



Board Report

File #: 2024-0937, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
SEPTEMBER 26, 2024**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held July 25, 2024.

July 2024 RBM Public Comments – Item 26

From: [REDACTED]

Sent: Tuesday, July 23, 2024 7:52 AM

To: Board Clerk <BoardClerk@metro.net>; oung-Gi Harabedian <ygharabedian@sgvcog.org>; Wingert, Matthew <WingertM@metro.net>; Johnson, Rodney <JohnsonR5@metro.net>; Ricky Choi <rchoi@sgvcog.org>; Marisa Creter <mcreter@sgvcog.org>

Subject: Public Comment - Metro Board of Directors - FOR Item 26

Good morning - please accept the below public comment for the upcoming Metro Board of Directors meeting (7/25) from Marisa Creter, Executive Director of the San Gabriel Valley Council of Governments. You may reach out to me [REDACTED] with any questions regarding this comment. Thank you.

FOR - Item 26. SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS' LOCAL CONTRIBUTION AND DIRECT LOAN TO ALAMEDA CORRIDOR EAST AND I-605/VALLEY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECTS

On behalf of the San Gabriel Valley Council of Governments (SGVCOG), I write in support of Item 26. This action will authorize an agreement between LA Metro and SGVCOG to advance local Measure M MSP funding through a loan mechanism. The loan will ensure that SGVCOG can complete the remaining projects of the Alameda Corridor-East (ACE) Program and the I-605/Valley Boulevard Project.

The ACE Program consists of freight rail-highway grade separations and crossing improvements that mitigate the effects of growing freight rail traffic to and from the Ports of Los Angeles and Long Beach to the transcontinental rail network. When completed, the Program will have delivered a multi-billion-dollar series of safety improvements along a nationally recognized freight trade corridor. ACE is a critical and longstanding priority for the San Gabriel Valley region, bringing relief from significant safety, air quality, greenhouse gas emission, mobility, and congestion impacts borne by surrounding communities. Similarly, the I-605/Valley Boulevard Project will implement much-needed safety improvements at a dangerous and high-impact juncture that is traversed by significant truck freight traffic and commuter traffic on a daily basis. The funding agreement outlined in Item 26 will ensure that SGVCOG is able to meet its local match and cash flow needs for these projects. It will also ensure that Metro is made whole plus interest by means of loan repayments using locally-directed MSP funding.

We are grateful to Metro staff and Directors Sandoval and Solis, who have shown their support for these projects and the proposed action. Metro's partnership in helping complete these key regional projects will ensure a healthier, safer, more equitable multi-modal future for the residents of the

San Gabriel Valley. We respectfully urge the Metro Board of Directors to approve the recommendation for this item.

[REDACTED]

[REDACTED]

[REDACTED]

--

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 9:05 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Sam Pedroza <SPedroza@cityofindustry.org>; Ricky Choi <rchoi@sgvcog.org>; Stephanie Wong <swong@sgvcog.org>

Subject: FOR - Item 26. SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS' LOCAL CONTRIBUTION AND DIRECT LOAN TO ALAMEDA CORRIDOR EAST AND I-605/VALLEY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECTS

Metro Board of Directors Meeting

Thursday, July 25, 2024

10:00 AM

Janice Hahn, Chair

Fernando Dutra, 1st Vice Chair

Jacquelyn Dupont-Walker 2nd Vice Chair

Kathryn Barger

Karen Bass

James Butts

Lindsey Horvath

Paul Krekorian

Holly J. Mitchell

Ara J. Najarian

Tim Sandoval

Hilda Solis

Katy Yaroslavsky

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

FOR - Item 26. SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS' LOCAL CONTRIBUTION AND DIRECT LOAN TO ALAMEDA CORRIDOR EAST AND I-605/VALLEY BOULEVARD

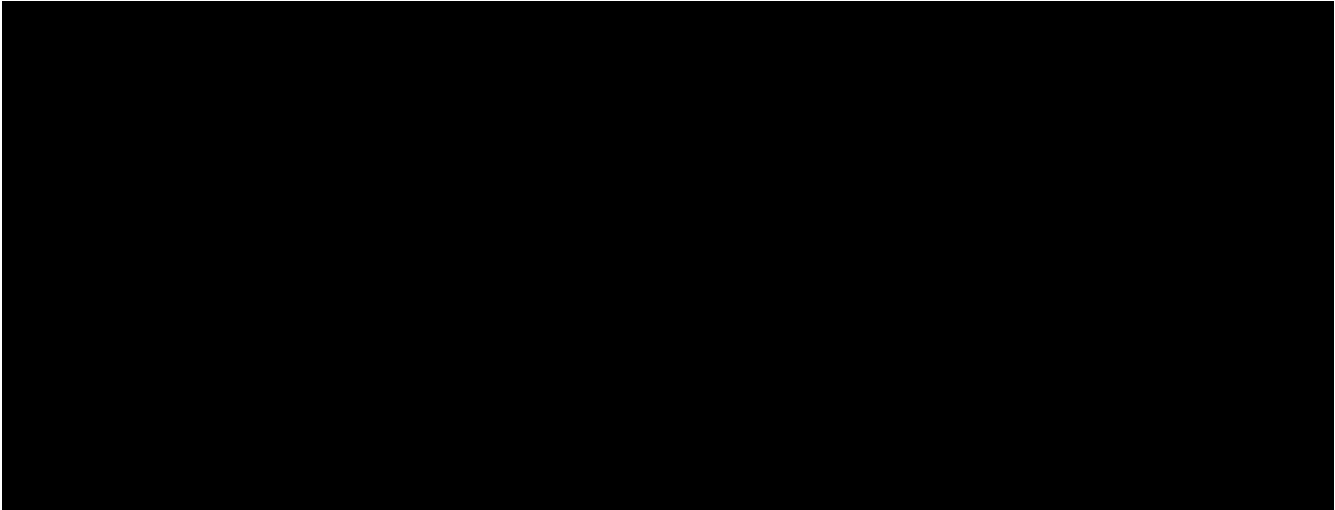
INTERCHANGE IMPROVEMENTS PROJECTS


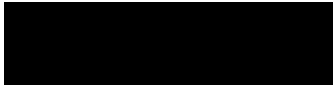
On behalf of the City of Industry, I write in support of Item 26. This action will authorize an agreement between LA Metro and SGVCOG to advance local Measure M MSP funding through a loan mechanism. The loan will ensure that SGVCOG can complete the remaining projects of the Alameda Corridor-East (ACE) Program and the I-605/Valley Boulevard Project.

The ACE Program consists of freight rail-highway grade separations and crossing improvements that mitigate the effects of growing freight rail traffic to and from the Ports of Los Angeles and Long Beach to the transcontinental rail network. When completed, the Program will have delivered a multi-billion-dollar series of safety improvements along a nationally recognized freight trade corridor. ACE is a critical and longstanding priority for the San Gabriel Valley region, bringing relief from significant safety, air quality, greenhouse gas emission, mobility, and congestion impacts borne by surrounding communities. Similarly, the I-605/Valley Boulevard Project will implement much-needed safety improvements at a dangerous and high-impact juncture that is traversed by significant truck freight traffic and commuter traffic daily. These projects represent a real, brick and mortar solution to a series of problems that have afflicted our local community for generations. The freight that travels through our jurisdiction is critical for Los Angeles County and the nation's economic well-being, but the worst impacts are felt at a local level. By supporting the completion of these key safety improvements, Metro will help us keep our promise to our residents and businesses to deliver a better, modern and safer infrastructure.

We are grateful to Metro staff and Directors Sandoval and Solis, who have shown their support for these projects and the proposed action. Metro's partnership in helping complete these key regional projects will ensure a healthier, safer, more equitable multi-modal future for our residents and the businesses that rely on commerce to and from the ports. We respectfully urge the Finance, Budget, and Audit Committee, and the Metro Board of Directors, to approve the recommendation for this item.

Sincerely,





Via Email/U.S. Mail

July 22, 2024

Clerk of the Board
Los Angeles County Metropolitan
Transportation Authority
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

Email: BoardClerk@metro.net

**Re: Los Angeles County Metropolitan Transportation Authority v.
Spectrum Investment Corporation, et al.**

**The Board of Directors' adoption of a new resolution of necessity
authorizing the abandonment of Metro's condemnation of Mr.
Shapiro's property**

Agenda Item No. 43

Dear Clerk of the Board:

This firm represents Richard Shapiro and his Spectrum Investment Corporation, the owner of 21339 Sherman Way, Canoga Park. Mr. Shapiro's property is the subject of the Board of Directors' July 25, 2024, regular board meeting because the Los Angeles County Metropolitan Transportation Authority's staff and attorney tried to abandon its condemnation of that property *without* obtaining the requisite authorization from the Board. The Board can and should refuse to adopt a new resolution of necessity authorizing the abandonment of Metro's condemnation of Mr. Shapiro's property.

We submit this letter to detail Mr. Shapiro's objections to the Board's adoption of a new resolution authorizing Metro's abandonment of its condemnation proceeding. In addition, this letter outlines Mr. Shapiro's proposed resolution to this years-long condemnation process and the reasoning behind it. (Mr. Shapiro has authorized me to make a settlement proposal to the Board.)

Clerk of the Board

July 22, 2024

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Mr. Shapiro and my colleague will attend the Board’s July 25th regular board meeting to address these issues.

We request that this objection letter appear in the record for Agenda Item Number 43 for the adoption of a new resolution authorizing Metro’s abandonment.

We also request that copies of this letter be distributed to all Board members before they consider the adoption of a new resolution authorizing Metro’s abandonment.

Background

Let’s start with a review of the facts.

As noted, Mr. Shapiro owns 21339 Sherman Way in Canoga Park. Mr. Shapiro’s property is a prominent corner lot that fronts a major commercial thoroughfare – Sherman Way. The lot has prime visibility from Sherman Way and the neighboring major cross street, Canoga Avenue. The property is improved with a single-story building. Mr. Shapiro’s property is outlined in yellow in the following aerial photograph.



Before Metro’s project and taking, Mr. Shapiro’s property was ripe for redevelopment and was leased for an auto-sales lot as an interim use, at a below-market rate. The highest-and-best use of Mr. Shapiro’s property is industrial redevelopment. Yet Metro’s project has made it impossible for Mr. Shapiro to attract and retain market tenants or to redevelop his property.

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This is a photograph of Mr. Shapiro's property before Mr. Shapiro's auto-sales-business tenant vacated the property.



Metro's taking and the ongoing delay and uncertainty caused by Metro's continuous deliberation over redesigning its project.

For more than a decade, Metro has communicated to the world about its G Line (Orange) Bus Rapid Transit Improvement Project that is clouding Mr. Shapiro's property.

Since the mid-2000's, Metro communicated to the general public that businesses fronting commercial thoroughfares intersecting Canoga Avenue, including Sherman Way, would be significantly, negatively impacted by Metro's project. For example, Metro's Planning and Programming Committee's June 2008 staff report identified "used car dealerships" as one of the many business tenants along Canoga Avenue that the project would put out of business.

Consequently, Metro's project clouded Mr. Shapiro's property for more than a decade before Metro sent its notice of its intent to condemn Mr. Shapiro's property. This greatly impaired Mr. Shapiro's property's leasing at market rates and redevelopment because both hinged on the scope of Metro's taking.

Eventually, in 2021, Metro announced its intent to condemn Mr. Shapiro's property for Metro's project. But then Metro delayed for more than a year before seeking the Board's adoption of a resolution of necessity authorizing this condemnation.

Then, in 2022, Metro explicitly communicated to the world that it was condemning nearly 60% of the property's frontage along Sherman Way for more than five years – taking roughly 1/3rd

Clerk of the Board

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of the property's prime frontage on Sherman Way plus a 65-month (i.e., 5½-year), "temporary"-construction easement.

The following aerial map depicts Metro's taking of Mr. Shapiro's property.



Photo showing approximate area of the fee acquisition and TCE

The scope of Metro's taking from Mr. Shapiro's property made planning for any redevelopment impossible. As a result, Metro caused Mr. Shapiro to suffer huge precondemnation and post-condemnation damages and rendered the property a real-estate pariah permanently frozen in an unmarketable limbo – unable to be redeveloped or earn market-rate rent.

Even after Metro's Board adopted its resolution of necessity in 2022, Metro was considering a redesign that might reduce Metro's take of Mr. Shapiro's property. Metro thus forced Mr. Shapiro into an awkward wait-and-see position for years before filing this condemnation proceeding.

Since filing its condemnation proceeding in February 2023, Metro's flip-flopping about its redesign of the project and the scope of Metro's taking has occurred with more frequency. From February 2023 to February 2024, Metro flip-flopped *five* times.

For example, in June 2023, Metro moved for prejudgment possession of Mr. Shapiro's property "to allow the Project to proceed in a streamlined and cost effective manner." Then Metro withdrew its motion for possession in September 2023. (Metro's attorney confirmed that Metro's motion was taken off calendar because Metro ran into budgetary issues with the project.)

The continued uncertainty with Metro's project has reinforced the Metro-created doubts the market has regarding the viability of Mr. Shapiro's property. As a result, in November 2023, Mr. Shapiro's auto-sales-business tenant vacated the property. Since then, Mr. Shapiro has been unable

Clerk of the Board

July 22, 2024

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to attract a new tenant – and the property has been overtaken by persons experiencing homelessness. Any plan for redevelopment of Mr. Shapiro’s property is impossible until the completion of Metro’s project.

Then, in December 2023, Metro informed Mr. Shapiro that Metro was *still* considering reducing the scope of its taking. This uncertainty caused by Metro’s indecision has only cast a darker cloud over Mr. Shapiro’s clouded title and further decimated the marketability of Mr. Shapiro’s property for sale and lease.

Suddenly and without prior warning, on February 5, 2024, Metro filed its notice to abandon Metro’s entire condemnation of Mr. Shapiro’s property.

