing to **oppose Item 25 and ask to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity.**

Los Angeles has an opportunity to be at the forefront of truly safe public transit for all, which means that transit riders are looking to Metro to **invest in public safety strategies that deliver the resources and outcomes communities need to thrive.** PSAC, Metro's Public Safety Advisory Committee, has called for **care-first, community-led safety alternatives**, such as unarmed transit

ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in **care-first safety solutions** that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on **poor police performance** and **longstanding contract mismanagement**. Moreover, police funded by these contracts have arrested and ticketed a **disproportionate share of Black riders on Metro**—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract.

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I encourage Metro to carry out this budget reallocation in next year's budget process, and further encourage Metro to implement new safety approaches with transparency and equity. Above all, I oppose Item 25 and urge for an end to wasteful and ineffective police contracts.

Thank you for your time and consideration. I look forward to your response and continuing the conversation on how we can deliver a safer, care-first public safety framework for Angelenos.

Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:49 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:14 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Croxton, Sandra <SCroxton@bos.lacounty.gov>; Chris Constantin <cconstantin@sandimasca.gov>; Emmett Badar <EBadar@Sandimasca.gov>; Michael Allawos <mallawos@ci.glendora.ca.us>

Subject: Transit Public Safety

Dear Honorable Board,

I am writing you today in opposition to any action that redirects funds away from law enforcement. Every person has the right to feel safe in public space. This includes the utilization of public transportation.

Despite my profession as a law enforcement officer, I tend to avoid the use of the light rail for safety reasons. For one year, I lived in the financial district in downtown Los Angeles directly above 7th and Flower St. I used the light rail and saw Homelessness, narcotics use, and the criminal element present on the system.

Another time, I was going to a concert departing from Union Station and an individual who appeared to recently be released from jail stared at my friend and I on the train. It was uncomfortable as he fixated on me. He walked towards me while the train was underway and said, "you're gonna die tonight." Needless to say, we immediately exited the next stop as I was scared for the safety of the person I was with and looked to notify the nearest Metro representative or law enforcement.

Stories like this are not uncommon and vending also have taken over some lines. Metro needs to invest in uniformed law enforcement, perhaps riding each train, Mental Evaluation Teams, and decrease response times. The model may need to be modified, but non-law enforcement representatives are not going to make matters better.

Lastly, municipalities should not be burdened with the expense of providing policing services to Metro. As it is, local law enforcement already responds to emergency calls at platforms when the contracted Metro agency is delayed or has extended response times. This cost should not be transferred to the cities and Metro should take appropriate steps to handle law enforcement related calls with a nexus to the system.

In short; the trains are already of questionable safety and with upcoming expansions, now is not the time to cut back. Flash mobs, robberies, eliminating fares, and increased crime are not when you cut law enforcement.

I appreciate your consideration of these comments on behalf of many of the citizens I represent in the City of San Dimas.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:45 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Mayor Garcetti <mayor.garcetti@lacity.org>; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; Jacqueline Dupont-Walker <jdupontw@aol.com>; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; Klipp, Luke <LKlipp@bos.lacounty.gov>; Sahag Yedalian <sahag.yedalian@lacity.org>; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:46 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:52 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:56 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:01 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov <LBrisco@BOS.LACounty.gov>; julia.campbell@lacity.org

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Thank you.

[Redacted]

[Redacted]

[Redacted]

Your Vote Is Your Voice.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:05 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

On behalf of the ACLU of Southern California and myself (a Metro rider), I write to OPPOSE the proposal to inflate Metro's police contracts and to ask that you instead fund community-led safety alternatives as outlined in the Public Safety Advisory Committee's memo.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. It revealed that Metro has enabled routine police overspending on these contracts through a pattern of requesting enhanced deployments, accommodating contract overruns, and then seeking contract expansions. Worse, these enhanced deployments—requested not only for special events but for misguided items like mental health and homelessness policing and increasing police visibility—do not make Metro safer. For example, Metro spent half a million dollars on an “enhanced deployment” to maintain a mere three months of “high visibility” police presence. And yet, at the same time that these police contractors are admitting such strategies and contract expansions have failed to make Metro safer in the past, they are asking the Metro Board of Directors to pay them additional tens of millions of dollars and even to extend their contract. What for?

Moreover, law enforcement funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years, raising serious legal and constitutional concerns. And in a recent PR campaign designed to stoke a crime panic to attack this very Board, Sheriff Villanueva has used misleading, manipulated statistics and virulent demagoguery to rail against Metro's fareless transit programs and its shift to addressing unhoused people on its system with compassion and dignity rather than relying on law enforcement. Maintaining—not to mention expanding—such law enforcement presence on Metro is antithetical to this Board's values and priorities. It creates an environment of fear and animosity on Metro, and exposes Metro riders to discrimination and abuse.

PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. We applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. We SUPPORT Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and we further encourage Metro to implement new safety approaches with transparency and equity.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need you to invest in public safety strategies that actually invest in the resources communities need to thrive. A growing body of work, which now includes PSAC's latest recommendation, says precisely what resources our communities need. These include compassionate transit ambassadors, social workers, and lighting, bathrooms with attendants, and wayfinding at stops and stations. Above all, we ask you to stop investing in the wasteful and ineffective police contracts, and invest in care-first public safety strategies that meet Metro riders' needs.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

aclusocal.org || [facebook](#) || [twitter](#) || [blog](#)

The ACLU: Stand for Justice

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT OR THE EMPLOYEE OR AGENT RESPONSIBLE FOR DELIVERING THE MESSAGE TO THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION OR COPYING OF THIS COMMUNICATION IS STRICTLY PROHIBITED.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:08 PM

To: Board Clerk <BoardClerk@metro.net>

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Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

Sent from my iPhone

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Sent: Wednesday, December 1, 2021 1:14 PM

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Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:18 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:17 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:33 PM

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Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you,
Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:35 PM

To: Board Clerk <BoardClerk@metro.net>

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Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:39 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

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[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Thank you.

From: [REDACTED]
Sent: Wednesday, December 1, 2021 1:52 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

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Sent: Wednesday, December 1, 2021 1:52 PM

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Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; dutra4whittier@gmail.com; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.campbell@lacity.org; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahad.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

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Thank you.

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Sent from a tiny computer

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:56 PM

To: Board Clerk <BoardClerk@metro.net>

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Best regards,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:03 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Thank you.

Sent from my iPhone

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Sent: Wednesday, December 1, 2021 2:03 PM

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Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; dutra4whittier@gmail.com; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.campbell@lacity.org; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmooore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahad.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

i am copying and pasting the below because it does the best job of representing my feelings as a lifelong angeleno and member of Supervisor Solis's district. i am fully against item 25 and in full support of unarmed responses like transit ambassadors and mental health professionals

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From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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From: B [REDACTED]

Sent: Wednesday, December 1, 2021 2:11 PM

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- [REDACTED]

sent from mobile

From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:16 PM

To: Board Clerk <BoardClerk@metro.net>

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From: [REDACTED]
Sent: Wednesday, December 1, 2021 12:22 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Wednesday, December 1, 2021 2:51 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:54 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Thank you.

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:55 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:07 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 3:05 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 3:09 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@BOS.LACounty.gov; julia.campbell@lacity.org

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Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 3:25 PM

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Thank you.

Best,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 3:33 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; mayorbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; hollyjmitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; tony.tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacobos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; lklipp@bos.lacounty.gov; sahay.yedalian@lacity.org; lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; jhwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; lbrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Thank you.

Get [Outlook for Android](#)

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 3:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Jack Donovan <jdonovan@southpasadenaca.gov>; Evelyn G. Zneimer, Esq. <ezneimer@socal.rr.com>; Diana Mahmud <diana.mahmud@gmail.com>; Michael Cacciotti <macacciotti@yahoo.com>; Jonathan Primuth <jprimuth@gmail.com>; Armine Chaparyan <achaparyan@southpasadenaca.gov>; Brian Solinsky SPPD <bsolinsky@southpasadenaca.gov>

Subject: Public Comment for Dec. 2 Metro Board Meeting on Item 24

Dear Metro Board Members:

I am writing to you as a 27-year South Pasadena resident and long-time public transit rider in the Los Angeles area, and previously in Washington, D.C., and New York City. Here in South Pasadena I have been an active member of Care First South Pasadena, a civic group dedicated to advancing social and economic justice, including by promoting a new model of public safety.

I am in full support of the Metro staff's proposal to move toward a new transit safety model for riders and employees that relies on unarmed staff and employs social workers and medics to address riders who have mental illness or are homeless.

Having ridden trains and buses for 40 years, I've observed that public transit systems are a refuge for unhoused people, many of whom suffer mental illnesses. That's in part because they provide a secure and sheltered environment. While my

experiences are anecdotal, I have never felt threatened or been a victim of a crime on a bus or train. Indeed, statistics show that crime rates are actually down on the LA Metro system and likely are no higher than in other settings. Last night, my wife and I rode downtown from South Pasadena and back in the evening and, as usual, felt perfectly safe.

While small cities, such as South Pasadena, may raise issues about reducing reliance on armed Los Angeles County Sheriffs in favor of an unarmed approach to transit employee and passenger safety, I believe that as Metro transitions to a new public safety model that issues concerning potential impacts on local police forces can be discussed and resolved. The fact that there are unknowns about how local police in small cities will be affected should not be reason to maintain the status quo of relying on the Los Angeles County Sheriffs.

Moreover, you should not be influenced by unscrutinized assertions and inflammatory rhetoric by our County Sheriff to the effect that reducing the presence of armed sheriffs in the Metro system will result in dire consequences. Don't let fear triumph over reason. All over the nation, cities and other organizations are beginning to change the public safety paradigm and finding positive results.

Instead, I urge you to back the staff recommendation and methodically move to a new transit safety model that employs more unarmed personnel, social workers, and other trained staff to handle many of the situations now handled by sheriffs. I can assure you that many others in South Pasadena feel the same.

Thank you for the opportunity to comment.

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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[REDACTED]

Sent from my iPhone

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:29 PM

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Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles has the opportunity to take the lead in providing safe public transit for all. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations. This would allow Metro to not only healthily provide public transit, but become even more integral to Angelo's way of life in an innovative and groundbreaking way.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, has potentially displayed this short coming. In my own time riding the metro I have been consistently exposed to unmasked officers who frequently meet requests to mask with aggression. The audit shows poor police performance and copious amounts of contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. I have even experienced this myself several years ago.

And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. This is a complete misuse of tax dollars and essential funds that can go to creating infrastructure with integrity.

I fully stand behind PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Please consider your faithful riders, and their well-being.

Thank you.

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:32 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you,

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:34 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

I am an active user of the LA Metro transit system, and I am writing to strongly oppose item 25, the motion to extend the Metro's police contracts.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 4:43 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: ACT LA <contact@allianceforcommunitytransit.org>
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

--

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: <m[REDACTED]>
Sent: Wednesday, December 1, 2021 4:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 25 that needs consideration.