Metro’s condemnation still clouds Mr. Shapiro’s property, making it impossible to restore Mr. Shapiro to his precondemnation position.

To this day, Metro refuses to lift the cloud on Mr. Shapiro’s property. And Metro’s purported abandonment will not change this. Metro’s project staff has confirmed this.

In opposition to Mr. Shapiro’s motion to set aside Metro’s abandonment of its condemnation proceeding, Ms. Annalisa Murphy, a Metro Senior Director that is purportedly in charge of revising property acquisitions for Metro’s project, stated that there are no *current* plans to condemn Mr. Shapiro’s property.

22 | 5. On February 22, 2024, I also sent a letter to Spectrum’s counsel explaining that
23 | Metro no longer needs to acquire any portion of Spectrum’s land at 21339 Sherman Way for the G
24 | Line Improvements Project. In my letter, I also stated that Metro currently has no further plans to
25 | acquire this property in the future. Attached hereto as **Exhibit 1** is a true and correct copy of the
26 | letter I sent.

But Metro’s countless flip-flops are a guide to the future. Why else has Metro refused to commit, in writing, that Metro will not condemn Mr. Shapiro’s property *in the future*? Of course, this is because Metro knows it will (again) decide it needs Mr. Shapiro’s property. And that Metro’s staff chose not to obtain the Board’s authorization to rescind the Board’s resolution of necessity is further proof of this.

So, as things stand today – with *no* written commitment to Mr. Shapiro that Metro will not condemn Mr. Shapiro’s property for its project in the future – Metro continues to cloud Mr. Shapiro’s property as long as the project exists. Metro’s project remains active and is a long way from completion – Metro’s project will purportedly open in 2027.

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July 22, 2024

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In short, Metro has now put Mr. Shapiro in a position where Mr. Shapiro has no tenant, Mr. Shapiro has no prospect for a new tenant because of Metro's condemnation cloud, and Mr. Shapiro cannot sell because of Metro's condemnation cloud, meaning that Metro has "banked" Mr. Shapiro's property in an undevelopable state for Metro's future condemnation.

Mr. Shapiro's proposed resolution.

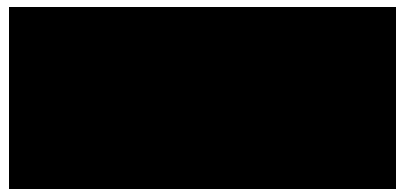
In the event the Board authorizes Metro's abandonment and is unwilling to resolve this matter as detailed below, Metro's abandonment will definitively obligate Metro to pay Mr. Shapiro's attorneys' fees, costs, *and damages*. (Code Civ. Proc., §§ 1268.610, 1268.620.) Furthermore, Mr. Shapiro will retain his ability to sue Metro for inverse condemnation. (Code Civ. Proc., § 1268.620.)

Mr. Shapiro seeks to resolve this matter without further delay and injury to himself in either of the following ways:

- If Metro is prepared to provide a written commitment that it will not condemn Mr. Shapiro's property again, then Mr. Shapiro is willing to accept monetary relief for his lost-rent damages, appraisal fees, and litigation expenses. (Obviously, Mr. Shapiro's attorneys' fees and appraisal fees will increase if Metro forces Mr. Shapiro to pursue these amounts through further litigation.)
- If, on the other hand, Metro cannot provide that written, no-condemnation commitment, then Mr. Shapiro remains willing (1) to sell his entire property to Metro and (2) to waive all of his litigation expenses, appraisal fees, and lost-rent damages.

KEF:slp

cc: Nazani N. Temourian, Esq.
Lucas A. Urgoiti, Esq.



[REDACTED]

July 16, 2024

Los Angeles County Metropolitan Transportation Authority
Board of Directors
c/o Collette Langston
boardclerk@metro.net

**Re: RESOLUTION OF NECESSITY HEARING: July 25, 2024, 10:00 AM
East San Fernando Valley Transit Corridor Project
14626 Raymer Street, Van Nuys
Raymer Street Properties, LLC (fee owner)
Rouge Gentlemens Club, Inc., dba Dames & Games (business)**

Members of the Board of Directors:

This office represents Raymer Street Properties, LLC, and Rouge Gentlemens Club, Inc., dba Dames & Games. We received Metro’s “Impasse Letter,” informing us and our clients that Metro will be holding a hearing on adopting a resolution of necessity to enable Metro to use the power of Eminent Domian to acquire the above-referenced property. While we do not object to Metro’s adoption and use of Eminent Domain, we wish to make this letter part of the record at the hearing.

Dames & Games will require sufficient time to find, and relocate to a suitable site to continue to operate its business. Adult entertainment businesses require special permitting and specific geographical characteristics. We will require Metro’s assistance to expedite the permitting processes; to give our clients as much time as possible to enable a successful relocation; and to assist in identifying potential relocation sites based on the specific criteria needed by our clients.

In addition, while Metro has appraised the subject property and presented an offer to purchase pursuant to Government Code section 7267.2, the offer is inadequate, as it fails to account for the special purpose of the subject property and the lack of comparable sales and potential relocation sites. The offer presented by Metro has made it extremely difficult for our clients to even consider accepting the offer, and to purchase a relocation site with the amounts offered by Metro.

We look forward to working with Metro to achieving the appropriate just compensation taking into account the unique and special nature of the subject property and the subject business.

[REDACTED]

July 2024 RBM Public Comments – Item 45

From: [REDACTED]
Sent: Tuesday, July 23, 2024 5:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program,

Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, July 23, 2024 6:10 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

From: [REDACTED]
Sent: Tuesday, July 23, 2024 7:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #45 - IMPROVING ACCESS CONTROL
Date: Tuesday, July 23, 2024 11:19:09 PM

Dear Metro Board and CEO Stephanie Wiggins,

I am concerned about the expansion of the TAP-to-Exit pilot. In 2022-2023 the board requested and received a report showing that end-of-line stations have the highest offloading of people experiencing homelessness. The goal was to make sure we had services and housing where PEH needed them most. The TAP-to-Exit program stands as a barrier to access those services and specifically targets those that have to decide between a fare and the cost to live. I urge you to abandon this flawed fare-enforcement policy.

We should be budgeting for more services and not doubling the amount of TAP readers in fare gates. TAP-to-Exit also requires gate telephone installations; an equitable solution would not require additional technology for differently abled riders.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 7:03:19 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 7:10:55 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]



From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 7:16:32 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 7:35:59 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 7:49:03 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 7:51:01 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 8:06:56 PM

Metro Board Clerk,

Hello,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I enthusiastically agree that public bathrooms are a necessary public service at all LA Metro stations ([#stationsneedstalls](#)), and I strongly support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable, stable, and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for

generations to come.

Thank you for your consideration!

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 8:07:43 PM

Metro Board Clerk,

I am writing to urge you to amend metro board item #45 and keep good union jobs in LA Metro. I want to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

First, let me say that I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years! However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 8:11:32 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 8:16:20 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 8:36:10 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 8:50:14 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 9:48:30 PM

Metro Board Clerk,

Hi,

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 10:28:33 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 10:28:50 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 10:29:33 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 10:30:17 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 10:58:01 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 11:14:09 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Tuesday, July 23, 2024 7:01:37 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 2:07:28 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 6:27:37 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 6:55:27 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 7:09:04 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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- Ban the use of "gig work" employment for bathroom attendants
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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 7:17:27 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

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[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 7:37:07 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 9:11:55 AM

Metro Board Clerk,

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[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 9:30:59 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

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[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 9:48:19 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

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[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 10:16:04 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 10:21:48 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 10:29:07 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:14:19 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:14:59 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:15:02 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:16:28 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:16:32 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:17:45 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor—Throne Labs—operates using a “gig work” employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The “gig work” model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should study and plan to include permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of “gig work” employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:18:11 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:19:39 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:19:40 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:20:24 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:20:30 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:22:22 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:23:54 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:25:18 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:29:29 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:31:38 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:31:39 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:32:36 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:38:34 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:40:20 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:41:08 AM

Metro Board Clerk,

The planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders, it should absolutely not be transformed into 'gig work.'

Public bathrooms are a necessary public service, but we cannot build a truly equitable and sustainable bathroom system at the expense of essential workers! The current proposal with undercut labor rights for workers! As someone who has been forced into gig work due to the pandemic, I know firsthand how exploitative it is.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:41:45 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

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- Ban the use of "gig work" employment for bathroom attendants
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- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:45:11 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

"A society grows great when old men plant trees in whose shade they shall never sit." —

Greek Proverb

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:46:08 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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This bathroom plan should be amended to:

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- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:47:20 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:53:48 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:55:29 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:59:04 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 11:59:44 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:00:30 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:00:52 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:01:31 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

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- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

Public bathrooms are necessary for a civilized city. Look at Mexico City. They have clean well

maintained public bathrooms. Tourists visiting museums and Saturday shoppers can pay 7 centavos, use the restroom, and then wash their hands. Maybe that is why Mexico is a developing country. Meanwhile we in the US are devolving, with a lack of basic sanitation services and hand washing stations in high traffic areas.

Now, when community pressure moves the Metro to finally install public bathrooms so LA isn't an international embarrassment for the World Cup and Olympics, they want to tear up workers rights and use a gig work model. Gig work is cell phone serfdom, where workers are slaves to app based management schemes without the worksite protections that California communities have fought for for generations such as minimum wages, health and safety, protections against discrimination and harassment, and other fundamental rights. Using public bathrooms to union bust and erode the opportunities for good paying public sector union jobs as bathroom attendants is like a Trojan horse; bathrooms are the gift, with gig work the invading army inside seeking to destroy workers rights at LA Metro.

As a public health professional, we know that public restrooms, like basic sanitation and clean drinking water, is a fundamental human right that helps reduce the risk of communicable disease for urban populations.

Please do not sacrifice workers rights in the name of public health.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:14:24 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:16:01 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders. I believe the program needs further consideration before widespread implementation.

As a full-time metro rider who uses LA's public transit system as my main form of transportation, I believe that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I commend LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

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- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:27:45 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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- Guarantee strong unionization protections in bathroom contracts
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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:29:46 PM

Metro Board Clerk,

I support having restrooms at MTA stations. I am a Metro rider that uses the Little Tokyo/Arts District station. I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:37:46 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:38:58 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:41:18 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:43:32 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:45:34 PM

Metro Board Clerk,

Hello, thank you for your time. Below are a list of concerns about the Smart Bathroom program. I would like to add the following personal note: gig based work exploits our most vulnerable members of society. Essential workers at ALL levels deserve protections and the right to benefits that a union provides. The metro desperately needs these employees, and they deserve respect and the same protections as any other metro employee.

—

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants

- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:55:59 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

A rising tide lifts all boats. Thank you for working to ensure we are all supporting each other to

build a stronger community-based city.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:56:41 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 1:20:55 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

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- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 1:28:55 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 1:30:06 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

As a daily Metro rider I agree that public bathrooms are a necessary public service at all LA Metro stations, and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 12:59:46 AM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - PLEASE DISCUSS
Date: Wednesday, July 24, 2024 11:58:45 AM

Metro Board Clerk,

I am extremely concerned that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I appreciate the focus on public bathrooms. They are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, the current choice in vendor, Throne Labs uses a "gig work" employment model, which means this would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: FourthDistrict@bos.lacounty.gov
Cc: transit@dsa-la.org; Board Clerk
Subject: Proposed Amendments to Metro Agenda Item #45 Smart Restrooms - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 10:54:36 AM

Metro Chair Janice Hahn,

We are writing to you today on behalf of Democratic Socialists of America – Los Angeles (DSA-LA) to urge you to amend Item 45 on the upcoming Metro Board agenda, which addresses the expansion of the Smart Restroom program. While we are encouraged by Metro’s commitment to providing public restrooms at stations, we believe that improvements must be made in order to support the rights and wellbeing of all Metro workers (as you identified in your State of Metro priorities) and to ensure that Metro builds sustainable, equitable, and accessible services for the riders of today and tomorrow.

Access to safe, clean, and accessible public restrooms at Metro stations is not simply a matter of convenience – it is a matter of fundamental human dignity, public health, and environmental justice. It is a clear alignment between the needs of riders and the needs of Metro workers, all of whom need bathrooms as part of everyday life and also deserve clean Metro stations and safe workplaces. Expanding public services like bathrooms should be a core focus for Metro, and it is necessary as Los Angeles must transition beyond car dependence to more sustainable transportation methods to respond to the climate crisis.

The need for public restrooms resonates deeply with Metro riders themselves. Over the past year as part of DSA-LA’s campaign for public bathrooms on transit, DSA-LA members have been canvassing riders at stations across Los Angeles, engaging in conversations about their experiences and the need for improved amenities. We have collected over 150 signatures on a petition urging Metro to expand the restroom program, ensure restrooms are maintained by union workers, and incorporate them into the design of all future stations. The resounding message from riders is clear: clean and accessible restrooms are essential for a positive and dignified transit experience. We will follow this email with another listing the signatures of the Metro riders signing this petition.

So while we support expanding access to public restrooms, we cannot do so at the expense of the workers who will be responsible for their upkeep. The proposed reliance on a "gig work" labor model, as currently utilized by Throne Labs for their cleaning staff (see on Throne’s website, “Clean with Throne”), is deeply concerning. This model is fundamentally exploitative, misclassifying workers and denying them basic labor protections, fair and predictable wages, and the right to organize. Allowing a Metro contractor to classify essential workers as “gig workers” sets a dangerous precedent for all Metro workers. We ask for all Smart bathroom contracts to include a prohibition on “gig work” employment and to include best-practice protections for the rights of workers to

organize, including a strict neutrality agreement for Metro contractors, an agreement to recognize labor representation by card check, and change-of-ownership protections for labor agreements.

While expanding the pilot program is a positive step, Metro must prioritize permanent, publicly-owned restrooms as it expands the LA transit system. Relying on a single company like Throne Labs creates vulnerability to market forces, and modular units are a poor substitute for thoughtfully designed facilities integrated into stations from the outset. This forward-thinking approach is more efficient and ensures high-quality, accessible restrooms for generations to come. We urge you to prioritize permanent restrooms in all new Metro projects.

Therefore, we urge you to include the following amendments in Agenda Item 45:

Study permanent, Metro-owned bathroom options on new projects:

D. DIRECTING the Chief Executive Officer to report back to the Board within 60 days on the feasibility of incorporating permanent public bathrooms into the design and construction of each new or expanded station along new Metro rail projects.

Prohibit “gig work” for Smart Restroom workers and protect the right to organize:

E. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements and contract modifications associated with the Enhanced Access Control LOP. **The Chief Executive Officer will ensure that:**

1. All contracts for the Smart Restroom initiative will include a Project Labor Agreement (PLA);

2. The Smart Restroom initiative PLA will prohibit any contractor or subcontractor from using freelance independent contractors, app-based or “gig work” independent contractors, or any other non-employee classification for the workers who clean, service, or maintain restrooms under the Smart Restroom initiative;

3. The Smart Restroom initiative PLA will include neutrality terms requiring contractors and subcontractors to maintain strict neutrality with respect to the unionization of employees and to recognize a labor organization designated by the majority of employees according to a “card check” process recognized by Federal or State card check authorities; and

4. The Smart Restroom initiative PLA will include change-of-ownership terms requiring all provisions to remain in force and to transfer to any future employers

due to a sale, merger, acquisition, or restructuring of the contractor or subcontractor.

Metro has a unique opportunity to create a model public restroom program for Los Angeles, one that prioritizes both the needs of riders and the rights of workers. By incorporating these amendments, we can build towards a truly equitable and sustainable transit system that works for all Angelenos. We urge you to join us in supporting these crucial amendments and building a brighter future for public transportation in Los Angeles.

Sincerely,

[Redacted signature]

--

[Redacted signature]

From: [REDACTED]
To: FourthDistrict@bos.lacounty.gov
Cc: transit@dsa-la.org; [Board Clerk](#)
Subject: Re: Proposed Amendments to Metro Agenda Item #45 Smart Restrooms - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 10:58:10 AM

Metro Chair Janice Hahn,

We're sending this as a secondary email due to length. These are the Metro riders who we have had organizing conversations with over the past year about the issue of public bathrooms on Metro, who have shared their experiences, and who have signed on to the following petition letter. These names represent dozens of hours of cumulative conversations by DSA-LA volunteers and Metro riders. These signers call for the expansion of public bathrooms on Metro, for those bathrooms to be maintained by union workers with fair working conditions, and to design future Metro stations for the inclusion of permanent bathroom facilities.

Petition letter (Station Need Stalls!):

Dear Metro Board of Directors,

I am a concerned transit rider urging Metro to prioritize cleanliness and improve the rider experience by establishing public restrooms at Metro stations. Metro's recent 6-month pilot program with startup Throne Labs highlighted the need and appreciation for putting public restrooms at or near Metro transit hubs. The Throne pilot program is set to end shortly, but Metro cannot allow access to public bathrooms to disappear when this contract ends.

So far, the program has been a resounding success, according to Metro's own reporting: 13.5K uses, 4.3/5 star cleanliness rating, 90% uptime, and zero incidents of misuse. Most notably, stations with throne pilots saw a 50% reduction in public urination and defecation — improving the Metro experience for everyone.

The value of this resource extends not just to riders but also to Metro employees, who deserve frequent access to high-quality public restrooms in their places of business and along transit routes. Our communities deserve nice things, and Angelenos have shown that we value public services that value us, the people. We urge Metro to use the insights gained from this program and move forward with its stated plans to both continue and expand the implementation of public restrooms at and near transit stations.

In the Vision 2028 Plan, Metro notes “delivering outstanding trip experiences for all

users of the transportation system” as one of the primary targets — establishing public restrooms at Metro hubs would work towards achieving this goal. Riders cannot have an outstanding trip experience in a filthy station, where elevators and station corners are used as pseudo-restrooms. Moreover, riders cannot have an outstanding trip experience without access to public restrooms along the way. If Metro truly wants to improve the rider experience and increase ridership, Metro must commit to prioritizing station cleanliness and establishing public restrooms at Metro stations.

As a transit rider, I believe Metro should invest in services that create a high-quality public transit experience for all transit riders and foster a safe work environment for Metro employees. This is why I think it is so important for Metro to prioritize cleanliness and the user experience by establishing permanent public restrooms at Metro stations. I ask you to:

- 1) Expand the public restroom program and establish accessible, free, public restrooms at all Los Angeles Metro stations;
- 2) Ensure restrooms are maintained by union workers;
- 3) Incorporate public bathrooms into the design of all future Metro stations.

Thank you,

[Signed]

Signatories:

[Redacted signature lines]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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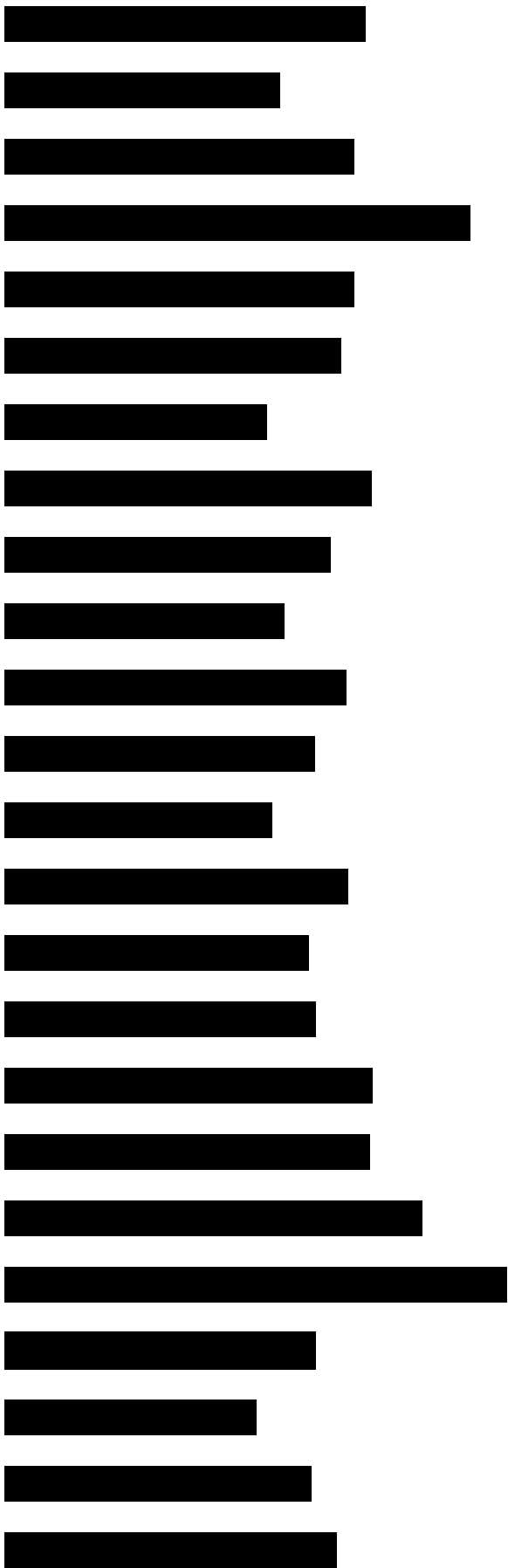
[REDACTED]

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[REDACTED]

[REDACTED]





Sincerely,

On Wed, Jul 24, 2024 at 10:54 AM
wrote:

Metro Chair Janice Hahn,

We are writing to you today on behalf of Democratic Socialists of America – Los Angeles (DSA-LA) to urge you to amend Item 45 on the upcoming Metro Board agenda, which addresses the expansion of the Smart Restroom program. While we are encouraged by Metro's commitment to providing public restrooms at stations, we believe that improvements must be made in order to support the rights and wellbeing of all Metro workers (as you identified in your State of Metro priorities) and to ensure that Metro builds sustainable, equitable, and accessible services for the riders of today and tomorrow.

Access to safe, clean, and accessible public restrooms at Metro stations is not simply a matter of convenience – it is a matter of fundamental human dignity, public health, and environmental justice. It is a clear alignment between the needs of riders and the needs of Metro workers, all of whom need bathrooms as part of everyday life and also deserve clean Metro stations and safe workplaces. Expanding public services like bathrooms should be a core focus for Metro, and it is necessary as Los Angeles must transition beyond car dependence to more sustainable transportation methods to respond to the climate crisis.

The need for public restrooms resonates deeply with Metro riders themselves. Over the past year as part of DSA-LA's campaign for public bathrooms on transit, DSA-LA members have been canvassing riders at stations across Los Angeles, engaging in conversations about their experiences and the need for improved amenities. We have collected over 150 signatures on a petition urging Metro to expand the restroom program, ensure restrooms are maintained by union workers, and incorporate them into the design of all future stations. The resounding message from riders is clear: clean and accessible restrooms are essential for a positive and dignified transit experience. We will follow this email with another listing the signatures of the Metro riders signing this petition.

So while we support expanding access to public restrooms, we cannot do so at the expense of the workers who will be responsible for their upkeep. The proposed reliance on a "gig work" labor model, as currently utilized by Throne Labs for their cleaning staff (see on Throne's website, "Clean with Throne"), is deeply concerning. This model is fundamentally exploitative, misclassifying workers and denying them basic labor

protections, fair and predictable wages, and the right to organize. Allowing a Metro contractor to classify essential workers as “gig workers” sets a dangerous precedent for all Metro workers. We ask for all Smart bathroom contracts to include a prohibition on “gig work” employment and to include best-practice protections for the rights of workers to organize, including a strict neutrality agreement for Metro contractors, an agreement to recognize labor representation by card check, and change-of-ownership protections for labor agreements.

While expanding the pilot program is a positive step, Metro must prioritize permanent, publicly-owned restrooms as it expands the LA transit system. Relying on a single company like Throne Labs creates vulnerability to market forces, and modular units are a poor substitute for thoughtfully designed facilities integrated into stations from the outset. This forward-thinking approach is more efficient and ensures high-quality, accessible restrooms for generations to come. We urge you to prioritize permanent restrooms in all new Metro projects.

Therefore, we urge you to include the following amendments in Agenda Item 45:

Study permanent, Metro-owned bathroom options on new projects:

D. DIRECTING the Chief Executive Officer to report back to the Board within 60 days on the feasibility of incorporating permanent public bathrooms into the design and construction of each new or expanded station along new Metro rail projects.

Prohibit “gig work” for Smart Restroom workers and protect the right to organize:

E. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements and contract modifications associated with the Enhanced Access Control LOP. **The Chief Executive Officer will ensure that:**

1. All contracts for the Smart Restroom initiative will include a Project Labor Agreement (PLA);

2. The Smart Restroom initiative PLA will prohibit any contractor or subcontractor from using freelance independent contractors, app-based or “gig work” independent contractors, or any other non-employee classification for the workers who clean, service, or maintain restrooms under the Smart Restroom initiative;

3. The Smart Restroom initiative PLA will include neutrality terms requiring contractors and subcontractors to maintain strict neutrality with respect to the unionization of employees and to recognize a labor organization designated by the majority of employees according to a “card check” process recognized by

Federal or State card check authorities; and

4. The Smart Restroom initiative PLA will include change-of-ownership terms requiring all provisions to remain in force and to transfer to any future employers due to a sale, merger, acquisition, or restructuring of the contractor or subcontractor.

Metro has a unique opportunity to create a model public restroom program for Los Angeles, one that prioritizes both the needs of riders and the rights of workers. By incorporating these amendments, we can build towards a truly equitable and sustainable transit system that works for all Angelenos. We urge you to join us in supporting these crucial amendments and building a brighter future for public transportation in Los Angeles.

Sincerely,

[Redacted signature]

--
[Redacted signature]

--
[Redacted signature]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 1:38:39 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 1:44:12 PM

Metro Board Clerk,

My name is [REDACTED], and I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
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- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

Thank you.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 1:50:39 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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- Ban the use of "gig work" employment for bathroom attendants
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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 2:13:58 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 2:18:32 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 2:18:39 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 2:53:01 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 3:03:30 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 3:32:21 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

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This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 3:39:58 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 3:52:46 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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This bathroom plan should be amended to:

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- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 1:37:04 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 4:27:39 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders. I strongly support worker protections for all workers that are providing work paid for by LA Metro. We want good jobs in our community and LA Metro must play its part to ensure that people that live and work here are able to support themselves. Poverty causes challenges to our public transit system and we do not want to be creating poverty jobs.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards

a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - ITEM NEEDS MORE CONSIDERATION
Date: Wednesday, July 24, 2024 4:11:49 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

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I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA Metro Board Item #45 - PUBLIC BATHROOMS NOT PRIVATE PROFITS
Date: Wednesday, July 24, 2024 4:40:43 PM

Metro Board Clerk,

I am writing to express concern that the planned Smart Bathroom program fails to meet the needs of essential Metro workers and of Metro riders.

I agree that public bathrooms are a necessary public service at all LA Metro stations (#stationsneedstalls), and I support LA Metro's efforts to make public bathrooms available at 64 stations over 4 years. However, because the proposed vendor (Throne Labs) operates using a "gig work" employment model, the current proposal would undercut the labor rights for the workers cleaning and maintaining these bathrooms. We cannot build a truly equitable and sustainable bathroom system at the expense of essential workers!

Metro workers deserve fair wages, benefits, and the right to unionize. The "gig work" model pioneered by Uber and Lyft makes employment precarious, deprives workers of predictable wages and employment protections, makes workers vulnerable to arbitrary discrimination or termination by an algorithm, and is designed to deny workers their rights to unionize. Metro must ensure that the workers maintaining these public bathrooms receive the pay, benefits, and labor protections reflective of the tremendous service they provide to Metro riders, Metro staff, and Los Angeles as a whole.