My comment is for item 25. I'm sending this email to raise my opinion in DO NOT DEFUN the Police. I'm a local community member, I'm a latina female, I'm a grandma and I bus rider. I'm in support of keeping our police PRESENT. I'm careless if they are vaccinated or not. My safety and my grandchildren safety come first.

Please keep my name anonymous.
Sent from my iPhone

Thank you 🙏

From: [REDACTED]

Sent: Wednesday, December 1, 2021 4:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 4:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 25- DO Not CANCEL the contract with our law enforcement.

For everyone safety, we need our policy officers to look out for our safety.
Sent from my iPhone

Thank you

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:59 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@BOS.LACounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 & SUPPORT Motion 25.1 & Bus Riders Union Motion to end anti-Black bias at Metro

Dear Metro Board:

As a transit rider in the City of Los Angeles, please neither allocate more money under the existing transit law enforcement service contract, nor extend it. I also ask that you support the Bus Riders Union motion to eliminate anti-Black bias at Metro. I agree with PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies.

I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Sincerely,

Faramarz

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 5:07 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you,

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 5:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 6:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No more fares and no more cops

Please do not bring fares back on Metro transit. We need to go fully fareless to avert climate disaster and get people out of their cars. We also need to get rid of police on our transit system so that riders feel safe. Fare enforcement costs more than the system makes off of fares and serves no purpose.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 6:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: KEEP METRO FARELESS

Hello,

My name is [REDACTED] and I am a transit user. I strongly urge you not to bring fares back on Metro transit. We need to go fully fareless to avert climate disaster and get people out of their cars. We should be doing everything we can to encourage public transit, not create more roadblocks to using it.

We also need to remove police enforcement from public transit. Investment in a clean and robust transit system will make riders feel safe, not cops. Fare enforcement costs more than the system makes off of fares and serves no purpose.

Thank you.

--

[REDACTED]
[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 6:47 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; dutra4whittier@gmail.com; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.campbell@lacity.org; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahad.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 6:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; dutra4whittier@gmail.com; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.campbell@lacity.org; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahad.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

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Thank you.

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 7:11 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Metro BRT proposed elimination of Colorado Blvd traffic lanes

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a resident of Eagle Rock—born and raised in Glendale—and I am requesting that you direct the Metro BRT staff to eliminate the removal of existing traffic lanes as an option and choose a *third* option for the BRT in Eagle Rock. We firmly request that the BRT not remove additional lanes of traffic from Colorado Boulevard as it becomes exceedingly gridlocked. The current buses drive now in the mixed flow lanes at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to eliminate a lane of traffic to create a BRT-only lane for it to drive through the highly trafficked, primary thoroughfare that is Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist-created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock & Air Quality:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.
- Current air quality during commute times along Colorado Blvd. has been unacceptable since the addition of the bicycle lanes and the removal of a third lane of traffic, even during COVID and made worse by the addition of new stoplights along the boulevard. This does not promote bicycling, walkability, or AI fresco dining. Additional gridlock and idling traffic bottlenecked into a single lane of traffic will only worsen this problem.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive

after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

5.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

6.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

7.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses as we already lost parking when the bicycle lanes were added and took out the 3rd lane of traffic. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

Please do not repeat the mistakes of the current Colorado Blvd bicycle lanes or the disastrous mismanagement of traffic projects that belong under the oversight of qualified engineers, scientists, and city planners.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 7:20 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 7:32 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Thank you.

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 7:03 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

I do not support increased police on Metro. Please invest in needed station upgrades and social services instead.

Sincerely,

[REDACTED]

Sent from my iPad

From: [REDACTED] >
Sent: Thursday, December 2, 2021 1:59 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

From: [REDACTED] >

Sent: Thursday, December 2, 2021 6:47 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

From: [REDACTED] >
Sent: Thursday, December 2, 2021 8:14 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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Thank you.

Sent from my iPhone

From: [REDACTED] >

Sent: Thursday, December 2, 2021 8:48 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

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Thank you.

[REDACTED]

[REDACTED]

From: [REDACTED] >

Sent: Thursday, December 2, 2021 9:04 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

My name is [REDACTED], I am a community member/resident of South Central Los Angeles, and I largely depend on Metro's services for my daily living. Specifically: Routes 207, 209, 20/720, 18, and many of the Metro Rail lines.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

[REDACTED]

General Public Comments

-----Original Message-----

From: [REDACTED] >

Sent: Wednesday, November 17, 2021 1:00 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; stacy.weisfeld@lacity.org; elizardo@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; Gallagher, Jim <GallagherJ@metro.net>; Ahuja, Nalini <AhujaN@metro.net>; Deming, Devon <DemingD@metro.net>

Subject: CONCERNS on Item #35 - Fareless Transit

Dear Metro Directors:

I am writing to ask you to commit to keeping buses free and achieving universal fareless transit. During the pandemic, buses have been free for all riders—relieving many of their second highest living expense, after rent.

Staff's current proposal lacks consideration of the impact on Metro's most important stakeholder: current bus riders, and is not ready for consideration. I urge you to direct Metro staff to conduct an overall evaluation of this current period of universal fareless buses, including measuring the impact of today's fareless buses on rider's lives. This overall evaluation should (1) include bus riders stories, (2) analyze the nature of bus rider/operator interactions, and (3) analyze bus system operating gains (e.g. dwell times, ridership, etc.). The Metro Board needs to collectively understand the benefits of universal fareless buses on today's bus riders as you consider a pilot program.

Fareless transit is economic justice. The pandemic is not over, and many LA residents remain burdened by rent and other debts. If fareless buses end, not only will Metro add onto the economic burdens these residents already endure, Metro will return to forcing riders to pay double for public transportation. The majority (70%) of Metro's funding comes from local sales taxes. LA County residents, including me, already pay for public transit.

Fareless transit is racial justice and makes sense. For every dollar collected in fare, Metro spends nearly 90 cents on policing its buses and trains. Instead of adding to transit riders' already burdensome cost of living and instead of maintaining an expensive and unjust fare collection and enforcement system, Metro should be universally and permanently fareless for everyone.

Thank you.

Respectfully,

[REDACTED]

From: [REDACTED] >

Sent: Friday, November 19, 2021 10:09 AM

To: NoHoPasBRT <NoHoPasBRT@metro.net>; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; councilmember.kevindeleon@lacity.org

Subject: North Hollywood to Pasadena Bus Rapid Transit Corridor Project

November 19, 2021

To: Scott Hartwell, Metro Project Manager
Supervisor Hilda Solis
Metro Board Clerk
Los Angeles City Councilmember Kevin de León

Re: North Hollywood to Pasadena Bus Rapid Transit Corridor Project - Rockdale Elementary PTA support for the "One Lane" option

Dear Mr. Hartwell, Supervisor Solis, Councilmember de León, and the Metro Board of Directors,

In January, the Rockdale Elementary Parent Teacher Association wrote to enthusiastically support Eagle Rock's community-generated "Beautiful Boulevard" proposal for the North Hollywood-Pasadena BRT project. At our November PTA meeting, we unanimously voted to again go on record in support of a safer Colorado and support Metro's Beautiful Boulevard-inspired "One Lane" option for the Eagle Rock section of this project.

The "One Lane" option will provide a safer, greener, more family-friendly, more transit-accessible, and vibrant Colorado Boulevard. It preserves and enhances existing medians, and maintains most on-street parking. It provides dedicated bus lanes, protected bike lanes, safer crosswalks, and a more pedestrian-friendly street. This plan is widely supported within the Eagle Rock community and by our parents and teachers, and will improve access for students and families to our school.

Please move the "One Lane" BRT option for Eagle Rock forward expeditiously.

Thank you,

[REDACTED]

From: H [REDACTED] >
Sent: Monday, November 22, 2021 9:00 PM
Subject: metro mta is a joke

your website is not working
socialtransport.org

the wifi never works on the buses

you don't have enough bus drivers

you run the tiny buses when the bigger buses are needed

your buses are empty, not because of cooties¹⁹ but because of all of the above
problems

you don't even ride your own buses so you have no idea how horrible your service is

you get all of this free federal funding and are fucking retards

please enjoy your undeserved paycheck (how could you not?)

From: [REDACTED] >
Sent: Wednesday, November 24, 2021 2:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Urgent

You guys what a poor and bad service! It's not just today it's been happening many times. Busses. Ever come on time and when then super late we see more than one at the same time, and what for ? Instead providing steady services I'm always late to work because of this, can imagine how many workers suffering the same. Plus, who's idea was taking all rapid lines out of services ? That guy needs to be fired. We rather pay to get our jobs on time instead getting the service free, late and full of homeless. Please do something I'm pretty sure I'm not the only one Speaking up about this situation, it's just people don't know how to report it. Thanks

-----Original Message-----

From: [REDACTED] >

Sent: Monday, November 29, 2021 7:38 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Motorista lento

Lea informe q el bus 8115 de la ruta 761 Sepúlveda va súper lento , hace todas las paradas y nadie ha tocado , ya nos paso otro bus 761 y este va súper lento , todos vamos tarde para nuestros trabajos , de veras vamos fastidiados , este motorista siempre es así

Enviado desde mi iPhone

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:09 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Eagle Rock BRT Boondoggle

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

The BRT proposal is a HUGE waste of money and resources. We do not need a "road diet" in Eagle Rock. We need to keep traffic flowing and businesses active and productive. The Micro buses can easily handle all the needs for public transportation in our area.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:11 PM

To: Board Clerk <BoardClerk@metro.net>; councilmember.kevindeleon@lacity.org;
assemblymember.carrillo@assembly.ca.gov

Cc: NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: Colorado Blvd. Eagle Rock Concerns

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

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One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
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3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely, 

-----Original Message-----

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Sent: Tuesday, November 30, 2021 12:11 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>;
councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Stop the Eagle Rock BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

Sent from my iPhone

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Eagle Rock and the BRT

Dear Metro Board Members,

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Sincerely,



<http://arnottkenpo.com/>

323 999 7369

2012 Colorado Blvd. LA CA 90041

<https://www.facebook.com/ArnottKenpoKarate>

karate@arnottkenpo.com

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:15 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Cc: Gabriel Yanes <gabrielyanes@gmail.com>

Subject: RE: BRT Drive Mixed Flow Lanes REVISE

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating

street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,



From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro BRT Third Option

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,



From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:23 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: BRT Bus Lane

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, living here and owning a business. **The business is located directly at the intersection of Colorado and Eagle Rock Blvd.** I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
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- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will

be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

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Sincerely,

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:26 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Eagle Rock BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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The "F1" Option 2-Lane design

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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:27 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: RE: Metro BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A solid black rectangular redaction box covering the signature area.