And while Metro is considering the future of public bathrooms in our system, we should think beyond the 2028 Olympics. This 4-year program can be a powerful demonstration of the value and importance of public amenities on transit, but Metro should be investing in public goods that will stand for generations to come. Where Metro is designing new transit stations for projects like the Southeast Gateway Line, K Line Northern Extension, Sepulveda Transit Corridor Project, East San Fernando Valley Light Rail Project, and others, we should be designing to include permanent public bathrooms from day one. As part of this program, Metro should be studying and planning for the inclusion of permanent, Metro-operated bathrooms in all future transit stations.

This bathroom plan should be amended to:

- Ban the use of "gig work" employment for bathroom attendants
- Guarantee strong unionization protections in bathroom contracts
- Study a transition to permanent, Metro-owned bathrooms at new Metro stations

I ask the Metro Board to amend Item 45 to protect essential transit workers and build towards a permanent system of public bathrooms that will serve LA Metro riders and workers for generations to come.

[REDACTED]



July 2024 RBM Public Comment – Item 46

From: [REDACTED]

Sent: Saturday, July 20, 2024 3:42 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item #46 – Item Needs More Consideration – July 25 2024 BOD Meeting

Hello LA Metro. My name is [REDACTED] I'm a resident of Downey, and I occasionally use the Transit Watch App to make reports while riding on LA Metro's buses and trains.

I do agree (as mentioned in the motion) that having a timely follow-up would be great to have, especially with time-sensitive reported incidents (examples: a rider causing a disturbance on the train/bus by shouting non-stop, or riders getting into a verbal altercation argument). Maybe you can even have a status bar page in the app that shows the current status of the reports the user made.

And while I agree that the app needs to be more user-friendly, there also needs to be a consolidation of all of LA Metro's multiple smartphone applications into 1. Here is a full list of LA Metro's current apps (as far as I know):

- 1) LA Metro Transit Watch
- 2) MetroParking
- 3) Metro Vanpool
- 4) TAP LA
- 5) Metro Micro
- 6) Metro Bike Share

Bonus: LA Metro should have (in its consolidated app) its own version of the Transit app (where users can see live GPS tracking of their buses and trains). Or at the very least, LA Metro should agree on another partnership with the Transit app (just like it did around 2 years ago).

Thank you for your time.

Sincerely,

[REDACTED]

July 2024 RBM Public Comments – Item 47

From: [REDACTED]
Sent: Saturday, July 20, 2024 3:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #47 – Item Needs More Consideration – July 25 2024 BOD Meeting

Hello LA Metro. My name is [REDACTED] I'm a resident of Downey that uses LA Metro buses and trains for work daily, and I always pay my fares. I do mostly support the findings found in the Response Bridge to Fareless Report, but wanted to provide some feedback and to also say that LA Metro should support enacting Phase 2 of Bridge to Fareless by having LIFE Unlimited rides.

I find it contradictory that the report talks about how challenging (funding wise) it is to do LIFE Unlimited rides, and yet both LA Metro & the LIFE program are massively pushing to recruit as many low-income riders into its program regardless of cost. In fact, Item #19 is going to award millions of dollars just for more LIFE recruitment.

When 100% of all enrolled LIFE riders have access to unlimited rides, it has already been shown that more rides occur per a month than the limited 20 trips (10 round trips) per a month (19.2 rides with unlimited vs 13.3 rides with limited trips). And by making LIFE have unlimited rides, users will no longer be required to go through the convoluted/bureaucratic process of refreshing their 20 rides (10 round trips) per a month. It wasn't surprising to read in Item 48 that these current hurdles have hurt the LIFE program, resulting in the LIFE program only having 53,600 active users (out of the 335,000 total enrolled users, which is just 16%). And after the free 90-day pass ends, 13 percent of users immediately drop off from the LIFE program (personally, my own sister is one of those LIFE people who didn't want to use the LIFE program after her 90-day unlimited pass ended due to TAP's "annoyingly frustrating" process of renewing 20 trips each month).

And I find it interesting that when LA Metro really wants to fund something, money appears for it. Whether it's amending the FY 2025 budget to spend money on items like TAP to Exit (Item 45) or Staffing Request for more security (Item 38), LA Metro doesn't appear to be too worried about negatively impacting their operating budget or needing dedicated funding to pay for them. But for some reason, this report treats Unlimited LIFE rides like it will negatively hurt LA Metro's system (which I strongly disagree with).

But since the counter I'm expecting to hear is where is the funding for the estimated \$30.5-\$89.8 million for Unlimited LIFE rides going to come from, my recommendation is that instead of spending hundreds of millions of dollars on things like TAP to Exit, new fare gates, police officers (all things that are not the best solutions for security), I recommend moving that money to increasing ridership

for things like Unlimited LIFE rides. This is because when more people ride on LA Metro's buses and trains, the amount crimes and homeless/unhoused sleeping in the system drops. But when ridership decreases, more criminals uses the system as an opportunity to commit crimes (when no one/fewer riders are around), and more homeless/unhoused people uses the system when less riders are around (as shown during late night services). Which is why one of the best solutions for increasing security is to increase ridership, and which is one of the main reasons why LA Metro should support enacting Unlimited LIFE rides.

I thank you for taking the time in reading my comment.

Sincerely,

A solid black rectangular box used to redact the sender's name.

From: [REDACTED]

Sent: Tuesday, July 23, 2024 2:21 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

From: [REDACTED]

Sent: Tuesday, July 23, 2024 2:22 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
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Sent: Tuesday, July 23, 2024 2:23 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
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Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 2:28 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Sent: Tuesday, July 23, 2024 2:29 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
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Thank you for your time!

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 2:30 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; karen.bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Sent: Tuesday, July 23, 2024 2:32 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
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Kindly,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 2:37 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Thank you,

[REDACTED]

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To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
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Peace,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 2:41 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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Sent from [Mail](#) for Windows

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Sent: Tuesday, July 23, 2024 2:43 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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Sent: Tuesday, July 23, 2024 2:44 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
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Sent: Tuesday, July 23, 2024 2:45 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
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3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

Regards,

Community Member

From: [REDACTED]

Sent: Tuesday, July 23, 2024 2:58 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov;
councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov;
fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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Please address these concerns and work with the community on this important initiative.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:07 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov;
councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov;
fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

Dear Metro Board and CEO Stephanie Wiggins,

As a Los Angeles resident and public transit rider, I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit.

Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

I urge you to address these significant concerns and work with the community on this very important initiative! Thanks.

Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:09 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: Agenda item #47 - Bridge to Fareless

Dear Metro Board and CEO Stephanie Wiggins,

As someone who would like to see better, affordable public transportation options for our communities, I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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Please address these concerns and work with the community on this important initiative.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:12 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Please address these concerns and work with the community on this important initiative.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:21 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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With Gratitude,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:30 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov;
councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov;
fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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Please address these concerns and work with the community on this important initiative.

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:44 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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Please address these concerns and work with the community on this important initiative.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:45 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov;
councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov;
fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:46 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:10 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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Please address these concerns and work with the community on this important initiative.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:52 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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Please address these concerns and work with the community on this important initiative.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:53 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
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Please address these concerns and work with the community on this important initiative.

Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 3:59 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov;
councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov;
fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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Please address these concerns and work with the community on this important initiative.

From: [REDACTED]

Sent: Tuesday, July 23, 2024 4:18 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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Please address these concerns and work with the community on this important initiative.

Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 4:22 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 4:25 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
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councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov;
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Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, July 23, 2024 4:27 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
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[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 4:30 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
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Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, July 23, 2024 4:33 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
2. Local Return: We prefer further exploration of internal funding strategies. How realistic and timely is it for every city council to allocate their local return to a fare subsidy program?
3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

From: [REDACTED]

Sent: Tuesday, July 23, 2024 4:53 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org;
firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org;
ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov;
councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov;
fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 23, 2024 5:03 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless

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Please address these concerns and work with the community on this important initiative.

Sent from [Mail](#) for Windows

From: [REDACTED]

Sent: Wednesday, July 24, 2024 1:00 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Regarding Metro board meeting

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit.

Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Local Return: We prefer further exploration of internal funding strategies. How realistic and timely is it for every city council to allocate their local return to a fare subsidy program?

Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

We can make LA a better, affordable and accessible place if we truly want it. I know I do, do you all?

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:17:24 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomonaca.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:17:26 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Please address these concerns and work with the community on this important initiative.

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:20:44 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Best Regards,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:21:32 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomonaca.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:21:44 PM

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From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomonaca.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:37:35 PM

Dear Metro Board and CEO Stephanie Wiggins,


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Thank you,

[REDACTED]

From: 
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:43:47 PM

Dear Metro Board and CEO Stephanie Wiggins,

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From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:48:00 PM

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[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:53:19 PM

Dear Metro Board and CEO Stephanie Wiggins,

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To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:54:05 PM

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To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:54:23 PM

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To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:56:03 PM

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Thank you.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 6:12:44 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Sent from my iPhone

From: [REDACTED]
To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins.Stephanie@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 6:12:57 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 6:44:25 PM

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Sent from my iPhone

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 7:02:20 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 7:36:03 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 7:59:50 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 8:15:16 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 8:24:17 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 8:25:06 PM

Dear Metro Board and CEO Stephanie Wiggins,

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[REDACTED]

Sent from my T-Mobile 5G Device

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 8:25:27 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 8:28:12 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 8:48:32 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 8:54:19 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 8:59:32 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 9:34:02 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 10:28:48 PM

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Enviado desde mi iPhone

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 10:40:48 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 11:10:59 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 11:27:29 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 11:46:01 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 11:49:57 PM

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From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Tuesday, July 23, 2024 5:10:16 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
2. Local Return: We prefer further exploration of internal funding strategies. How realistic and timely is it for every city council to allocate their local return to a fare subsidy program?
3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yarovslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: PREOCUPACIONES: Punto de la agenda #47 - Puente hacia el Transporte sin Tarifas
Date: Tuesday, July 23, 2024 7:36:43 PM

Estimados miembros de la Mesa Directiva de Metro y CEO Stephanie Wiggins,

Solicito más claridad en el tema #47: Respuesta a la Moción 22 Puente hacia el Transporte sin Tarifas. Por favor, proporcionen un calendario claro para que el personal informe sobre el progreso en conseguir financiamiento permanente para expandir el programa LIFE a uno sin tarifas, incluyendo más opciones de financiamiento interno.

1. Baja Utilización: Los subsidios actuales son difíciles de renovar y tienen baja utilización (16%). Un programa sin tarifas es más sencillo y rentable.
2. Devolución Local: Preferimos explorar estrategias de financiamiento interno. ¿Qué tan realista es que cada consejo municipal asigne su devolución local a un programa de subsidios?
3. Responsabilidad: El reporte actual no incluye un calendario para la responsabilidad del personal. ¿Cuándo habrá actualizaciones sobre el progreso? Los pasajeros llevan cinco años esperando el transporte sin tarifas.

Por favor, atiendan estas preocupaciones y trabajen con la comunidad en esta importante iniciativa.

Sent from - [REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: Agenda item #47 - Fareless
Date: Wednesday, July 24, 2024 12:45:45 AM

Hello

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit.

Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy 

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 4:59:10 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

Best,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 6:08:57 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Please address these concerns and work with the community on this important initiative.

From: [REDACTED]
To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; [Wiggins, Stephanie; anajarian@glendaleca.gov](mailto:Wiggins.Stephanie@glendaleca.gov); councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 6:34:26 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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Please address these concerns and work with the community on this important initiative.

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 7:43:53 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Please address these concerns and work with the community on this important initiative.

Sent from my iPhone

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 7:44:42 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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Please address these concerns and work with the community on this important initiative.

From: [REDACTED]
To: Wiggins, Stephanie; karen.bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; thirddistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 8:10:13 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 8:21:50 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

Kindly,

[REDACTED]

From: [REDACTED]
To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins.Stephanie@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 8:37:43 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

Warmly,

[REDACTED]

From: [REDACTED]
To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; [Wiggins, Stephanie; anajarian@glendaleca.gov](mailto:Wiggins.Stephanie@glendaleca.gov); councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 8:41:00 AM

Very best,

[REDACTED]

Dear Metro Board and CEO Stephanie Wiggins, I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options. 1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective. 2. Local Return: We prefer further exploration of internal funding strategies. How realistic and timely is it for every city council to allocate their local return to a fare subsidy program? 3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit. Please address these concerns and work with the community on this important initiative.

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 9:03:28 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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Please address these concerns and work with the community on this important initiative.

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 9:54:44 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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Please address these concerns and work with the community on this important initiative.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 9:55:37 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Please address these concerns and work with the community on this important initiative.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 10:04:34 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Please address these concerns and work with the community on this important initiative.
Sent from [Mail](#) for Windows

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 10:56:37 AM

Dear Metro Board and CEO Stephanie Wiggins,

As a current LIFE Metro rider, I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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Please address these concerns and work with the community on this important initiative.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:26:43 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:32:30 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Please address these concerns and work with the community on this important initiative. Thank you!

--

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:34:00 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
2. Local Return: We prefer further exploration of internal funding strategies. How realistic and timely is it for every city council to allocate their local return to a fare subsidy program?
3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

Sincerely,

[REDACTED]

From: [REDACTED]
To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; [Wiggins, Stephanie; anajarian@glendaleca.gov](mailto:Wiggins.Stephanie@glendaleca.gov); councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:35:28 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Please address these concerns and work with the community on this important initiative.

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:36:32 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Please address these concerns and work with the community on this important initiative.

Sent from my iPhone

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:37:15 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Please address these concerns and work with the community on this important initiative.