-----Original Message-----

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:27 PM

To: councilmember.kevindoleon@lacity.org

Cc: assemblymember.carrillo@assembly.ca.gov; Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: Eagle Rock BRT Debacle

As a long time resident of Eagle Rock, let me say this:

What the hell is wrong with you people? Seriously! Why can't you see that having a dedicated bus lane for the BRT on Colorado is an asinine idea? Let the busses fight the traffic like the rest of us! They should be in the mixed flow lanes, not in their own lanes! This is a prime example of government shoving something down our throats that we want no part of! No wonder people don't trust their elected representatives!

Change the plan! Change it now! No dedicated bus lane for the BRT!

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:29 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov
Subject: Stop the BRT Road Diet

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Major Concerns:

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METRO,

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Sincerely,



Sent from my iPhone

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:30 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Stop the BRT Road Diet

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Councilmember Kevin de Leon,
Assemblymember Carrillo,

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- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get

established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,



From: [REDACTED]

Sent: Tuesday, November 30, 2021 12:36 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: Eagle Rock BRT

Dear Metro Board Members,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

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One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

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4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Eagle Rock Bus

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[REDACTED]

[REDACTED]

Sent from my iPhone

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT Eagle Rock

Dear Metro Board Members,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT

Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, I have lived in Eagle Rock for over 20 years and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. This incredibly expensive bus lane does not service Eagle Rock in any way. I AM 70 years old, and from my home it is 3/4 of a mile walking to the Colorado/Eagle Rock stop and a full mile to the Colorado/Townsend stop. These are far beyond my ability. The 181 line, which you recently cancelled, stopped a block and a half from my home and would take me all the way to Glendale or Pasadena. And you were going to be removing what little parking is already available so I cannot even drive to these new bus stops.

And on top of that nobody is going to get off in Eagle Rock. I have no idea what kind of a study you did to determine your ridership but I'm sure it is completely made up and contains not a single rational number in it. Nobody is going to leave the Americana/Glendale Galleria complex with over 300 stores and restaurants just so they can get off in our little town. Nobody is going to leave Old Town Pasadena with over 200 stores and restaurants to get off in Eagle Rock. There is nothing in Eagle Rock as good as an apple store, a Tesla store, Nordstrom, Bloomingdale's, Tiffany Jewelers, and I could go on and on, you know that.

You blatantly falsified the ridership numbers getting on and off in Eagle Rock so that you could justify the expense of the entire line. And now you're going to kill what little business that we already have by stripping Colorado Blvd of its wonderful quaintness and ability to park your car up and down the Boulevard. You'll sit back and watch our businesses close, our restaurants close and you won't care because your big shiny buses will be driving right through Eagle Rock and nobody will be getting off to compensate for the loss of local business.

We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: please listen to us

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3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current

Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,



Long time owner/ resident who wants our trees to LIVE

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT through Eagle Rock

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:19 PM
To: Councilmember de Leon <councilmember.kevindeleon@lacity.org>; Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; assemblymember.carrillo@assembly.ca.gov; Alice Roth <alice.roth@lacity.org>; Corona, Stephen (Tito) <CoronaS@metro.net>
Cc: OP Fr. Roberto Corral <corral88@gmail.com>
Subject: B.R.T. in Eagle Rock

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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PROOFS

Proofs shall be submitted with original copy. Corrections are to be made on "master set", returned marked "O.K." or "O.K. with corrections" and signed by customer. If revised proofs are desired, request must be made when proofs are returned. Printer regrets any errors that may occur through production undetected, but cannot be held responsible for errors if work is printed per customer's O.K or if changes are communicated verbally. Printer shall not be responsible for errors if the customer has not ordered or has refused to accept proofs or has failed to return proofs with indication of changes or has instructed printer to proceed without submission of proofs.



[Promotional Items](#)

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 1:25 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: I have serious concerns about BRT Road Diet plans

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Homeowner in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

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Sincerely,

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From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Eagle Rock BRT - resident concern / request

Eagle Rock BRT - resident concern / request

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Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 1:26 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: BRT - We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

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From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:31 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

Subject: Eagle Rock BRT route

Importance: High

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Assemblymember Carrillo,

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

I expect and am looking forward to your response.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 1:34 PM

To: councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: BRT - Eagle Rock

Importance: High

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I know this email content will look familiar as I'm sure many others have copied and pasted the same info, but that is because the info is truly spot on and I couldn't have said it any better. The only thing I will add, and this is very important, is that as citizens we truly have only ONE asset we can use in this fight, and that is our VOTE! I can assure you that if this poorly thought out plan is given approval by you I'm very confident that the majority of residents in Eagle Rock will NOT be voting you through again under any circumstance. Please, please take a step back and reconsider forcing this horrible plan through. It will change our beloved Eagle Rock in ways that are NOT in the neighborhoods best interest for the foreseeable future. There are better options available (most importantly allowing for mix-flow traffic in ALL lanes) that should be given serious consideration. Thank you for your time.

"I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[Redacted signature block]



From: [REDACTED] >

Sent: Tuesday, November 30, 2021 1:46 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Please, please, please, please RECONSIDER BRT nightmare plan

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[REDACTED]

--
[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 2:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT

Dear Metro Board Members

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Sincerely,



Sent from my iPhone

From: [REDACTED]
Sent: Tuesday, November 30, 2021 2:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro

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Assemblymember Carrillo,

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[REDACTED]

[REDACTED]

[REDACTED]

Sent from my iPhone

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 2:11 PM

To: councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: The Future of Colorado Blvd - BRT in Eagle Rock

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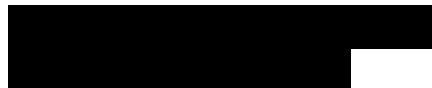
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A large black rectangular redaction box covering the signature area.

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 2:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT

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Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

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One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

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4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

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This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,



From: [REDACTED] >

Sent: Tuesday, November 30, 2021 2:53 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely, [REDACTED]

[REDACTED]

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 3:22 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>;
councilmember.kevindeleon@lacity.org

Subject:

Dear Metro Board Members,
Councilmember Kevin de Leon,
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Sincerely,



From: [REDACTED] >
Sent: Tuesday, November 30, 2021 3:24 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Eagle Rock Metro BRT

Dear Metro Board Members,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 3:26 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Dear Metro Board Members,

I am a longtime homeowner and voter in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses, which are rarely at even half capacity, drive now at 30 MPH all day.

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Sincerely,

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From: [REDACTED]

Sent: Tuesday, November 30, 2021 3:35 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Metro BRT mixed flow lanes

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Assemblymember Carrillo,

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To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: BRT Road Diet

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Major Concerns:

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Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

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Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

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This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

██████████

████████████████████

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 4:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

A solid black rectangular redaction box covering the signature area.

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 4:52 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: NOHO to Pasadena BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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From: [REDACTED] >
Sent: Tuesday, November 30, 2021 4:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT Lane in Eagle Rock

I still can't believe the time it takes to go up Eagle Rock Blvd! Please drive the BRT buses in the current mixed flow lanes on Colorado Blvd. Please listen to us, the taxpayers, and constituents!

[REDACTED]

Sent from my iPad

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 5:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT Eagle Rock

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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From: Kim [REDACTED] >
Sent: Tuesday, November 30, 2021 6:03 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov
Subject: Bus lanes on Colorado

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I'm sure you're getting quite a few emails with this same text, but I really hope that ensures that our concerns are taken seriously and a full study/test run/use of other ideas is implemented instead of bus only lanes gridlocking Colorado Blvd. I live right off this thoroughfare, right near member DeLeon's office actually, and the idea of losing a lane is absolutely, absurdly, frustrating. Please reconsider this plan and leave these lanes open.

I am a resident in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

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Sincerely,



Sent from my iPhone

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 8:02 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: BRT EAGLE ROCK

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██████████

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 8:27 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: Eagle Rock

Dear Metro Board Members,

I am a long time resident and homeowner in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. I welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

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- Cars turning left or right would stop this one lane.
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- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or

restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A solid black rectangular redaction box covering the signature area.

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 8:47 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Eagle Rock BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assembly members Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

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METRO,

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Sincerely,

A solid black rectangular box used to redact the signature of the sender.

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 8:48 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Eagle Rock BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assembly members Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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Major Concerns:

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,



From: [REDACTED] >

Sent: Tuesday, November 30, 2021 8:56 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Proposed Metro BRT - Important Concerns

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a resident and homeowner in Eagle Rock and have lived here since 2004. I'm requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We in Eagle Rock firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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The "F1" Option 2-Lane design

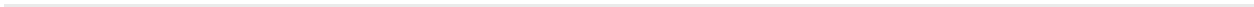
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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A black rectangular redaction box covering the signature of the sender.

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 9:23 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: STOP the BRT Road Diet in Eagle Rock,

Dear Sir/Madam,

With all due respect, The designated new BRT line will give only ONE lane of traffic for an already crammed street through the center of downtown Eagle Rock. It is unnecessary. I firmly oppose this new design. Having been to several meetings and viewing pictures, this is the worst of all that could happen to our town. Below I endorse the practice letter given to us as a sample to send to you. Please read it and stop promoting this design of yours.

[REDACTED]
[REDACTED]
[REDACTED]

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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Sincerely,

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 9:45 PM
To: assemblymember.carrillo@assembly.ca.gov
Cc: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org
Subject: Eagle Rock tax payer

Dear Metro Board Members,

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Assemblymember Carrillo,

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Sincerely,



From: [REDACTED] >

Sent: Tuesday, November 30, 2021 10:57 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: In opposition of proposed road diet in Eagle Rock

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a homeowner in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

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- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be

devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A solid black rectangular redaction box covering the signature area.

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 6:23 AM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Please request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios which helped them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. This could lead to them closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating

street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block me and other families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. I and many others will have to drive a half mile further and make a U-turn to go back to my residential street. More U-turns will be unsafe.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. This design also will have the same safety problems listed above.

METRO,

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Sincerely,

██████████

██████████

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 4:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT ER

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[REDACTED]

[REDACTED]

"So be it"!

"See to it"!... Octavia Butler

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 7:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Eagle Rock BRT

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

██████████

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 7:39 AM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Cc: citycouncil@burbankca.gov
Subject: NoHo to Pasadena Bus Rapid Transit Plan

Dear Sirs and Madams:

I am writing to ask that you do **NOT** pass this plan. The creation of this route will negatively impact the businesses on Olive Avenue when parking is removed, create more gridlock traffic for motorists with the loss of travel lanes and cause more congestion of vehicles and people for the residents.

Making public transportation more efficient is a great idea but not at the expense of any local community. Please reconsider this proposal. Thank you for your time.

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 5:52 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT Lanes

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

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Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 4:45 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Brt

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

A solid black rectangular box used to redact the signature of the sender.

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 4:42 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT Bus Lane in Eagle Rock

I can't believe the time it takes me to drive up Colorado Blvd. I'm especially concerned for all the business places! Please drive the BRT buses in the current mixed flow lanes on Colorado Blvd. please listen to us , the taxpayers and constituents!
Ruth Fairrington...Glassell Park

Sent from my iPad

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 6:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro at Eagle Rock

Important News - Eagle Rock Stakeholders

Friends and Eagle Rock Stakeholders, We need your help!

boardclerk@metro.net

nohopasbrt@metro.net

councilmember.kevindeleon@lacity.org

assemblymember.carrillo@assembly.ca.gov

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The

Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
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-

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3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped

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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

From: [REDACTED]

Sent: Tuesday, November 30, 2021 7:43 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a resident and homeowner in Eagle Rock, and I am BEGGING that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

As a resident, taxpayer and citizen, it is a crushing blow to feel like the needs and the wishes of our community are being blatantly ignored. Metro's plan will have negative effects on our community for years to come.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

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Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely, 

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 3:29 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Cc: citycouncil@burbankca.gov
Subject: NoHo to Pasadena Bus Rapid Transit Plan

Dear sirs:

Your plan to eliminate street parking on Olive Ave. from Buena Vista to Victory Blvd. is **preposterous**. You would be crushing businesses along Olive Ave. that have minimal parking (at best) behind their establishments. To take away their street parking is extremely short sighted.

Plus, the street parking that would be forced into the adjoining residential neighborhoods, some of which have permit parking, would take away the quiet enjoyment for many residences.

To think that customers of the Olive Ave. businesses would simply switch from the convenience of street parking, to now parking maybe 200 to 800 feet down a residential side street and walk to Olive Ave. business(es) is lunacy. It's not going to happen.

Please DO NOT approve this ill-conceived plan, just to satisfy North Hollywood or Pasadena. Sometimes the best plan is to do NOTHING. That time is NOW.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 7:39 AM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Cc: citycouncil@burbankca.gov
Subject: NoHo to Pasadena Bus Rapid Transit Plan

Dear Sirs and Madams:

I am writing to ask that you do **NOT** pass this plan. The creation of this route will negatively impact the businesses on Olive Avenue when parking is removed, create more gridlock traffic for motorists with the loss of travel lanes and cause more congestion of vehicles and people for the residents.

Making public transportation more efficient is a great idea but not at the expense of any local community. Please reconsider this proposal. Thank you for your time.

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 5:52 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT Lanes

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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4.) Loss of Dining Patios:

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8.) Removing left turns:

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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[Redacted signature block]

From: [REDACTED]
Sent: Tuesday, November 30, 2021 4:42 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT Bus Lane in Eagle Rock

I can't believe the time it takes me to drive up Colorado Blvd. I'm especially concerned for all the business places! Please drive the BRT buses in the current mixed flow lanes on Colorado Blvd. please listen to us , the taxpayers and constituents!

[REDACTED]

Sent from my iPad

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 3:29 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Cc: citycouncil@burbankca.gov
Subject: NoHo to Pasadena Bus Rapid Transit Plan

Dear sirs:

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Please DO NOT approve this ill-conceived plan, just to satisfy North Hollywood or Pasadena. Sometimes the best plan is to do NOTHING. That time is NOW.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:57 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT road diet

Dear Metro Board Members

I have been a resident and homeowner in Eagle Rock, for 25 years now, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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3.) Loss of Parking:

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A solid black rectangular redaction box covering the signature.

Sent from my iPhone

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 2:10 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Metro

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

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████████████████████
████████████████████
████████████████████

Sent from my iPhone

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 1:29 PM

To: NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: BRT - We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

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- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A large black rectangular redaction box covers the signature area. A small white square is visible within the redacted area, likely representing a missing character or a specific mark.

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:26 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Eagle Rock BRT - resident concern / request

Eagle Rock BRT - resident concern / request

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

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This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These

transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
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4.) Loss of Dining Patios:

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Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:14 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT through Eagle Rock

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:12 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Please honor our requests

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

██████████ / long time owner and old tree lover

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:09 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT

Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, I have lived in Eagle Rock for over 20 years and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. This incredibly expensive bus lane does not service Eagle Rock in any way. I AM 70 years old, and from my home it is 3/4 of a mile walking to the Colorado/Eagle Rock stop and a full mile to the Colorado/Townsend stop. These are far beyond my ability. The 181 line, which you recently cancelled, stopped a block and a half from my home and would take me all the way to Glendale or Pasadena. And you were going to be removing what little parking is already available so I cannot even drive to these new bus stops.

And on top of that nobody is going to get off in Eagle Rock. I have no idea what kind of a study you did to determine your ridership but I'm sure it is completely made up and contains not a single rational number in it. Nobody is going to leave the Americana/Glendale Galleria complex with over 300 stores and restaurants just so they can get off in our little town. Nobody is going to leave Old Town Pasadena with over 200 stores and restaurants to get off in Eagle Rock. There is nothing in Eagle Rock as good as an apple store, a Tesla store, Nordstrom, Bloomingdale's, Tiffany Jewelers, and I could go on and on, you know that.

You blatantly falsified the ridership numbers getting on and off in Eagle Rock so that you could justify the expense of the entire line. And now you're going to kill what little business that we already have by stripping Colorado Blvd of its wonderful quaintness and ability to park your car up and down the Boulevard. You'll sit back and watch our businesses close, our restaurants close and you won't care because your big shiny buses will be driving right through Eagle Rock and nobody will be getting off to compensate for the loss of local business.

We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

"Refined F1" Option, 1-Lane Design

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From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:00 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Eagle Rock BRT

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Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:35 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Eagle rock wants mixed flow for bRt

We stand with Burbank and Pasadena, seeking to protect our community against the disruption of an unnecessary special bus lane. We want mixed flow for Eagle Rock portion of the BRT plan.

[REDACTED]

Sent from my iPad

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:23 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Metro BRT Third Option

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

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4.) Loss of Dining Patios:

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,



From: [REDACTED] >

Sent: Wednesday, December 1, 2021 11:01 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: councilmember.kevindeleon@lacity.org

Subject: Re: We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Please drop this project! Why not ask the people most affected by this plan how they feel about it?

If it's not broken, don't fix it!

[REDACTED]

Sent from my iPhone

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 11:20 AM

To: assemblymember.carrillo@assembly.ca.gov; Board Clerk <BoardClerk@metro.net>; councilmember.kevindleon@lacity.org; NoHoPasBRT <NoHoPasBRT@metro.net>

Subject:

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:47 AM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; friendsofhilldrive@gmail.com

Subject: BRT in Eagle Rock

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

Presently, anytime there is a lane closure for construction on Colorado Blvd through Eagle rock we get a preview of what everyday life will be if the BRT takes away traffic lanes: It is gridlock that drives traffic onto the parallel residential streets where there are children and pets sharing the streets. (The issue of why people drive so fast on residential streets in Eagle Rock is a separate mystery to me-- very different than my previous home in South Pasadena.) Anytime there is an accident on the 134 freeway we get a similar effect even with two lanes on the boulevard. Colorado cannot function with one lane of car traffic each direction-- this will be a boondoggle that will end up being reversed with political costs to the supervisor.

I agree with the below:

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Sincerely,

From: [REDACTED]
Sent: Wednesday, December 1, 2021 12:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT Options, Eagle Rock

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:21 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Thoughts on the Eagle Rock BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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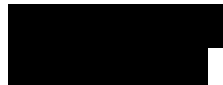
Sincerely,

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 3:23 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: The Strategy Center <info@thestrategycenter.org>
Subject: Public comment for Thursday's meeting

I support the Bus Riders' Union motions regarding Metro and its current biased and discriminatory policies and policing directed against Black people, and at poor, transit-dependent people generally. I used Metro buses and trains to commute to work downtown first from Burbank and later the Culver City area for many years until retirement, and have continued to use Metro in retirement as one of my primary means of getting around, as I was without a car for eight years. Although I have been taking public transit much less in these past two pandemic years, my experience over the last decade is that the system has become increasingly inhospitable to Black people.

I am very concerned also that the notification about the offer of discounts for "the needy" as fare collections are reinstated is inadequate, given the disparate economic impact of the ongoing pandemic on Black and other poor, transit-dependent people; and I therefore support the demand for free public transit.

The use of light rail and other rail lines in particular as anchors for further gentrification and displacement, and the construction of luxury housing under the rubric of "densification", is a clearly racist policy. The funds being poured into such efforts, essentially as a public subsidy to private developers, could be better spent providing flexible, safe, and frequent bus service to the Black and other poor and working class communities. Metro has unfortunately played a role in the de-population of Black people from Los Angeles, and the policies and practices that have been involved in that must be reversed immediately.



<https://www.antiracist.org>

<http://www.change-links.org>

Donate: https://ko-fi.com/anti_racist_action_la

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From: [REDACTED]
Sent: Wednesday, December 1, 2021 8:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: We need a fareless system that serves all

Hello, My name is [REDACTED] i and I am a high school teacher in Palms. We have a program at our school where we take a field trip every Thursday using the metro. This is an important program for our students as many of them do not otherwise venture out of their own communities to experience our great city. The fareless metro system has been invaluable to not only our high school students but their family members and I'm sure countless others in LA. Please do not bring fares back on Metro transit.

We also need to get rid of police on our transit system so that all riders feel safe. In the past few years my students and I have witnessed police harassing unhoused people for fares, people struggling with mental health, and youth. In at least 2 instances our youth have been harassed by police for merely existing in public space- the police assumed that they had not paid their fares. Witnessing these incidences has been highly disturbing for our students and did nothing to improve their riding experience, their engagement with the city, or their overall wellbeing. We need a fareless system that serves all.

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

*Founder, The Angeles Workshop School
9713 Venice Blvd. Los Angeles, CA 90034
<http://www.angelesworkshop.com/>*

*Professor of Education
Longy School of Music of Bard College, Master of Arts in Teaching (MAT) in Music program
2701 Wilshire Blvd. Suite 100 Los Angeles CA 90057*

From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:16 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Fare Free Transit

Metro:

I urge you to not impose fares on Metro transit. We need fully fareless transit in LA to avert climate disaster and encourage people to stop driving. We also need to make sure there is no police presence within our transit system, so that riders feel safe. Enforcing fare compliance costs more than revenues from the fares themselves. This makes no sense - fares are simply discouraging ridership and over-policing. Do the right thing!

[REDACTED]

From: [REDACTED]

Sent: Thursday, December 2, 2021 8:29 AM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: HELP

Dear Metro Board Members,

Councilmember Kevin de Leon,
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- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get

established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

From: [REDACTED] >
Sent: Thursday, December 2, 2021 8:45 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Keep Metro fare free, we've already paid for it!

Taxpayers have already paid for the transportation through their tax dollars. Asking them to pay again when the board the bus is not right and it also slows down service. We need rapid public clean transit and direct investments in our communities. Use the money that you want to give to police if you need additional funding but asking individuals to pay after their tax dollars already contributed as well as any other revenue sources that come in is not right! Please step into this era and reimagine what public transit should be because it's an absolute mess right now! Why doesn't Wilshire Blvd have bike lanes and seating at all bus stops?? Why isn't there a bus only lane up a Blvd that busy?? Please step into the future and I mean that with all due respect!