From: [REDACTED]
To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; [Wiggins, Stephanie; anajarian@glendaleca.gov](mailto:Wiggins.Stephanie@glendaleca.gov); councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:37:24 AM

Metro Board and CEO Stephanie Wiggins,

I strongly urge more clarity, transparency and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit.

Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Please address these concerns and work with the community on this important initiative.

Thank you

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:38:04 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:40:16 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:44:34 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Please address these concerns and work with the community on this important initiative.

Sent from my iPhone

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:48:04 AM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:51:35 AM

Dear Metro Board and CEO Stephanie Wiggins,

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Thank you,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:52:56 AM

Dear Metro Board and CEO Stephanie Wiggins,

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Please address these concerns and work with the community on this important initiative.

With gratitude,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:53:39 AM

Dear Metro Board and CEO Stephanie Wiggins,

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--

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To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:54:34 AM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:55:01 AM

Dear Metro Board and CEO Stephanie Wiggins,

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Sent from my iPhone

From: [REDACTED]
To: Wiggins, Stephanie; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:56:10 AM

Dear Metro Board and CEO Stephanie Wiggins,

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To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:56:44 AM

Dear Metro Board and CEO Stephanie Wiggins,

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Thank you,

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From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:02:17 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Please address these concerns and work with the community on this important initiative.
Sent from [Mail](#) for Windows

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:03:39 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:06:48 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:08:04 PM

Dear Metro Board and CEO Stephanie Wiggins,

My name is [REDACTED] and I am from Los Angeles currently living in [REDACTED]

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
2. Local Return: We prefer further exploration of internal funding strategies. How realistic and timely is it for every city council to allocate their local return to a fare subsidy program?
3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

Best,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:10:26 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Please address these concerns and work with the community on this important initiative.

Best,

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 2:25:04 AM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: In the interest of participatory democracy: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 11:04:45 AM

Dear Metro Board and CEO Stephanie Wiggins,

I really appreciate the leadership you have all shown to get us this far. By creating an equitable and fareless transit system you are ensuring safety of your passengers and your drivers lending to an overall better experience while riding Metro. With that in mind, I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit.

It would be really great to have a clear timeline for staff to report progress on securing permanent funding for the expansion of LIFE and transforming it to a fareless program. All funding options should be at the table.

I encourage you to ask for the following in the reportbacks and make this information public:

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
2. Local Return: We prefer further exploration of internal funding strategies. How realistic and timely is it for every city council to allocate their local return to a fare subsidy program?
3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Looking forward to seeing the discussion that arises and the inclusion of the stakeholders in the planning process,

[REDACTED]

 Sent with Mailsuite · [Unsubscribe](#)

From: [REDACTED]
To: Wiggins, Stephanie; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; kathryn@bos.lacounty.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:12:14 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Best,

[REDACTED]

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To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:20:27 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:22:28 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:25:05 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:27:18 PM

Dear Metro Board and CEO Stephanie Wiggins,

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To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:39:08 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Please address these concerns and work with the community on this important initiative.

Sent from my iPhone

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:41:39 PM

Dear Metro Board and CEO Stephanie Wiggins,

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[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:48:33 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Thank you,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:52:16 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); karen.bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; thirddistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.varoslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:52:29 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy%

Thanks,

[REDACTED]

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:59:43 PM

Dear Metro Board and CEO Stephanie Wiggins,

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From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 1:16:09 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Sent from my iPhone

From: [REDACTED]
To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; [Wiggins, Stephanie; anajarian@glendaleca.gov](mailto:Wiggins.Stephanie@glendaleca.gov); councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 1:17:26 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 1:20:54 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 12:12:01 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Sent from my iPhone

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: MY CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 1:16:02 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Currently, the fare subsidy programs are unreasonably hard to renew and use for many riders, leading to low rider utilization (16%). A fareless program would be far simpler and more cost-effective, especially long term.
2. Local Return: We prefer further exploration of internal funding strategies. How realistic and timely is it for every city council to allocate their local return to a fare subsidy program?
3. Accountability: The current report lacks a timeline for staff accountability. When will we receive progress updates? Working-class riders have been waiting at least five years for fareless transit.

Please address these concerns and work with the community on this important initiative.

From: [REDACTED]
To: [Wiggins, Stephanie](mailto:Stephanie.Wiggins@metro.net); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 1:40:14 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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Please address these concerns and work with the community on this important initiative.

Sincerely,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 1:41:46 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 1:52:48 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 2:36:57 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 2:43:16 PM

Dear Metro Board and CEO Stephanie Wiggins,

I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

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Thank you,

[REDACTED]
[REDACTED]

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To: [Wiggins, Stephanie](mailto:Wiggins,Stephanie); Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 2:54:37 PM

Dear Metro Board and CEO Stephanie Wiggins,

As a Los Angeles resident who supports free public transportation, I urge more clarity and accountability on item #47: Response to Motion 22 Bridge to Fareless Transit. Please provide a clear timeline for staff to report progress on securing permanent funding for expanding LIFE to a fareless program, including more internal funding options.

1. Low Utilization: Current fare subsidy programs are hard to renew and use, leading to low rider utilization (16%). A fareless program is simpler and more cost-effective.
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Please address these concerns and work with the community on this important initiative.

Thank you,

[REDACTED]

From: [REDACTED]
To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; [Wiggins, Stephanie; anajarian@glendaleca.gov](mailto:Wiggins.Stephanie@glendaleca.gov); councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 3:12:46 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 3:13:30 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Please address these concerns and work with the community on this important initiative.

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 3:19:59 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 3:23:06 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 3:26:02 PM

Dear Metro Board and CEO Stephanie Wiggins,

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 1:37:55 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 4:54:12 PM

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Cc: [Board Clerk](#); [BudgetComments](#)
Subject: CONCERNS: Agenda item #47 - Bridge to Fareless
Date: Wednesday, July 24, 2024 4:16:27 PM

Dear Metro Board and CEO Stephanie Wiggins,

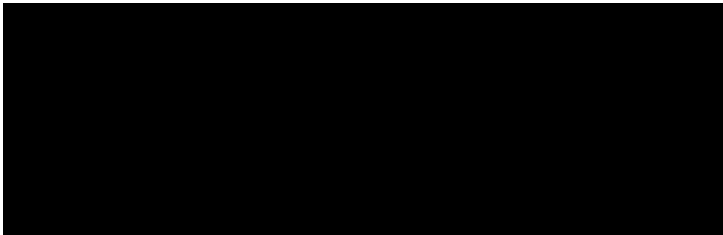
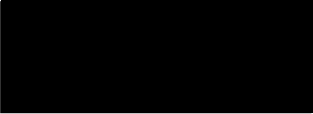
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Please address these concerns and work with the community on this important initiative.

Thank you,

[REDACTED]

July 22, 2024

Esteemed Board Members,

On behalf of SMART and our nearly 5000 members at LACMTA we are writing to encourage your approval of the Tentative Agreement ATU Local 1277 members recently ratified. We do so for these reasons:


- Flyers with SMART's name on them were distributed to ATU members prior to their ratification vote. These flyers advocated a NO vote. These flyers were not sanctioned by SMART, nor were we aware that others were trying to interfere with ATU's ratification vote until after the fact. SMART respects the autonomy of each union to negotiate and to conduct ratification votes free of any outside pressure.
- Because we have information that one or more other unions at LACMTA may be lobbying some Board members to withhold approval of the ATU tentative agreement we wish to express our concern that such an outcome will put a chill on any upcoming bargaining. It's critical for us to be able to trust that agreements made within approved parameters will be upheld. Otherwise, we as union leaders will be reticent to recommend acceptance of tentative agreements to our members.
- LACMTA has asked SMART to negotiate a two-year extension to our current Collective Bargaining Agreement. Our members tend to be skeptical about extensions and have voted against them in the past. We recently agreed to meet and confer over the terms of a potential two-year contract extension after the other unions' contracts have been ratified and approved by the Board. To ultimately move forward with this negotiation and to be able to ratify a mutually agreed tentative agreement we need to be assured that LACMTA's long-standing approval process will remain intact.

Lastly, I wish to comment on the Me, Too grievances that the four other unions filed regarding the economic terms of SMART's 2022 collective bargaining agreement. We support the right of all unions to pursue their individual grievances. We testified at ATU's Me, Too grievance arbitration and would have done so for the other unions had they so requested. We believe our testimony strengthened ATU's case and may have led to a better outcome. Each union made its own choices in terms of how they advocated and settled their respective grievances. To now try to derail the approval of collective bargaining agreements because of dissatisfaction over a grievance settlement is, in our opinion, detrimental to trust in our mutual commitment to good faith bargaining.

Thank you for considering SMART's concerns.

In Solidarity,





July 22, 2024

Honorable Board Members,

This is to urge you to approve the adoption of the Tentative Agreement reached between ATU Local 1277 and LACMTA Management June 21, 2024. This tentative agreement was ratified by ATU's members on July 18, 2024.

We appreciate the months-long efforts of the parties to reach this agreement. Both Labor and Management worked hard to craft a collective bargaining agreement that is mutually acceptable and that is designed to foster improved working relationships.

It has come to our attention that some individuals may be miscommunicating key facts in an effort to influence this Board to vote against ratification. This appears to stem from a mistaken belief that ATU and LACMTA resolved ATU's Me Too grievance in a manner that somehow requires the re-opening and re-negotiation of the economic terms of all current Tentative Agreements. This is simply not the case.

Here are the facts.

- 1) On August 29, 2022 ATU filed a grievance seeking to be made whole for all economic increases (beyond 3.5% wage increases in 2022 and 2023) contained in the recently approved SMART contract. This was in accordance with the terms of ATU's Me Too clause.

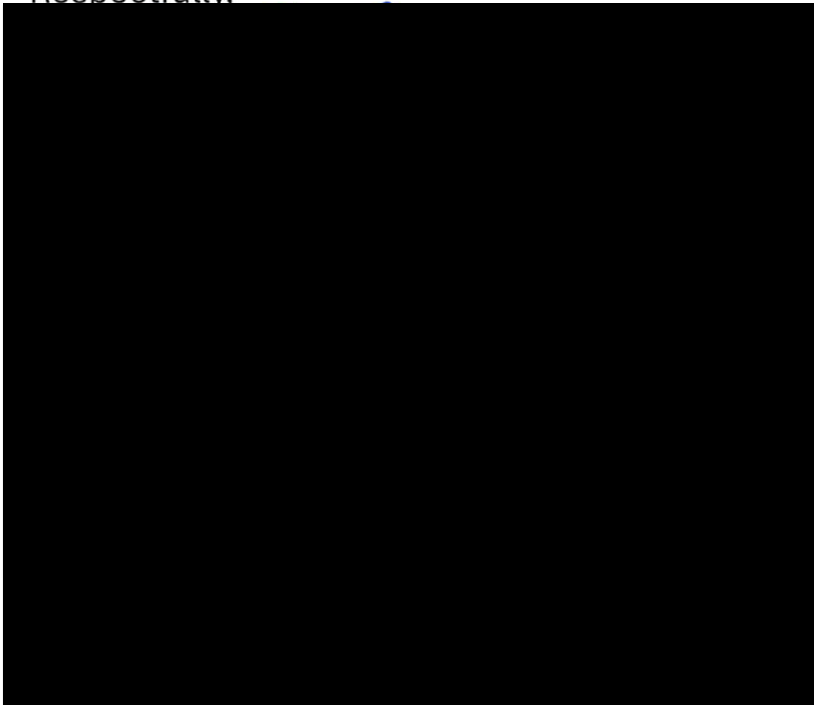
- 2) September 7, 2022 then ATU Local 1277 President Art Aguilar emailed a copy of ATU's Me Too grievance to the leaders of every union at LACMTA. He also offered to work in concert with all the other unions should they wish to process their respective Me Too grievances together. Each union chose to proceed on their own. As a result, each union resolved their grievances at different times and with some significantly differing economic terms.
- 3) In October 2022 TCU/IAM signed a settlement agreement of their Me Too grievance with the provision "not to file any grievance, claim or action in the future asserting that TCU/IAM employees are entitled to additional wages, health and welfare benefits or pension benefits based on the terms of the SMART CBA or on any increase in wages, health and welfare benefits, or pension benefits which may flow to any other employee or unit of employees as a result of the SMART CBA."
- 4) In May 2023 Teamsters Local 911 signed a settlement agreement of their Me Too grievance with almost identical waiver language as the TCU agreement. However, the economic terms of this settlement were not entirely the same.
- 5) In December 2023 AFSCME Local 3634 signed a settlement agreement with almost identical waiver language as TCU and Teamsters, but with different economic terms than the other two unions.
- 6) On Jan 4, 2024 (after many months of financial records reviews and settlement attempts) ATU and LACMTA began arbitration hearings on ATU's Me Too grievance. After three days of testimony and briefs filed on May 24, 2024 the tri-partite arbitration board subsequently met by video conference and agreed to an arbitration award in which a final and binding remedy was approved and signed by all three arbitrators as of 7-1-24. The economic terms of this arbitration award were significantly different than those negotiated by the other three unions.
- 7) It appears that because ATU achieved a better Me Too grievance result one or more other unions have indicated that they wish to reopen their Tentative Agreements, negotiate new monies which ATU secured through their grievance procedure and/or prevent ATU from ratifying our TA with LACMTA.


8) It is important to note that the Me Too grievance processes and the negotiation of successor collective bargaining agreement were completely separate processes. AT NO TIME DID ATU OR LACMTA COMINGLE THOSE PROCESSES.

For the first time in the history of this agency, representatives from at least one other union attempted to interfere with ATU's contract ratification. Misleading and untrue leaflets were handed to our members as they came to vote. Other attempts were made to influence the vote's outcome as well. Now it seems that attempts are being made to interfere with this Board's approval of ATU's Tentative Agreement. Our hope is that we can put these disruptive and divisive actions behind us and continue to build on the positive relationship ATU and LACMTA have been working so hard to build.