Best,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Thursday, December 2, 2021 8:47 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,



Sent from my iPhone

Comment & Speakers List
Board Month: Nov/Dec 2021

NUMBER	NAME	ITEM NUMBER	POSITION (FOR/AGAINST/GENERAL COMMENT/ITEM NEEDS MORE CONSIDERATION)
1	Caller - 0231	CON #28	ITEM NEEDS MORE CONSIDERATION
2	Center for Biological Diversity	CON #30	ITEM NEEDS MORE CONSIDERATION
3	Caller - 7719	EMC #32	GENERAL COMMENT
4	Caller - 7719	EMC #33	FOR
5	Bus Riders Union Caller - 5801	EMC #33	FOR
6	Caller - 0231	EMC #34	FOR
7	Caller - 7719	EMC #34	ITEM NEEDS MORE CONSIDERATION
8	Bus Riders Union Caller - 5801	EMC #34	FOR
9	Caller - 7719	EMC #35	ITEM NEEDS MORE CONSIDERATION
10	Caller - 2616	EMC #37	ITEM NEEDS MORE CONSIDERATION
11	Caller - 2616	EMC #38	ITEM NEEDS MORE CONSIDERATION
12	Bus Riders Union Caller - 5801	EMC #38	ITEM NEEDS MORE CONSIDERATION
13	Caller - 2616	EMC #39	ITEM NEEDS MORE CONSIDERATION
14	Bus Riders Union Caller - 5801	EMC #40	ITEM NEEDS MORE CONSIDERATION
15	Bus Riders Union Caller - 5801	EMC #41	FOR
16	Caller - 7719	EMC #42	ITEM NEEDS MORE CONSIDERATION
17	Bus Riders Union Caller - 5801	EMC General Public Comment	GENERAL COMMENT
18	Bus Riders Union Caller - 1159	OPS #23	FOR
19	Bus Riders Union Caller - 5801	OPS #23	FOR
20	Caller - 3516	OPS #23	AGAINST
21	Caller - 0231	OPS #23	FOR
22	Caller - 2830	OPS #23	AGAINST
23	Caller - 4354	OPS #23	AGAINST
24	Los Angeles County Police Chiefs' Association	OPS #25	FOR
25	Los Angeles County Office of the Sheriff	OPS #25	FOR
26	City of Monrovia	OPS #25	FOR
27	Pedro Loera	OPS #25	AGAINST
28	Carolina Goodman	OPS #25	AGAINST
29	Amelie Cherlin	OPS #25	AGAINST
30	Marc Caswell	OPS #25	AGAINST
31	L. Scott Mar	OPS #25	GENERAL COMMENT
32	Carolina Goodman	OPS #25	AGAINST
33	City of Covina	OPS #25	FOR
34	Mel Guerry	OPS #25 OPS #25.1	AGAINST FOR

35	Daniela Simunovic	OPS #25 OPS #25.1	AGAINST FOR
36	Jonathan Matz	OPS #25 OPS #25.1	AGAINST FOR
37	Machiko Yasuda	OPS #25 OPS #25.1	AGAINST FOR
38	Akio Katano	OPS #25 OPS #25.1	AGAINST FOR
39	Roghan Weafer	OPS #25 OPS #25.1	AGAINST FOR
40	Chris Aquino	OPS #25 OPS #25.1	AGAINST FOR
41	Allison Mannos	OPS #25 OPS #25.1	AGAINST FOR
42	Emile Ayoub	OPS #25 OPS #25.1	AGAINST FOR
43	Cordelia Arterian	OPS #25 OPS #25.1	AGAINST FOR
44	Anthony M	OPS #25 OPS #25.1	AGAINST FOR
45	Pro Ant Fitness	OPS #25 OPS #25.1	AGAINST FOR
46	Geaneen Cojom	OPS #25 OPS #25.1	AGAINST FOR
47	Emily Ward	OPS #25 OPS #25.1	AGAINST FOR
48	Zoë Mattioli	OPS #25 OPS #25.1	AGAINST FOR
49	John Perry	OPS #25 OPS #25.1	AGAINST FOR
50	Alfonso Directo	OPS #25 OPS #25.1	AGAINST FOR
51	Laura Raymond	OPS #25 OPS #25.1	AGAINST FOR
52	Scarlett De Leon	OPS #25 OPS #25.1	AGAINST FOR
53	Claudia Calderon	OPS #25 OPS #25.1	AGAINST FOR
54	Nina Long	OPS #25 OPS #25.1	AGAINST FOR
55	Kris Miranda	OPS #25 OPS #25.1	AGAINST FOR
56	Jessica Meaney	OPS #25 OPS #25.1	AGAINST FOR
57	Nic Burrier	OPS #25 OPS #25.1	AGAINST FOR
58	Jamie York	OPS #25 OPS #25.1	AGAINST FOR
59	Martha Camacho-Rodriguez	OPS #25 OPS #25.1	AGAINST FOR

60	Brady Collins	OPS #25 OPS #25.1	AGAINST FOR
61	Elizabeth Bernheim	OPS #25 OPS #25.1	AGAINST FOR
62	Madeline Brozen	OPS #25 OPS #25.1	AGAINST FOR
63	Carmina Calderon	OPS #25 OPS #25.1	AGAINST FOR
64	Michael Lopez	OPS #25 OPS #25.1	AGAINST FOR
65	Alexandra Suh	OPS #25 OPS #25.1	AGAINST FOR
66	Lyndsey Nolan	OPS #25 OPS #25.1	AGAINST FOR
67	Cesar Hernandez	OPS #25 OPS #25.1	AGAINST FOR
68	Nina Dinh	OPS #25 OPS #25.1	AGAINST FOR
69	Anisha Hingorani	OPS #25 OPS #25.1	AGAINST FOR
70	Auguste Miller	OPS #25 OPS #25.1	AGAINST FOR
71	Andrew Yip	OPS #25 OPS #25.1	AGAINST FOR
72	Alessandro Negrete	OPS #25 OPS #25.1	AGAINST FOR
73	Vyki Englert	OPS #25 OPS #25.1	AGAINST FOR
74	Maraky Alemseged	OPS #25 OPS #25.1	AGAINST FOR
75	Elizabeth Medrano	OPS #25 OPS #25.1	AGAINST FOR
76	Carolyn "Jiyoung" Park	OPS #25 OPS #25.1	AGAINST FOR
77	Felipe Rojas	OPS #25 OPS #25.1	AGAINST FOR
78	Daisy Villafuerte	OPS #25 OPS #25.1	AGAINST FOR
79	Esperanza Community Housing Corporation	OPS #25 OPS #25.1	AGAINST FOR
80	Elizabeth Medrano	OPS #25 OPS #25.1	AGAINST FOR
81	Will Wright	OPS #25 OPS #25.1	AGAINST FOR
82	Adrienna Wong	OPS #25 OPS #25.1	AGAINST FOR
83	Maryann Aguirre	OPS #25 OPS #25.1	AGAINST FOR
84	ACT LA	OPS #25 OPS #25.1	AGAINST FOR

85	Lerby Benitez	OPS #25 OPS #25.1	AGAINST FOR
86	Maria Patiño Gutierrez	OPS #25 OPS #25.1	AGAINST FOR
87	Robert Peppey	OPS #25 OPS #25.1	AGAINST FOR
88	Robert Peppey	OPS #25 OPS #25.1	AGAINST FOR
89	Wesley Reutimann	OPS #25 OPS #25.1	AGAINST FOR
90	Asiyahola Sankara	OPS #25 OPS #25.1	AGAINST FOR
91	Matthew Waliman	OPS #25 OPS #25.1	AGAINST FOR
92	Emily Pham	OPS #25 OPS #25.1	AGAINST FOR
93	Brooke Jacobovitz	OPS #25 OPS #25.1	AGAINST FOR
94	Jackson Kopitz	OPS #25 OPS #25.1	AGAINST FOR
95	Anthony Weiss	OPS #25 OPS #25.1	AGAINST FOR
96	Bill Przulucki	OPS #25 OPS #25.1	AGAINST FOR
97	Dillon Foster	OPS #25 OPS #25.1	AGAINST FOR
98	Amanda Staples	OPS #25 OPS #25.1	AGAINST FOR
99	Ricky	OPS #25 OPS #25.1	AGAINST FOR
100	Vanessa Carter	OPS #25 OPS #25.1	AGAINST FOR
101	Michael Macdonald	OPS #25 OPS #25.1	AGAINST FOR
102	Faramarz Nabavi	OPS #25 OPS #25.1	AGAINST FOR
103	Carla Pineda	OPS #25 OPS #25.1	AGAINST FOR
104	Jamie Cabrera	OPS #25 OPS #25.1	AGAINST FOR
105	Judy Branfman	OPS #25 OPS #25.1	AGAINST FOR
106	Darryl Kitagawa	OPS #25 OPS #25.1	AGAINST FOR
107	Tieira Ryder	OPS #25 OPS #25.1	AGAINST FOR
108	Daniel White	OPS #25 OPS #25.1	AGAINST FOR
109	Sarah Hellman	OPS #25 OPS #25.1	AGAINST FOR

110	Hector	OPS #25 OPS #25.1	AGAINST FOR
111	Caller - User 1	OPS #25 OPS #25.1	FOR AGAINST
112	ACT LA Caller - 0818	OPS #25 OPS #25.1	AGAINST FOR
113	Bus Riders Union Caller - 5801	OPS #25 OPS #25.1	AGAINST FOR
114	Caller - 0119	OPS #25 OPS #25.1	AGAINST FOR
115	ACT LA Caller - 3724	OPS #25 OPS #25.1	AGAINST FOR
116	Caller - 1887	OPS #25 OPS #25.1	FOR AGAINST
117	Caller - 0231	OPS #25 OPS #25.1	AGAINST FOR
118	Bus Riders Union Caller - 1159	OPS #25 OPS #25.1	AGAINST FOR
119	Caller - 3516	OPS #25 OPS #25.1	FOR AGAINST
120	Caller - 8719	OPS #25 OPS #25.1	FOR AGAINST
121	Caller - 0396	OPS #25 OPS #25.1	FOR AGAINST
122	Caller - 7663	OPS #25 OPS #25.1	FOR AGAINST
123	City of Norwalk City Manager Caller - 5700	OPS #25 OPS #25.1	FOR AGAINST
124	Caller - User 1	OPS #25 OPS #25.1	FOR AGAINST
125	Caller - 6256	OPS #25 OPS #25.1	AGAINST FOR
126	Caller - 5222	OPS #25 OPS #25.1	AGAINST FOR
127	Caller - 0856	OPS #25 OPS #25.1	AGAINST FOR
128	Caller - 7672	OPS #25 OPS #25.1	AGAINST FOR
129	Caller - 0396	OPS #25 OPS #25.1	FOR AGAINST
130	Bus Riders Union Caller - 8901	OPS General Public Comment	GENERAL COMMENT
131	Caller - 7672	OPS General Public Comment	GENERAL COMMENT
132	Caller - 8136	OPS General Public Comment	GENERAL COMMENT
133	Caller - 9752	OPS General Public Comment	GENERAL COMMENT
134	Institute for Transportation and Development Policy	P&P #11	FOR
135	Frank (Pancho) Jones	P&P #11	AGAINST

136	Caller - Unknown	P&P #11	FOR
137	Caller - 2517	P&P #12	ITEM NEEDS MORE CONSIDERATION
138	Caller - 7176	P&P #12	ITEM NEEDS MORE CONSIDERATION
139	ActiveSGV Caller - 4615	P&P #12	FOR
140	Caller - 8255	P&P #12	FOR
141	Vice Mayor Jeffrey Koji Maloney, City of Alhambra	P&P #9	ITEM NEEDS MORE CONSIDERATION
142	San Gabriel Valley Council of Governments	P&P #9	ITEM NEEDS MORE CONSIDERATION
143	Ted Gerber	P&P #9	GENERAL COMMENT
144	Caller - 6392	P&P #9	FOR
145	Caller - 3246	P&P General Public Comment	GENERAL COMMENT
146	Bus Riders Union Caller - 2894	RBM # 24	AGAINST- ANTI BLACK POLICIES
147	Caller - 7344	RBM # 24	AGAINST- ANTI BLACK POLICIES
148	Caller - 5065	RBM # 24	ITEM NEEDS MORE CONSIDERATION
149	Caller - 7208	RBM # 24	AGAINST
150	Caller - 4392	RBM # 24	AGAINST
151	Caller - 1669	RBM # 24	FOR
152	Caller - 1281	RBM # 24	FOR
153	Caller - 6989	RBM # 24	FOR
154	Caller - 2500	RBM # 24	FOR
155	Caller - 7836	RBM # 24	FOR
156	Caller - 5137	RBM # 24	ITEM NEEDS MORE CONSIDERATION
157	Caller - 4067	RBM # 24	ITEM NEEDS MORE CONSIDERATION
158	Caller - 5051	RBM # 24	FOR
159	Caller - 4581	RBM # 24	FOR
160	Bus Riders Union Caller - 5801	RBM # 24	AGAINST
161	Caller -0408	RBM # 24	AGAINST
162	Caller - 4615	RBM # 24	AGAINST
163	Caller - 1894	RBM # 24	AGAINST
164	Caller - 1872	RBM # 24	FOR
165	Caller - 2616	RBM # 24	ITEM NEEDS MORE CONSIDERATION
166	Caller - 9967	RBM # 24	FOR
167	Caller - 7208	RBM # 24	AGAINST
168	Caller - 1669	RBM # 24	FOR
169	Caller - 4722	RBM # 24	FOR
170	Caller - 8007	RBM # 24	AGAINST
171	Caller - 7719	RBM # 3	AGAINST
172	Caller - 3063	RBM # 3	AGAINST
173	Caller - 7507	RBM # 3	AGAINST
174	Caller - 9466	RBM # 3	AGAINST - NO MORE FARE
175	Caller - 7278	RBM # 3	GENERAL COMMENT
176	Caller - 1296	RBM # 3	AGAINST - ELECTRIC CARS
177	Caller - 3833	RBM # 3	GENERAL COMMENT
178	Caller - 5801	RBM # 3	AGAINST - ELECTRIC CARS
179	Caller - 7334	RBM # 3	AGAINST - ELECTRIC CARS
180	Caller - 1894	RBM # 3	GENERAL COMMENT

181	Caller - 7719	RBM # 3	GENERAL COMMENT
182	Caller - 7344	RBM # 3	GENERAL COMMENT
183	Caller - 5740	RBM # 3	FOR
184	Bus Riders Union Caller - 5801	RBM # 33	FOR
185	William Kelly	RBM #24	GENERAL COMMENT
186	Vice Mayor Marvin Crist, City of Lancaster	RBM #24 RBM #25	FOR FOR
187	Dana Gabbard	RBM #24, 25, and 25.1	GENERAL COMMENT
188	City of Norwalk	RBM #25	FOR
189	City of San Gabriel	RBM #25	FOR
190	Peter Ramirez	RBM #25	FOR
191	South Bay Cities Council of Governments	RBM #25	FOR
192	City of Azusa	RBM #25	FOR
193	lonebeachearthabcd@yahoo.com	RBM #25	ITEM NEEDS MORE CONSIDERATION
194	San Gabriel Valley Council of Governments	RBM #25	FOR
195	Al Cromer	RBM #25	ITEM NEEDS MORE CONSIDERATION
196	City of Monrovia	RBM #25	FOR
197	City of La Verne	RBM #25	FOR
198	City of Long Beach	RBM #25	FOR
199	North Los Angeles County Transportation Coalition JPA	RBM #25	FOR
200	Mayor Nancy Lyons, City of Diamond Bar	RBM #25	FOR
201	City of Norwalk	RBM #25	FOR
202	General Services Rail Operations Supervision & Custodial Staff	RBM #25	ITEM NEEDS MORE CONSIDERATION
203	City of Pasadena	RBM #25	FOR
204	Ryan A. Vienna, Councilmember, City of San Dimas	RBM #25	FOR
205	Jared Rimer	RBM #25	ITEM NEEDS MORE CONSIDERATION
206	John M. Ellis, SMART-TD GO875	RBM #25	ITEM NEEDS MORE CONSIDERATION
207	Anonymous	RBM #25	ITEM NEEDS MORE CONSIDERATION
208	City of Glendora	RBM #25	FOR
209	Maria Cadenas	RBM #25	FOR
210	Braille Institute of America, Los Angeles	RBM #25	ITEM NEEDS MORE CONSIDERATION
211	City of Palmdale	RBM #25	FOR
212	City of South Pasadena	RBM #25	FOR
213	Michael Novick	RBM #25	GENERAL COMMENT
214	Emma Yudelevitch	RBM #25 RBM #25.1	AGAINST FOR
215	Susan Lambert Hatem	RBM #25 RBM #25.1	AGAINST FOR

216	Leticia Morales	RBM #25 RBM #25.1	AGAINST FOR
217	Andrew Bleich	RBM #25 RBM #25.1	AGAINST FOR
218	Bret Hamilton	RBM #25 RBM #25.1	AGAINST FOR
219	Edward Duong	RBM #25 RBM #25.1	AGAINST FOR
220	Judy Branfman	RBM #25 RBM #25.1	AGAINST FOR
221	Julie Alley	RBM #25 RBM #25.1	AGAINST FOR
222	Oliver Wehlander	RBM #25 RBM #25.1	AGAINST FOR
223	Lyndsey Nolan	RBM #25 RBM #25.1	AGAINST FOR
224	Chase Engelhardt	RBM #25 RBM #25.1	AGAINST FOR
225	Brady Collins	RBM #25 RBM #25.1	AGAINST FOR
226	Caro Jauregui	RBM #25 RBM #25.1	AGAINST FOR
227	Anthony M	RBM #25 RBM #25.1	AGAINST FOR
228	Geaneen Cojom	RBM #25 RBM #25.1	AGAINST FOR
229	Pro Ant Fitness	RBM #25 RBM #25.1	AGAINST FOR
230	Ava Marinelli	RBM #25 RBM #25.1	AGAINST FOR
231	Lina Stepick	RBM #25 RBM #25.1	AGAINST FOR
232	Michael Macdonald	RBM #25 RBM #25.1	AGAINST FOR
233	Darryl Kitagawa	RBM #25 RBM #25.1	AGAINST FOR
234	Allison Mannos	RBM #25 RBM #25.1	AGAINST FOR
235	Maraky Alemseged	RBM #25 RBM #25.1	AGAINST FOR
236	Griffin Rowell	RBM #25 RBM #25.1	AGAINST FOR
237	Thomas Murray	RBM #25 RBM #25.1	AGAINST FOR
238	Ryan McCabe	RBM #25 RBM #25.1	AGAINST FOR
239	Jayme Rosenquist	RBM #25 RBM #25.1	AGAINST FOR
240	dkagen@gmail.com	RBM #25 RBM #25.1	AGAINST FOR

241	ACT LA	RBM #25 RBM #25.1	AGAINST FOR
242	Maryann Aguirre	RBM #25 RBM #25.1	AGAINST FOR
243	Tal Levy	RBM #25 RBM #25.1	AGAINST FOR
244	Danielle Carne	RBM #25 RBM #25.1	AGAINST FOR
245	Daisy Villafuerte	RBM #25 RBM #25.1	AGAINST FOR
246	Asiyahola Sankara	RBM #25 RBM #25.1	AGAINST FOR
247	Jeffrey Baum	RBM #25 RBM #25.1	AGAINST FOR
248	Judy Branfman	RBM #25 RBM #25.1	AGAINST FOR
249	Carmina Calderon	RBM #25 RBM #25.1	AGAINST FOR
250	Keenan Do	RBM #25 RBM #25.1	AGAINST FOR
251	Chris Stott	RBM #25 RBM #25.1	AGAINST FOR
252	Francisco Espinosa	RBM #25 RBM #25.1	AGAINST FOR
253	Jacob Sidney Dietzman	RBM #25 RBM #25.1	AGAINST FOR
254	Sarah Patterson	RBM #25 RBM #25.1	AGAINST FOR
255	Olga Lexell	RBM #25 RBM #25.1	AGAINST FOR
256	Machiko Yasuda	RBM #25 RBM #25.1	AGAINST FOR
257	Kari Wenger	RBM #25 RBM #25.1	AGAINST FOR
258	Ryan Marakas	RBM #25 RBM #25.1	AGAINST FOR
259	Jason J. Cohn	RBM #25 RBM #25.1	AGAINST FOR
260	Grant Blakeman	RBM #25 RBM #25.1	AGAINST FOR
261	Lynae Cook	RBM #25 RBM #25.1	AGAINST FOR
262	Carolina Goodman	RBM #25 RBM #25.1	AGAINST FOR
263	Darryl Kitagawa	RBM #25 RBM #25.1	AGAINST FOR
264	Brady Collins	RBM #25 RBM #25.1	AGAINST FOR
265	Danielle Fiorito	RBM #25 RBM #25.1	AGAINST FOR