We are available to provide more information, documents and evidence in support of the facts as presented in this email at any time. Should you wish to meet or call any of us please see our contact information below.

Respectfully,





Monday, July 22nd, 2024

LA County Supervisor Janice Hahn and Metro Board
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Supervisor Hahn and Members of the Metro Board,

I am writing to share my concerns regarding the current operation of the A Line and to strongly advocate for the provision of **Right of Way for the A Line along East Washington Boulevard**.


It is upsetting that the segment between Washington Station, just before the intersection of Long Beach Avenue and East Washington Boulevard, and Grand/LATTC Station, just before Flower Street and East Washington Boulevard, **often takes 9-15 minutes to traverse**. This excessive duration is primarily due to the train having to wait at multiple intersections for 3-5 vehicles to pass through.

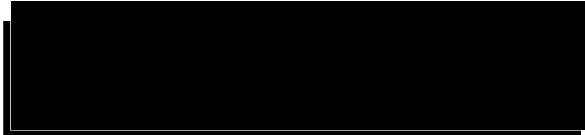
It is **disappointing and discouraging** for Metro riders, like myself, to witness trains full of people being delayed while single-occupant vehicles maintain uninterrupted right of way throughout the entire East Washington Boulevard. This inefficiency not only hampers the convenience and reliability of Metro services but also undermines the broader goals of promoting public transportation and reducing traffic congestion in our community.

To address this issue, I urge you and your colleagues to prioritize the Right of Way for the A Line along East Washington Boulevard. Providing the A Line with dedicated right of way will significantly improve travel times, enhance the rider experience, and encourage more people to choose public transit over private vehicles.

Thank you for your attention to this matter. I sincerely hope that you will consider this proposal to help make our public transportation system more efficient and equitable for all residents of Los Angeles.

Sincerely,





July 24, 2024

LA Metro Board Administration

1 Gateway Plaza, Mail Stop 99-3-1

Los Angeles, CA 90012

sepulvedatransit@metro.net

boardclerk@metro.net

RE: Sepulveda Transit Corridor Project

Dear LA Metro Board Administration,

The 2024-2025 Undergraduate Students Association Council (USAC) is writing to express our strong support for Alternatives 4-6 of the Sepulveda Transit Corridor (STC) Project that include a direct, on-campus station at the University of California, Los Angeles (UCLA) and a seamless connection to the Metro Purple (D) Line in Westwood Village. USAC strongly opposes Alternatives 1 and 3 as the proposed monorail routes contain stations next to the 405 freeway, which will expose passengers to dangerous pollution levels and unhealthy noise levels.^{1 2} USAC additionally opposes Alternative 1 as it does not provide a direct stop at UCLA, which will minimize the number of weekly riders and limit accessibility to public transit for the entire UCLA community.³

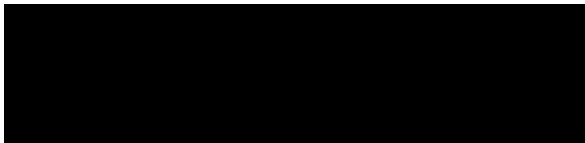
We urge Metro to select an alternative that maximizes equity and accessibility. On a daily basis thousands of people travel from the San Fernando Valley (and beyond) to the Westside to access UCLA for education, healthcare, cultural attractions, businesses, and jobs. In fact, UCLA is the county's fourth largest employer and the largest west of downtown Los Angeles. Commuters between the San Fernando Valley and the Westside face chronic congestion with limited transit alternatives. Current public transit options are limited to routes necessitating multiple transfers, which often results in commuters using their personal vehicle if they have access to one. This negatively impacts our quality of life, harms our regional economy and limits our ability to reduce greenhouse gas emissions.

Metro's ridership projections clearly show that the alternatives with the highest use include a direct stop at the UCLA campus and seamless connection to the D line. A UCLA station is projected to be the busiest non-transfer station in Metro's network when it opens. To motivate people to consider using public transit instead of their vehicles, the future STC needs to go directly to the destinations where the

¹ <https://www.lung.org/clean-air/outdoors/who-is-at-risk>

² <https://la.streetsblog.org/2018/08/06/metros-mid-freeway-transit-stations-are-hellishly-loud>

³ <https://thesource.metro.net/2023/11/27/weve-got-updates-on-the-sepulveda-transit-corridor-project-and-we-want-your-feedback-by-december-8-please/>



overwhelming majority of people are heading while limiting transfers. Public transit is more appealing to commuters when: there is no need to transfer, it is affordable, and it is fast. The alternatives with higher ridership, each including a station on the UCLA campus, should be favored as Metro seeks to achieve the goals of the Sepulveda Transit Corridor project.

Selecting an alternative that includes an on-campus station at UCLA and a seamless connection to the D Line is key to ensuring Metro can achieve all the goals of the Sepulveda Transit Corridor. The ridership projections of approximately 120,000 boardings per day for several of the alternatives demonstrate this is a project with the potential to transform our region by providing fast and reliable transportation for Angelenos and visitors. The alternatives including an on-campus station at UCLA will provide what our region desperately needs – effective and accessible public transit in one of the most congested corridors in the nation.

Sincerely,



- CC: Honorable Janice Hahn, Los Angeles County Supervisor, 4th District
Honorable Karen Bass, Mayor, City of Los Angeles
Honorable Fernando Dutra, Councilmember, Whittier City Council
Honorable Lindsey Horvath, Los Angeles County Supervisor, 3rd District
Honorable Kathryn Barger, Los Angeles County Supervisor, 5th District
Honorable Hilda Solis, Los Angeles County Supervisor, 1st District
Honorable Holly Mitchell, Los Angeles County Supervisor, 2nd District
Honorable Paul Krekorian, Councilmember, Los Angeles City Council, 2nd District
Honorable Katy Yaroslavsky, Councilwoman, Los Angeles City Council, 5th District
Honorable Ara J. Najarian, Councilmember, Glendale City Council
Honorable James Butts, Mayor, City of Inglewood
Honorable Tim Sandoval, Mayor, City of Pomona
Jacquelyn Dupont-Walker, Appointee of the Mayor of the City of Los Angeles
Gloria Roberts, Director, Caltrans District 7
Stephanie Wiggins, Metro, Chief Executive Officer

July 2024 RBM General Public Comment

From: [REDACTED]
Sent: Wednesday, July 3, 2024 7:37 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Single Seat Ride Norwalk C Line to K line

Metro Board Member Board Clerk ,

I am writing to express my support for the proposal to extend the single seat ride on the C Line from Norwalk to the K Line. As a resident of the Gateway Cities region, I believe that this proposal will greatly benefit thousands of commuters who rely on the Metro system to get to work, school, and other destinations.

The Norwalk Metro Station is an important transportation link that connects the Gateway Cities and beyond to Downtown Los Angeles, serving thousands of commuters every day. Currently, riders on the C Line have a difficult transfer schedule to reach the Santa Monica Region, which can be time-consuming and inconvenient. I believe that the Norwalk C Line Station to K Line proposal is the best choice for the following reasons:

- (1) It serves a larger population: Norwalk is a major transportation hub, serving several surrounding cities, and extending the single seat ride to Norwalk will benefit a larger number of commuters than the Redondo Beach proposal.
- (2) It has better transfer connections: Norwalk is a major transfer point for several other Metro lines, including the A Line and the C Line, as well as the Metrolink. By extending the single seat ride to Norwalk, riders will have better transfer connections to these other lines, making it easier to travel to other parts of the region.
- (3) It is more cost-effective: The Norwalk to K Line proposal is expected to be more cost-effective than the Redondo Beach proposal, by saving commuter time and reducing traffic on the 105 and 405 freeways.

(4) The MAJORITY of survey responders (those making under \$100,000 and from all underprivileged groups) would like a connection from Norwalk Station C Line to the K line, when combining options 1 and 3 from the Metro survey.

I urge the Metro Board of Directors to approve the Norwalk to K Line proposal and invest in improving the C Line for the benefit of commuters throughout Los Angeles. By eliminating the need for transfers, riders will save time and avoid the hassle of changing trains, making the C Line a more attractive option for commuters.

Thank you for considering my input on this important transportation initiative. I hope that you will support Option 1 (Norwalk to K Line proposal) to improve the Metro system for the most transit dependent users.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, July 8, 2024 7:56 PM

To: An, Ara <aan@bos.lacounty.gov>; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>; Yoon, Anne <AYoon@bos.lacounty.gov>

Cc: Mayor Pullen-Miles <rpmlawndale@aol.com>; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; Sheridan, Georgia <SheridanG@metro.net>; Mieger, David <MiegerD@metro.net>; Dierking, Mark <DierkingM@metro.net>; anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; assemblymember.mckinnor@assembly.ca.gov; CA43MWima-113@mail.house.gov; senator.bradford@senate.ca.gov; firstdistrict@bos.lacounty.gov; Hayley.Hutt@asm.ca.gov; rpmlawndale@aol.com

Subject: Metro lies again and again and again ... 🙄

To: Representative Holly Mitchell,

It has come to our attention that Metro has double down on ignoring the “ Butts Amendment” for the Metro C-line extension along the ROW, and that your office is going along with business-as-usual by pretending that nothing else happened. **This is absolutely unacceptable, and does not bode well considering that we should trust your office to represent us in Lawndale.**

We are now formally requesting an amendment to correct these minutes ASAP, at least by the next board meeting. We expect that you will immediately correct this “mistake” and propose a correction, which should then be voted on by the board.

We were all there. Nearly 300 of us. There will be twice as many when the final EIR report comes out, and **next time we will not be fooled.**

By the way, we expect with the infusions of money that the State is giving for transportation, that the **board actually follow the spirit of the Butts amendment and sincerely considers OTHER options other than the poorly-conceived Hybrid ROW alternative.**



Nearly \$2 billion going to California public transit | Governor of California

[gov.ca.gov](https://www.gov.ca.gov)

Not only is it fallacious to ignore that this legitimate amendment was **voted on and approved during the Metro meeting**, it is likely illegal to ignore that this happened, and then go on to

misrepresent what actually happened in Metro's official minutes; **important amendments and key decisions should always be documented.**

In fact, including the details of an important amendment during a board meeting in the official notes would be considered deceitful by most reasonable people. Official meeting minutes are meant to provide an accurate record of discussions and decisions made during board meetings. **Deliberately omitting significant information, such as details of an important amendment, would misrepresent what actually occurred and could be seen as an attempt to mislead.**

Accurate and complete meeting minutes are crucial for transparency, accountability, and proper governance. Omitting key details goes against the principles of full disclosure and could potentially violate legal or ethical obligations of board members. It may also undermine trust among stakeholders who rely on meeting minutes for information.

To maintain integrity and avoid accusations of deception, it's best practice to ensure meeting minutes comprehensively and accurately reflect all significant discussions, amendments, and decisions made during board meetings.

We expect this correcting to be documented ASAP.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Thursday, July 11, 2024 7:56 AM

To: ServiceCouncils <ServiceCouncils@metro.net>; dominickfalzone1212@gmail.com

Subject: Westlake/MacArthur Park

Please forward my suggestion to anyone from Metro who is involved with the pending street closure. I particularly recommend your forwarding this message to the mayor of Los Angeles. The mayor is a member of Metro's board of directors, appoints 3 other Metro directors, and oversees several Los Angeles city government agencies which would be involved with the proposed street closure.

Thank you for your help.

[REDACTED]

The Los Angeles city government is considering a proposal to close a mile of Wilshire Boulevard to traffic. The street closure would reunite the 2 halves of MacArthur Park, and would eventually unite MacArthur Park with Lafayette Park, which is half a mile west of MacArthur Park.

The subway might handle normal bus traffic which would be disrupted by the street closure. But Metro should support installing a bus lane through the closed portion of Wilshire Boulevard for use when the subway is not running. The bus lane could also be utilized by emergency vehicles.

An occasional bus or emergency vehicle driving thorough the parkland area would be far less intrusive than the present level of traffic.

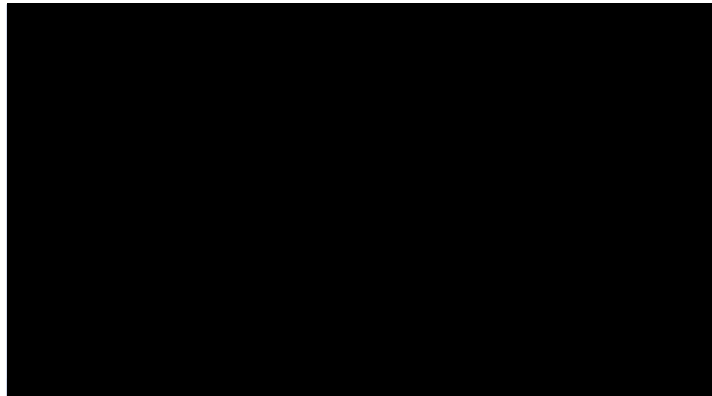
The parkland serves low-income Latino immigrants, who are a major demographic of Metro's passengers. Neighborhood residents might benefit from a balance of parkland and public transit. In addition, a bus lane would serve people from other communities who ride Metro buses.

From: [REDACTED]

Sent: Monday, July 15, 2024 10:03 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: A Call to Action: End the Tragic Violence on Our Streets



Dear friends,

I am writing to you today with a heavy heart and a deep sense of urgency. This past March, a beloved Alhambra resident, aged 47, was tragically killed by a vehicle driven by a former guitarist of the Red Hot Chili Peppers at West Main Street. This heartbreaking incident has resurfaced and been reported on after the family of the victim opened a lawsuit against the driver, underscoring a critical issue we have been battling for years—pedestrian safety in Alhambra.

For the past half-decade, I have dedicated myself to making our streets safer for pedestrians. I have led numerous community walk audits, collecting feedback from residents about the locations where they feel unsafe. I have shared this feedback with the City, pushing for necessary changes. For the last three years, I have urged the City staff, who are renovating the very area where this tragic incident occurred, to prioritize pedestrian safety. Yet, despite my efforts, the designs for adding essential

street safety measures have been consistently rejected. This is why it is so important to have members on the city council who understand urban planning and prioritize public safety.