266	Heather Johnson	RBM #25 RBM #25.1	AGAINST FOR
267	Kate Grodd	RBM #25 RBM #25.1	AGAINST FOR
268	Maria Patiño Gutierrez	RBM #25 RBM #25.1	AGAINST FOR
269	Anisha Hingorani	RBM #25 RBM #25.1	AGAINST FOR
270	Alfonso Directo	RBM #25 RBM #25.1	AGAINST FOR
271	Sara Steffan	RBM #25 RBM #25.1	AGAINST FOR
272	Jennifer Ho	RBM #25 RBM #25.1	AGAINST FOR
273	Cheryl Auger	RBM #25 RBM #25.1	AGAINST FOR
274	Danny Park	RBM #25 RBM #25.1	AGAINST FOR
275	Jessica Meaney	RBM #25 RBM #25.1	AGAINST FOR
276	June Diane Raphael	RBM #25 RBM #25.1	AGAINST FOR
277	Zoë Mattioli	RBM #25 RBM #25.1	AGAINST FOR
278	Jessica Elaina Eason	RBM #25 RBM #25.1	AGAINST FOR
279	Mia Porter	RBM #25 RBM #25.1	AGAINST FOR
280	Adrienna Wong	RBM #25 RBM #25.1	AGAINST FOR
281	Mina	RBM #25 RBM #25.1	AGAINST FOR
282	Emily Ward	RBM #25 RBM #25.1	AGAINST FOR
283	Akio Katano	RBM #25 RBM #25.1	AGAINST FOR
284	Derrick Lemos	RBM #25 RBM #25.1	AGAINST FOR
285	Greg Irwin	RBM #25 RBM #25.1	AGAINST FOR
286	Arthur Garza	RBM #25 RBM #25.1	AGAINST FOR
287	Kim, Il-sun	RBM #25 RBM #25.1	AGAINST FOR
288	r2davis2@yahoo.com	RBM #25 RBM #25.1	AGAINST FOR
289	Bill Przylucki	RBM #25 RBM #25.1	AGAINST FOR
290	Brian Hutton	RBM #25 RBM #25.1	AGAINST FOR

291	Amanda Meadows	RBM #25 RBM #25.1	AGAINST FOR
292	Daniel Scott	RBM #25 RBM #25.1	AGAINST FOR
293	Brandon Ramirez	RBM #25 RBM #25.1	AGAINST FOR
294	Josh Androsky	RBM #25 RBM #25.1	AGAINST FOR
295	Sherin V	RBM #25 RBM #25.1	AGAINST FOR
296	Nichole Heil	RBM #25 RBM #25.1	AGAINST FOR
297	B.Zedan	RBM #25 RBM #25.1	AGAINST FOR
298	CEMOTAP-WEST	RBM #25 RBM #25.1	AGAINST FOR
299	Sarah Eggers	RBM #25 RBM #25.1	AGAINST FOR
300	Alanna Wagy	RBM #25 RBM #25.1	AGAINST FOR
301	Carly Kirchen	RBM #25 RBM #25.1	AGAINST FOR
302	Nisha Joshi	RBM #25 RBM #25.1	AGAINST FOR
303	Keanakay Scott	RBM #25 RBM #25.1	AGAINST FOR
304	Joseline Amado	RBM #25 RBM #25.1	AGAINST FOR
305	Karl Fenske	RBM #25 RBM #25.1	AGAINST FOR
306	Babak Dorji	RBM #25 RBM #25.1	AGAINST FOR
307	Gbrayes, Dane T	RBM #25 RBM #25.1	AGAINST FOR
308	William Kelly	RBM #25 RBM #25.1	AGAINST FOR
309	Eleanor Bray	RBM #25 RBM #25.1	AGAINST FOR
310	Famarz Nabavi	RBM #25 RBM #25.1	AGAINST FOR
311	Jayajothy Sliney	RBM #25 RBM #25.1	AGAINST FOR
312	Erin Cardillo	RBM #25 RBM #25.1	AGAINST FOR
313	Cordelia Arterian	RBM #25 RBM #25.1	AGAINST FOR
314	Devin Field	RBM #25 RBM #25.1	AGAINST FOR
315	Scarlett De Leon	RBM #25 RBM #25.1	AGAINST FOR

316	J Ro	RBM #25 RBM #25.1	AGAINST FOR
317	Vicki F	RBM #25 RBM #25.1	AGAINST FOR
318	Kelsey Mcrae	RBM #25 RBM #25.1	FOR AGAINST
319	Matt Wade	RBM #25 RBM #25.1	FOR AGAINST
320	Greg Smith	RBM #25 RBM #25.1	FOR AGAINST
321	Jessica Craven	RBM #25 RBM #25.1	FOR AGAINST
322	julie.a.macias@gmail.com	RBM #25 RBM #25.1	FOR AGAINST
323	Crystal Smith	RBM #25 RBM #25.1	FOR AGAINST
324	Tatum Hurley	RBM #25 RBM #25.1	FOR AGAINST
325	Jonathan Jager	RBM #25 RBM #25.1	FOR AGAINST
326	Sam Shinazy	RBM #25 RBM #25.1	FOR AGAINST
327	Aaron Stein-Chester	RBM #25 RBM #25.1	FOR AGAINST
328	Dre Ortiz Galdámez	RBM #25 RBM #25.1	FOR AGAINST
329	Caller - 7663	RBM # 25 RBM #25.1	FOR AGAINST
330	Caller - 5754	RBM # 25 RBM #25.1	AGAINST FOR
331	ACT LA Caller - 0818	RBM # 25 RBM #25.1	AGAINST FOR
332	Govt Affairs City of Long Beach Caller - 5258	RBM # 25 RBM #25.1	FOR AGAINST
333	Caller - 2051	RBM # 25 RBM #25.1	FOR AGAINST
334	Caller - User 1	RBM # 25 RBM #25.1	AGAINST FOR
335	Caller - 3802	RBM # 25 RBM #25.1	AGAINST FOR
336	Caller - 6452	RBM # 25 RBM #25.1	GENERAL COMMENT
337	Caller - 0119	RBM # 25 RBM #25.1	AGAINST FOR
338	Caller - 2894	RBM # 25 RBM #25.1	AGAINST FOR
339	ACT LA Caller 9547	RBM # 25 RBM #25.1	AGAINST FOR
340	Caller - 8764	RBM # 25 RBM #25.1	FOR AGAINST

341	Caller - 1621	RBM # 25 RBM #25.1	UNABLE TO DETERMINE
342	Caller - 1474	RBM # 25 RBM #25.1	ITEMS NEEDS MORE CONSIDERATION
343	Caller - 2497	RBM # 25 RBM #25.1	FOR AGAINST
344	Caller - 4641	RBM # 25 RBM #25.1	AGAINST FOR
345	Caller - 3603	RBM # 25 RBM #25.1	FOR AGAINST
346	Caller - 1672	RBM # 25 RBM #25.1	FOR AGAINST
347	Bus Riders Union Caller - 5801	RBM # 25 RBM #25.1	AGAINST FOR
348	Caller - 4577	RBM # 25 RBM #25.1	FOR AGAINST
349	Caller - 5436	RBM # 25 RBM #25.1	AGAINST FOR
350	Care First South Pasadena Caller - 9642	RBM # 25 RBM #25.1	AGAINST FOR
351	Caller - 1872	RBM # 25 RBM #25.1	FOR AGAINST
352	Caller - 6101	RBM # 25 RBM #25.1	AGAINST FOR
353	ATU Caller - 7354	RBM # 25 RBM #25.1	FOR AGAINST
354	Caller - 0051	RBM # 25 RBM #25.1	FOR AGAINST
355	Caller - 0231	RBM # 25 RBM #25.1	AGAINST FOR
356	Caller - 3047	RBM # 25 RBM #25.1	FOR AGAINST
357	Caller - 4215	RBM # 25 RBM #25.1	FOR AGAINST
358	Caller - 2343	RBM # 25 RBM #25.1	FOR AGAINST
359	Caller - 4185	RBM # 25 RBM #25.1	FOR AGAINST
360	Caller - 1669	RBM # 25 RBM #25.1	FOR AGAINST
361	Caller - 7826	RBM # 25 RBM #25.1	FOR AGAINST
362	Caller - 1894	RBM # 25 RBM #25.1	AGAINST FOR
363	Caller - 5065	RBM # 25 RBM #25.1	AGAINST FOR
364	Caller - 5740	RBM # 25 RBM #25.1	FOR AGAINST
365	Caller - 1867	RBM # 25 RBM #25.1	FOR AGAINST

366	Caller - 7344	RBM # 25 RBM #25.1	AGAINST FOR
367	Caller - 5161	RBM # 25 RBM #25.1	FOR AGAINST
368	Caller - 7208	RBM # 25 RBM #25.1	FOR AGAINST
369	Caller - 1296	RBM # 25 RBM #25.1	FOR AGAINST
370	Caller - 2616	RBM # 25 RBM #25.1	AGAINST FOR
371	Caller - 0626	RBM # 25 RBM #25.1	ITEMS NEEDS MORE CONSIDERATION
372	Caller - User 1	RBM # 25 RBM #25.1	FOR AGAINST
373	Caller - 4500	RBM # 25 RBM #25.1	FOR AGAINST
374	Caller - 5137	RBM # 25 RBM #25.1	AGAINST FOR
375	Caller - 7959	RBM # 25 RBM #25.1	AGAINST FOR
376	Caller - 4525	RBM # 25 RBM #25.1	FOR AGAINST
377	Caller - 2253	RBM # 25 RBM #25.1	FOR AGAINST
378	Caller - 4617	RBM # 25 RBM #25.1	FOR AGAINST
379	Caller - 5855	RBM # 25 RBM #25.1	AGAINST FOR
380	City Manager for the City of Norwalk Caller - 1621	RBM # 25 RBM #25.1	FOR AGAINST
381	Caller - 9610	RBM # 25 RBM #25.1	AGAINST FOR
382	Caller - 0626	RBM #33	FOR
383	Bus Riders Union Caller - 1159	RBM #33	FOR
384	Caller - 2894	RBM #4	AGAINST- ANTI BLACK POLICIES
385	Caller - 7826	RBM #4	GENERAL COMMENT
386	Caller - 8663	RBM #4	ITEM NEEDS MORE CONSIDERATION - DSE/GONDOLA
387	Caller - 5065	RBM #4	ITEM NEEDS MORE CONSIDERATION
388	Bus Riders Union Caller - 5801	RBM #4	AGAINST- ANTI BLACK POLICIES
389	Caller - 2893	RBM #4	AGAINST- ANTI BLACK POLICIES
390	Caller - 3516	RBM #4	GENERAL COMMENT
391	Caller - 0231	RBM #4	GENERAL COMMENT
392	Caller - 1674	RBM #4	AGAINST
393	Caller - 3802	RBM #4	AGAINST- ANTI BLACK POLICIES
394	Caller - 4091	RBM #4	AGAINST- ANTI BLACK POLICIES
395	Caller - 8077	RBM #4	AGAINST
396	Caller - 1460	RBM #4	AGAINST - GONDOLA

397	Caller - 9466	RBM #4	AGAINST
398	Caller - 8126	RBM #4	GENERAL COMMENT
399	Caller - 4392	RBM #4	FOR - #25
400	Caller - 7334	RBM #4	AGAINST - GONDOLA
401	Caller - 5137	RBM #4	AGAINST - #25
402	Caller - 1392	RBM #4	FOR - #25
403	Caller - 0304	RBM #4	ITEM NEEDS MORE CONSIDERATION - CLEANING/MAINTENANCE
404	Bus Riders Union Caller - 6366	RBM #4	AGAINST- ANTI BLACK POLICIES
405	Bus Riders Union Caller - 7208	RBM #4	AGAINST- ANTI BLACK POLICIES
406	Caller - 0408	RBM #4	AGAINST- ANTI BLACK POLICIES
407	Caller - 8257	RBM #4	FOR - #25
408	City of West Hollywood	RBM #41	FOR
409	Caller - 4871	RBM #42	ITEM NEEDS MORE CONSIDERATION
410	Caller - 6650	RBM #42	ITEM NEEDS MORE CONSIDERATION
411	Caller - 5510	RBM #42	ITEM NEEDS MORE CONSIDERATION
412	Caller - 6640	RBM #42	ITEM NEEDS MORE CONSIDERATION
413	Caller - 3620	RBM #42	ITEM NEEDS MORE CONSIDERATION
414	Caller - Unknown	RBM #42	ITEM NEEDS MORE CONSIDERATION
415	Caller - 4038	RBM #43	ITEM NEEDS MORE CONSIDERATION
416	Caller - 6101	RBM #43	FOR
417	San Gabriel Valley Council of Governments	RBM #44	FOR
418	Caller - 6428	RBM #44	FOR
419	Caller - 4937	RBM #44	FOR
420	Caller - Unknown	RBM #44	FOR
421	Caller - 8976	RBM #45	FOR
422	Caller - 9005	RBM #46	FOR
423	Caller - 0311	RBM #9 & #9.1	FOR
424	Caller - 4500	RBM #9 & #9.1	FOR
425	Marisa Creter, San Gabriel Valley Council of Governments	RBM #9 and 9.1	FOR
426	Tim Hepburn, Mayor of City of La Verne	RBM #9 and 9.1	FOR
427	Tieira Ryder	RBM #9.1	FOR
428	Carey Bennett	RBM #9.1	FOR
429	Mimi Holt	RBM #9.1	FOR
430	Ruth Sohn	RBM #9.1	FOR
431	Mark Mallare	RBM #9.1	FOR
432	Victor Boyce	RBM #9.1	FOR
433	Anissa Raja	RBM #9.1	FOR
434	Ruth H. Sohn	RBM #9.1	FOR
435	Matt Babb	RBM #9.1	FOR
436	Trevor Reed	RBM #9.1	FOR
437	Aida Ashouri	RBM #9.1	FOR
438	Sun Yu	RBM #9.1	FOR
439	Michelle Hinojosa	RBM #9.1	FOR
440	Mike Peck	RBM #9.1	FOR
441	Thanos Trezos	RBM #9.1	FOR

442	Scott Keiner	RBM #9.1	FOR
443	Michelle Weiner	RBM #9.1	FOR
444	Andrew Reich	RBM #9.1	FOR
445	Kira Durbin	RBM #9.1	FOR
446	Michael Fishman	RBM #9.1	FOR
447	Andrea Spatz	RBM #9.1	FOR
448	John Lloyd	RBM #9.1	FOR
449	Ian Lundy	RBM #9.1	FOR
450	Ava Marinelli	RBM #9.1	FOR
451	Daniel Bezinovich	RBM #9.1	FOR
452	Lyndsey Nolan	RBM #9.1	FOR
453	Allen Natian	RBM #9.1	FOR
454	Carolynn Johnson	RBM #9.1	FOR
455	Michael Siegel	RBM #9.1	FOR
456	Olga Lexell	RBM #9.1	FOR
457	Marissa Ayala	RBM #9.1	FOR
458	Xiomara Duran	RBM #9.1	FOR
459	Siena DiRocco	RBM #9.1	FOR
460	Rose Dwyer	RBM #9.1	FOR
461	Michael Dow	RBM #9.1	FOR
462	Armando Carvalho	RBM #9.1	FOR
463	Kasia J	RBM #9.1	FOR
464	Caller - 7208	RBM Consent Calendar	GENERAL COMMENT
465	Caller - 4091	RBM Consent Calendar	GENERAL COMMENT
466	Caller - 4117	RBM Consent Calendar	FOR - #25
467	Caller - 1672	RBM Consent Calendar	FOR - #25
468	Caller - 1492	RBM Consent Calendar	FOR - #25
469	Caller - 5065	RBM Consent Calendar	GENERAL COMMENT
470	Caller - 1894	RBM Consent Calendar	GENERAL COMMENT
471	Caller - 0231	RBM Consent Calendar	ITEM NEEDS MORE CONSIDERATION -#28
472	Caller - 7719	RBM Consent Calendar	ITEM NEEDS MORE CONSIDERATION - #23
473	Ruby Langeslay	RBM General Public Comment	GENERAL COMMENT
474	Rockdale Elementary PTA	RBM General Public Comment	GENERAL COMMENT
475	ducks23271@yahoo.com	RBM General Public Comment	GENERAL COMMENT
476	Ch David	RBM General Public Comment	GENERAL COMMENT
477	Debbie Trinidad	RBM General Public Comment	GENERAL COMMENT

478	Paul Jacques	RBM General Public Comment	GENERAL COMMENT
479	ANDREW CONE	RBM General Public Comment	GENERAL COMMENT
480	Monica Gomez	RBM General Public Comment	GENERAL COMMENT
481	Karate Studio	RBM General Public Comment	GENERAL COMMENT
482	Zoe Arone	RBM General Public Comment	GENERAL COMMENT
483	Cate Shaffer-Shelby	RBM General Public Comment	GENERAL COMMENT
484	Sean Green	RBM General Public Comment	GENERAL COMMENT
485	Todd Volkman	RBM General Public Comment	GENERAL COMMENT
486	Mae Camille Valenzuela	RBM General Public Comment	GENERAL COMMENT
487	Craig Peters	RBM General Public Comment	GENERAL COMMENT
488	Jonny Converse	RBM General Public Comment	GENERAL COMMENT
489	Emily Sinclair	RBM General Public Comment	GENERAL COMMENT
490	Allie Schultz	RBM General Public Comment	GENERAL COMMENT
491	David Bullock	RBM General Public Comment	GENERAL COMMENT
492	Anthony Larry	RBM General Public Comment	GENERAL COMMENT
493	Gene Mazzanti	RBM General Public Comment	GENERAL COMMENT
494	Miri Hinds	RBM General Public Comment	GENERAL COMMENT
495	Kristen Gassner	RBM General Public Comment	GENERAL COMMENT
496	Robert De Velasco	RBM General Public Comment	GENERAL COMMENT
497	Aaron Latham-James	RBM General Public Comment	GENERAL COMMENT
498	Rafael M. Lopes	RBM General Public Comment	GENERAL COMMENT
499	Andrew Hinds	RBM General Public Comment	GENERAL COMMENT
500	Timothy Eckert	RBM General Public Comment	GENERAL COMMENT
501	Matt Cicero	RBM General Public Comment	GENERAL COMMENT
502	Cynthia Gold	RBM General Public Comment	GENERAL COMMENT

503	Melanie Pava	RBM General Public Comment	GENERAL COMMENT
504	Joanne La Monte	RBM General Public Comment	GENERAL COMMENT
505	Michael Breaux	RBM General Public Comment	GENERAL COMMENT
506	Elizabeth Swain	RBM General Public Comment	GENERAL COMMENT
507	Arturo FLORES	RBM General Public Comment	GENERAL COMMENT
508	Dean Schonfeld	RBM General Public Comment	GENERAL COMMENT
509	Crystal Kollross	RBM General Public Comment	GENERAL COMMENT
510	Anthony Larry	RBM General Public Comment	GENERAL COMMENT
511	Carlos Ramos	RBM General Public Comment	GENERAL COMMENT
512	Adrian Pinedo	RBM General Public Comment	GENERAL COMMENT
513	Yoshiko Kim	RBM General Public Comment	GENERAL COMMENT
514	Cherryl Weaver	RBM General Public Comment	GENERAL COMMENT
515	Ruth Fairrington	RBM General Public Comment	GENERAL COMMENT
516	Rosalba B	RBM General Public Comment	GENERAL COMMENT
517	Lisa Swift	RBM General Public Comment	GENERAL COMMENT
518	Mark Hungerford	RBM General Public Comment	GENERAL COMMENT
519	The Hammonds	RBM General Public Comment	GENERAL COMMENT
520	Michael Kyle	RBM General Public Comment	GENERAL COMMENT
521	Melanie Pava	RBM General Public Comment	GENERAL COMMENT
522	Joanne La Monte	RBM General Public Comment	GENERAL COMMENT
523	Andrew Hinds	RBM General Public Comment	GENERAL COMMENT
524	Rafael M. Lopes	RBM General Public Comment	GENERAL COMMENT
525	Kristen Gassner	RBM General Public Comment	GENERAL COMMENT
526	Miri Hinds	RBM General Public Comment	GENERAL COMMENT
527	Gene Mazzanti	RBM General Public Comment	GENERAL COMMENT

528	Anthony Larry	RBM General Public Comment	GENERAL COMMENT
529	Mina Fried	RBM General Public Comment	GENERAL COMMENT
530	Cate Shaffer-Shelby	RBM General Public Comment	GENERAL COMMENT
531	Sharon Lilly	RBM General Public Comment	GENERAL COMMENT
532	Hannah Diaz	RBM General Public Comment	GENERAL COMMENT
533	David Beaudet	RBM General Public Comment	GENERAL COMMENT
534	Michael Novick	RBM General Public Comment	GENERAL COMMENT
535	Judy Bean	RBM General Public Comment	GENERAL COMMENT
536	Kevin H	RBM General Public Comment	GENERAL COMMENT
537	Ndindi Kitonga	RBM General Public Comment	GENERAL COMMENT
538	Elizabeth Jansma Sharma	RBM General Public Comment	GENERAL COMMENT
539	John K	RBM General Public Comment	GENERAL COMMENT
540	Tiera Ryder	RBM General Public Comment	GENERAL COMMENT
541	Justin Mills	RBM General Public Comment	GENERAL COMMENT
542	Nadine Levyfield	RBM General Public Comment	GENERAL COMMENT
543	Olga Lexell	RBM General Public Comment	GENERAL COMMENT
544	Lane McFaddin	RBM General Public Comment	GENERAL COMMENT
545	Sarah A Goldbaum	RBM General Public Comment	GENERAL COMMENT
546	Caller - 6127	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT
547	Caller - 7125	RBM General Public Comment	GENERAL COMMENT
548	Caller - 7506	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT
549	Bus Riders Union Caller - 5801	RBM General Public Comment	GENERAL COMMENT
550	Bus Riders Union Caller - 2893	RBM General Public Comment	GENERAL COMMENT - FOR #33
551	Caller - 7878	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT
552	Caller - 9999	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT

553	Caller - 0109	RBM General Public Comment	GENERAL COMMENT
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