The statistics are alarming. In 2017, according to the Office of Traffic Safety, Alhambra was rated the worst for similarly sized cities in the state of California for pedestrian safety for those over the age of 65. In 2018, we were the fourth worst for all pedestrians and the fifth worst for those over 65. By 2021, Alhambra was considered the second worst in the state for pedestrians over the age of 65. This is unacceptable. And we have tools at our disposal to prevent these accidents and fatalities.

I speak from personal experience. In 2015, I was hit while walking at an intersection with a crosswalk and stop sign. I was fortunate that the driver was moving slowly, but I still could not work for two weeks due to severe body aches and required medication for the pain.

The likelihood of a pedestrian fatality increases drastically with vehicle speed. According to the US Department of Transportation, the average risk of severe injury or death for a pedestrian reaches 10% at 20 mph, 40% at 30 mph, and 80% at 40 miles per hour. Meanwhile, we see vehicles driving up to 50 mph near schools like Fremont Elementary and Marguerita Elementary here in Alhambra.



DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES, MARCH 2000.
[HTTP://WWW.NHTSA.GOV/ABOUT-NHTSA/TRAFFIC/TICS/CURRENT/LITERATURE-REVIEWED-ON-VEHICLE-TRAVEL-SPEEDS-AND-PEDESTRIAN-INJURIES](http://www.nhtsa.gov/about/nhtsa/traffic/tics/current/literature-reviewed-on-vehicle-travel-speeds-and-pedestrian-injuries)

Alhambra faces its own traffic issues unlike any other city in the region. Some of the busiest traffic corridors go through our city. The 710 Freeway ends in our city, and the 10 Freeway cuts through our neighborhoods, with many of our schools next to this freeway. As the gateway to the San Gabriel Valley and Los Angeles, we bear the brunt of heavy traffic, reckless driving, and significant air pollution. **If people are using our roads, we must ensure they do so on our terms.** We do not need commuters driving at highway speeds through our city.

We need common-sense measures like implementing speed bumps around schools, senior homes, hospitals, and shopping areas. Currently, there is no process for requesting speed bumps in our neighborhoods. This means that residents have no power to slow down vehicles that drive at alarming speeds in neighborhood roads where kids play. And, we deal with reckless commuters. This must change. We need to protect our residents and end the preventable deaths on our streets. **How many more lives must be lost before our voices are heard?**

Almost every year, an Alhambra resident is struck and killed while walking our city streets. **Traffic crashes are the leading cause of premature death in Los Angeles**

County for children aged 5-14 and the second leading cause for those aged 1-4, 15-24, and 25-44. Vehicle speed plays a significant role in the severity of these incidents. Even a small increase in speed can have a serious, long-term impact on public safety. Remember the senior killed at the intersection of Marengo and Valley last year? ([CBS News](#)) Or the 74-year-old who was hit while on the sidewalk? ([Pasadena Star News](#)) Or the numerous other pedestrians, young and old, who have lost their lives? ([SGV City Watch](#)).

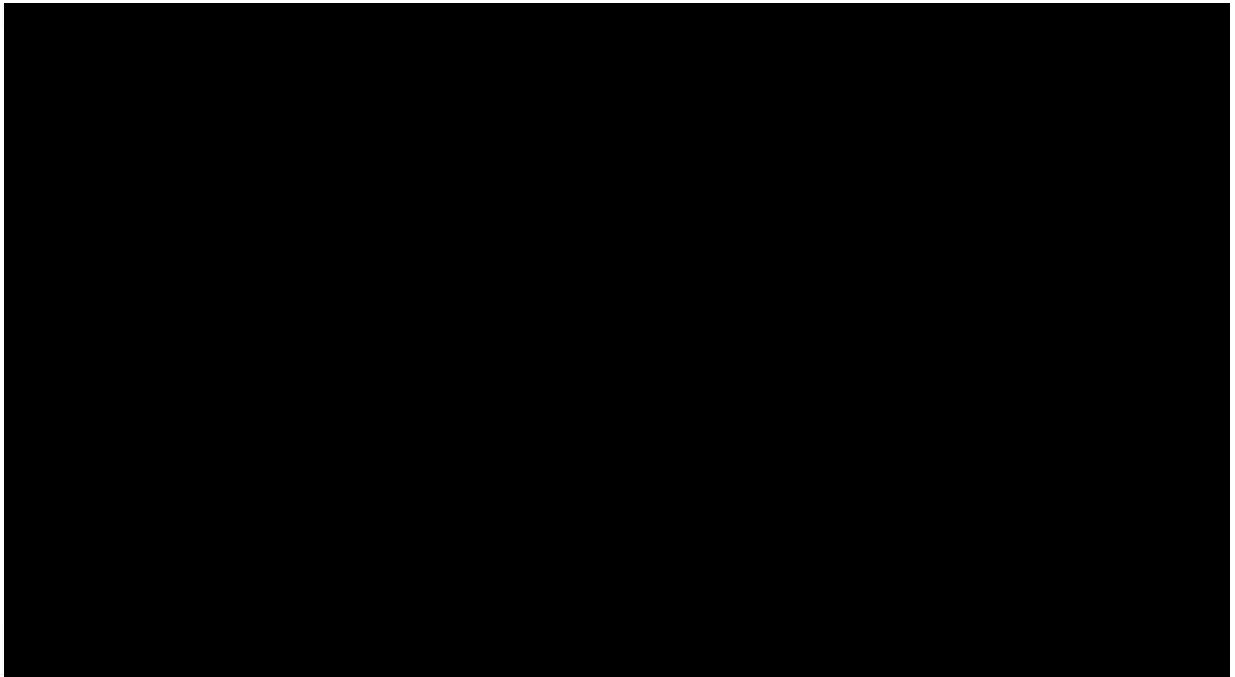
I have spent the last five years collecting data, speaking to over 1,000 residents, and pushing for stronger pedestrian infrastructure. I have advocated for repaving sidewalks and adding new crosswalks in my neighborhood, resulting in 2,000 feet of repaved sidewalks and five new crosswalks. I have arranged walking tours of how students walk to school at Alhambra's Fremont Elementary, organizing multiple tours with residents and Councilmembers so they can see firsthand how dangerous it is to walk to and from school ([Streetsblog LA](#)).

For the past five years, I have successfully fought against million-dollar projects that would have removed street parking on Garvey Ave in Monterey Park to make the street into a six-lane road next to **Ynez Elementary—the school with the most pedestrian collisions in all of Alhambra Unified School District**. You can read more about these efforts in Streetsblog LA ([Streetsblog LA](#)) . I have also opposed freeway ramp expansion projects in Alhambra. I have worked tirelessly with the City to gather feedback for the first Active Transportation Plan, which was passed in March.

I urge you to read about my pedestrian safety activism ([Streetsblog LA](#)) and my interview with SGV Connect ([SGV Connect](#)). We must continue fighting to make our city safer for pedestrians. Our focus must be on the residents of Alhambra, not on commuters cutting through our city.

We need immediate action. We need to protect our community from the violence of reckless vehicles. These deaths are preventable. Let us work together to ensure the safety and well-being of all Alhambra residents.

Sincerely,



From: [REDACTED]

Sent: Wednesday, July 17, 2024 4:10 PM

To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.
2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.
3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.
4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.
5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.
6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNSDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you,

A Concerned Resident

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, July 24, 2024 8:16 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: To Board of Administration

As a regular rider of the Silver Line 950, I implore you to convert this into rail. Standing on a crowded bus on the freeway is dangerous. Often during rush hours the bus is overcrowded. We need the safety of a train. I feel converting the 950 into rail is long overdue.

Cordially,

[REDACTED]

[REDACTED]

[REDACTED]



MINUTES

Thursday, July 25, 2024

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

**Janice Hahn, Chair
Fernando Dutra, 1st Vice Chair
Jacquelyn Dupont-Walker, 2nd Vice Chair
Kathryn Barger
James Butts
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member**

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:05 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 6, 7, 8, 10, 12, 43, 14, 19, 23, 24, 25, 26, and 30.

Consent Calendar items were approved by one motion except item 13, which was carried over to September due to absences and conflicts.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	Y	Y

**Voting Deviations:*

Item 12 – the following Directors were conflicted: KRB, LH, HS, KY, and JH

Item 23 – the following Director was conflicted: KRB

2. **SUBJECT: MINUTES**

2024-0487

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held June 27, 2024.

3. **SUBJECT: REMARKS BY THE CHAIR**

2024-0485

RECEIVED remarks by the Chair.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
P	P	P	A	P	P	A	P	P	A	P	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

2024-0486

RECEIVED report by the Chief Executive Officer.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
P	P	P	A	P	P	A	P	P	A	P	P	P

KB = K. Barger	FD = F. Dutra	HJM = H.J. Mitchell	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis	

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

5. SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE **2024-0229**

APPROVED AS AMENDED:

- A. \$33,688,564 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list. Projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements;
- B. the deobligation of \$1,800,000 in previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for Board-approved projects.

NAJARIAN AMENDMENT: ~~Approve item 5 and hold for discussion the recommendations listed in Attachment A regarding the Arroyo Verdugo Operational Improvements.~~ Approve the item and all the areas except for project MR310.10.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	A	Y	Y	A	Y	Y	Y

6. SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM UPDATE **2024-0171**

APPROVED ON CONSENT CALENDAR:

- A. REPROGRAMMING of Measure M Metro Active Transport, Transit and First/Last Mile (MAT) projects;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MAT funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements; and
 - 2. Administratively extend funding agreement lapse dates for Measure M MAT funding agreements to meet environmental, design, right-of-way, and construction time frames; and
- C. AUTHORIZING the CEO, or their designee, to negotiate and execute all necessary agreements and/or amendments for approved projects.

7. SUBJECT: NEW SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS

2024-0278

APPROVED ON CONSENT CALENDAR:

- A. the list of new eligible SR-710 North Mobility Improvement Projects (MIP) recommended for Board approval;
- B. AUTHORIZING the Chief Executive Officer or their designee to:
 - 1. REALLOCATE funds from MIPs withdrawn by Alhambra and Los Angeles (LA City) to fund new eligible projects recommended for Board approval;
 - 2. TRANSFER the project sponsorship and implementation of the Los Angeles County + USC Medical Center Mobility Improvements (Valley Boulevard Multimodal Improvements) MIP to LA City; and
 - 3. ALLOCATE and program local funds to the new LA City MIP recommended for Board approval.

8. SUBJECT: FUNDING AWARD RECOMMENDATION FOR THE STATE ACCESS FOR ALL GRANT PROGRAM

2024-0331

APPROVED ON CONSENT CALENDAR:

- A. the recommended Access for All Program funding award to ButterFLi Technologies, Inc. totaling \$1,584,814; and
- B. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to negotiate and execute funding agreements with the entities receiving awards.

10. SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES

2024-0430

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the FY25 Annual Work Plan Budget for the City of Los Angeles.

**12. SUBJECT: SUPPLEMENTAL ENGINEERING SERVICES (SES)
CONSULTANT SERVICE CONTRACT**

2024-0373

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a cost plus fixed fee Contract No. AE120356 to HDR Engineering, Inc. for Supplemental Engineering Services for Engineering Design of Transit Rail Projects on a task order basis, in an amount not to exceed \$50,000,000 for the base three-year term, and \$10,000,000 for each of the two, one-year options, for a total contract value not to exceed \$70,000,000, subject to resolution of any protest(s), if any; and
- B. ISSUE individual Task Orders and modifications within the Board approved contract amount.

13. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

2024-0413

CARRIED OVER TO SEPTEMBER 2024 DUE TO CONFLICTS AND ABSENCES:

~~AUTHORIZED the Chief Executive Officer (CEO) to execute Modification No. 8 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, in the amount of \$74,869,029 to advance to 30% Preliminary Engineering (PE) for the Initial Operating Segment (IOS), increasing the contract value from \$35,514,357 to \$110,383,386 and extending the period of performance from December 31, 2024, to August 30, 2026.~~

**14. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT
LINE PROJECT**

2024-0323

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. INCREASE the Board approved Preconstruction Budget for the East San Fernando Valley Light Rail Transit Project (Project) by \$382,875,000 from \$496,856,000 to \$879,731,000; and
- B. NEGOTIATE AND EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

**19. SUBJECT: LOW INCOME FARE IS EASY (LIFE) PROGRAM
ADMINISTRATOR SUPPORT SERVICES**

2024-0405

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 6 to Contract No. PS60564000B with International Institute of Los Angeles (IILA) for Low Income Fare is Easy (LIFE) Program Administrator Services to include the Southwest, Southeast and Northwest service regions of Los Angeles County, in the amount of \$984,603, increasing the total contract value from \$ 2,792,333 to \$3,776,936 and extending the period of performance from September 30, 2024 to December 31, 2024.

23. SUBJECT: CUSTODIAL BANKING SERVICES

2024-0408

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 3 to Contract No. PS133590000 with U.S. Bank N.A. in the amount of \$500,000 to continue to provide custodial banking services, increasing the contract value from \$1,100,370 to \$1,600,370 and extending the period of performance from December 31, 2024 to March 31, 2025.

24. SUBJECT: FIRST AMENDMENT TO LEASE AGREEMENT WITH DWF V WILSHIRE/ VERMONT LP

2024-0246

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO), or their designee, to execute the First Amendment to the Lease Agreement (First Amendment) or any other documents with DWF V Wilshire/ Vermont LP, (Lessor), to extend the lease by five years (First Option) commencing September 1, 2024, for the Metro Customer Center located at 3183 Wilshire Boulevard, Suite 174 (Site) in Los Angeles consisting of 2,469 square feet at a rate of approximately \$10,001.93 per month for a total of \$600,115.80 over the First Option term.

25. SUBJECT: CYBERSECURITY LIABILITY INSURANCE PROGRAM

2024-0245

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to \$50 million in limits at a cost not to exceed \$3.850 million for the 12-month period effective September 1, 2024, to September 1, 2025.

26. SUBJECT: SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS' LOCAL CONTRIBUTION AND DIRECT LOAN TO ALAMEDA CORRIDOR EAST AND I-605/VALLEY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECTS

2024-0407

APPROVED ON CONSENT CALENDAR:

A. AUTHORIZING AND DELEGATING authority to the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and amendments to enter into a direct loan for a not to exceed disbursement amount of \$160,950,000 to be repaid with interest between the Los Angeles County Metropolitan Transportation Authority (Metro) and the San Gabriel Valley Council of Governments (SGVCOG) to fund the Alameda Corridor-East (ACE) Project and the I-605/Valley Boulevard Interchange Improvements (I-605/Valley) Project (the Projects). This direct loan advances partial funding on future anticipated, available funding from the Measure M Multiyear Subregional Programs (MSP) for the Projects. This direct loan will replace the \$61.1 million direct loan approved at the August 2022 meeting; and

(continued on next page)

(Item 26 – continued from previous page)

B. AUTHORIZING the CEO to amend the FY25 Budget by \$31,310,000 to accommodate the cashflow requirements of FY25 for the estimated first-year annual not-to-exceed advance of the direct-loan.

27. SUBJECT: STATE AND FEDERAL REPORT 2024-0453

RECEIVED AND FILED the July 2024 State and Federal Legislative Report.

APPROVED HAHN, BASS, SOLIS, BARGER, DUTRA, AND SANDOVAL AMENDMENT: We move to reaffirm the Board’s previous position that the remaining outstanding \$500 million in SB 125 funding designated for our region will be distributed as follows:

- \$298 million for the Gold Line Foothill Extension to Montclair; and
- \$202 million for the Southeast Gateway Line.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	Y	Y

30. SUBJECT: RAIL STATION NAME FOR WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 2 (CITY OF LA) 2023-0255

ADOPTED ON CONSENT CALENDAR the staff recommendation for the official and operational station name for the City of LA station on Metro Rail’s Purple (D Line) Extension Section 2:

- Official Station Name: Century City
 - Operational Station Name: Century City

33. SUBJECT: BUS OPERATOR SEAT ASSEMBLIES 2024-0350

AUTHORIZED the Chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity (IDIQ) Contract No. MA120707 to Gillig LLC, the lowest responsive and responsible bidder for bus operator seat assemblies in a not-to-exceed (NTE) amount of \$1,260,596, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	Y	Y

34. SUBJECT: TURBOCHARGERS

2024-0354

AUTHORIZED the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA103954-2000 to Cummins Inc., the lowest responsive and responsible bidder to supply Turbocharger Assemblies in the not-to-exceed (NTE) amount of \$1,624,966.51, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A/C	Y	Y	A	Y	Y	Y	Y	Y	Y

35. SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM PLANNING AND PROGRAM MANAGEMENT CONSULTANT SERVICES

2024-0362

AUTHORIZED the Chief Executive Officer to award a cost plus fixed fee Contract No. PS112435 to AECOM Technical Services, Inc. to provide as-needed Program Management Support Services (PMSS), and Design and Engineering Support Services (DESS) for Vehicle Engineering and Acquisition (VEA) to support the conversion of Metro’s bus fleet to Zero Emission Buses (ZEB) by 2030 in the not-to-exceed (NTE) amount of \$8,399,421 for the five (5) year base term, and \$5,668,871 for the three (3) one-year option terms, for a total combined not-to-exceed amount of \$14,068,292, subject to the resolution of all properly submitted protest(s), if any.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A/C	Y	Y	A	Y	Y	Y	Y	Y	Y

36. SUBJECT: APPROVE LIFE-OF-PROJECT BUDGET FOR METRO A, B, D, LINES COMMUNICATION TRANSMISSION SYSTEM UPGRADE

2024-0375

APPROVED AS AMENDED a Life of Project (LOP) Budget of \$65,350,000 for the Metro A, B, and D Lines Communication Transmission System Upgrade Project 205692.

DUPONT-WALKER, MITCHELL, AND BUTTS AMENDMENT: WE THEREFORE MOVE to amend Item 36 directing the Metro CEO to:

A. Report back by October 2024 on the feasibility of identifying areas along the public right-of-way where open access leasable fiber could be accessed at Metro’s Communications Equipment Rooms by City and County agencies.

B. If feasible, include in the report back a map showing areas along the public right-of-way where open access leasable fiber could be accessed at Metro’s Communications Equipment Rooms.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	Y	Y

**37. SUBJECT: STAFFING REQUEST FOR LAX/METRO TRANSIT CENTER 2024-0212
OPENING AND RELATED C AND K LINE
RECONFIGURATION**

AUTHORIZED the Chief Executive Officer to amend the FY25 Budget to add 108 Full-Time Equivalent (FTE) positions, as shown below:

- A. ADD seven (7) non-contract positions to manage customer experience programs, facility maintenance contracts, and provide administrative/financial support; and
- B. ADD 101 contract positions to provide daily revenue service as well as supervise, perform ongoing building maintenance, daily security, daily cleaning, custodial work, and customer service in support of planned operations at the new transit center, in addition to the reconfigured C and K lines.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	Y	Y

38. SUBJECT: STAFFING REQUEST FOR METRO CENTER 2024-0213

AUTHORIZED the Chief Executive Officer to amend the Fiscal Year 2025 (FY25) Budget and add 27 positions as shown below:

- A. ADD five non-contract positions for the System Security and Law Enforcement, Information and Technology Services, and the Operations department to manage/perform the day-to-day emergency, security, physical security, and cyber security operations, as well as manage facilities staff to support maintenance/custodial activities within the facility; and
- B. ADD 22 contract positions for the System Security and Law Enforcement, Information and Technology Services, and Operations departments to manage calls for security service systemwide, as well as provide technical support of computers, software, and data center for a critical facility, supervise/perform ongoing building maintenance, safety and security, daily cleaning, and custodial work in support of a 24-hour daily operation.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	Y	Y

39. SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING, REPAIR AND CERTIFICATION SERVICES

2024-0385

AUTHORIZED the Chief Executive Officer to execute Contract Modification No. 3 to Contract No. OP729180008370 with Link-Nilsen Corp, for Fire-Life Safety Systems Testing, Repair and Certification Services, to exercise the one, two-year option in the not-to-exceed (NTE) amount of \$1,990,280, and adding testing locations in the NTE amount of \$702,452, increasing the total contract NTE amount from \$3,911,744 to \$6,604,476, inclusive of the option term, and extending the period of performance from September 30, 2024 to September 30, 2026.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	Y	Y

43. SUBJECT: METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENT PROJECT RESCISSION OF RESOLUTION OF NECESSITY

2024-0439

RESCINDED BY TWO-THIRDS VOTE OF THE BOARD the Resolutions of Necessity (“RON’s”) previously adopted on August 25, 2022, which authorized the commencement of eminent domain actions to acquire certain partial permanent and temporary property rights (“Property Interests”) in the Canoga Park properties listed along the Metro G Line in the table below as follows:

- A. Property: 21339 Saticoy St., Canoga Park, CA 91304
 - APN: 2109-031-017 (MOL-004)
 - Property Owner: Astra Holding, Inc a California Corporation
 - Property Interests: Permanent Partial Acquisition - 185 SF, TCE - 313 SF, 64 months duration

- B. Property: 21339 Sherman Way, Canoga Park, CA 91303
 - APN: 2111-030-018 (MOL-006)
 - Property Owner: Spectrum Investment Corporation, a California Corporation
 - Property Interests: Permanent Partial Acquisition - 720 SF, TCE - 400 SF, 66 months duration

- C. Property: 21400 Roscoe Blvd, Canoga Park, CA 91304
 - APN: 2110-003-036 (MOL-008)
 - Property Owner: 21400 Roscoe, LLC, a California limited liability company
 - Property Interests: Permanent Street Easement - 177 SF, TCE - 264 SF, 67 months duration

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	A	A	Y	Y	A	Y	Y	Y	Y	Y	Y

44. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT RESOLUTIONS OF NECESSITY **2024-0432**

APPROVED BY TWO-THIRDS VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolutions of Necessity; and
- B. ADOPTING the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire fee simple interest, improvements pertaining to realty, and leasehold improvements (Property Interests) for the properties and described as follows:
 1. 14546 Raymer St., Van Nuys, CA, APN: 2210-030-029; ESFV-E-004 -1
 2. 14617 Keswick St., Van Nuys, CA, APN: 2210-030-024; ESFV-E-008 -1
 3. 14626 Raymer St., Van Nuys, CA, APN: 2210-030-017; ESFV-E-010 -1
 4. 14635 -14645 Keswick St., Van Nuys, CA, APN: 2210-025-005, 035; ESFV-E-011-1

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	A	Y	A	Y	Y	Y	Y	Y	ABS

45. SUBJECT: IMPROVING ACCESS CONTROL: RESPONSE TO MOTION 2024-0437
34.1 IMPROVING SAFETY FOR METRO RIDERS AND EMPLOYEES

APPROVED AS AMENDED:

- A. RECEIVING AND FILING an update on strategies to improve safety for Metro riders and employees, including costs and implementation timelines, in response to Motion 34.1;
- B. ESTABLISHING a Life-of-Project (LOP) budget in an amount not-to-exceed \$65.1 million for the implementation of Enhanced Access Control strategies, to include:
 1. Expansion of the TAP-to-Exit pilot from one end-of-line station to all 10 end-of-line stations;
 2. Expansion of the Elevator Open-Door pilot from 21 elevators to 57 elevators;

(continued on next page)

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3. Expansion of the Smart Restroom pilot from 10 stations to 64 stations and transit centers;
4. A new pilot of taller fare gates at up to three rail stations; and
5. A new pilot of two weapons detection technologies at two transit hubs on the rail system, which may include Dual-lane metal detector and Millimeter-Wave radar detection systems

C. AMENDING the FY25 budget by an amount not-to-exceed \$15.4 million for TAP-to-Exit at 10 end-of-line stations with gate telephone (GTEL) installations, adding TAP and barcode readers to exit side of gates, and to pilot test upgraded new faregates from different vendors at up to three rail stations; and

D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements and contract modifications associated with the Enhanced Access Control LOP.

HORVATH, HAHN, DUPONT-WALKER, AND SANDOVAL AMENDMENT: WE MOVE that the Board direct the CEO to report back to the Board on the feasibility of bringing the custodial services for the Throne Restroom Pilot in-house, including but not limited to opportunities to expand Metro’s Room-to-Work Program and the use of Room-to-Work employees to perform these custodial functions.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	A	Y

46. SUBJECT: A BETTER TRANSIT WATCH MOTION

2024-0500

APPROVED Motion by Hahn, Barger, Horvath, Najarian, Butts, and Yaroslavsky that the Board direct the Chief Executive Officer to report back by October 2024 on efforts to improve and/or replace the Metro Transit Watch App, including ways to:

- Increase awareness of and access to the app on Metro buses and trains,
- Improve user-friendliness for a more intuitive app; and
- Elevate elements of the app relating to rider experience like cleanliness, graffiti, and other concerns that extend beyond public safety.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	Y	A	Y	Y	A	Y	Y	Y	Y	A	Y

47. SUBJECT: MOTION 22 RESPONSE: BRIDGE TO FARELESS TRANSIT 2024-0463

RECEIVED AND FILED an update on the Low Income Fare is Easy (LIFE) Program in response to Board Motion 22 Bridge to Fareless Transit.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
P	P	A	A	A	P	A	P	P	P	P	A	P

48. SUBJECT: ENHANCING THE EFFECTIVENESS OF THE LIFE PROGRAM MOTION 2024-0499

APPROVED AS AMENDED Motion by Mitchell, Bass, Dutra, Sandoval, Solis, and Dupont-Walker that the Board direct the Chief Executive Officer to:

- A. Conduct a survey among past and current LIFE participants to identify the greatest barriers and opportunities to increasing utilization of LIFE benefits.
- B. Report back in March 2025 with a presentation on the survey’s key findings, an analysis of utilization data, and proposed plan for increasing utilization, including any programmatic adjustments based on the data and survey analysis.

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

- C. Utilize the findings from the Metro Free Monthly Pass Program for the Transformative Climate Communities (TCC) grant in South Los Angeles and City of Pomona to evaluate and model a more accurate projection of costs and benefits to an unlimited LIFE program, including but not limited to ridership increases and behaviors, operational costs, quantified socio-economic and climate benefits, and projected regional impacts.

SOLIS AMENDMENT: Direct the CEO to expand the Youth on the Move Program to all Transitional Age Youth, regardless of age or enrollment in the Independent Living Program.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	A	A	A	Y	A	Y	Y	Y	Y	A	Y

49. SUBJECT: EXPANDING THE LIFE PROGRAM THROUGH TECHNOLOGY MOTION

2024-0497

APPROVED Motion by Mitchell, Sandoval, Solis, Najarian, Dupont-Walker, and Bass that the Board direct the Chief Executive Officer to:

- A. Include social benefit cards as fare media as part of Phase II account-based system launch of TAP Plus. If unable to implement as part of Phase II launch, report to the Board on reasons for the delay.
- B. Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to:
 - 1. Enroll members into LIFE upon qualification without undergoing an additional LIFE application; and
 - 2. Enable social benefit cards (when upgraded to contactless EMV - Europay, Master card, Visa) to be used in lieu of Metro fare media to access the Metro’s system and LIFE’s free and discounted rides.
- C. Report back in December 2024 with an update on the LIFE program enrollment strategy and TAP system upgrades, including a progress update on the above that includes but is not limited to:
 - 1. Social benefit programs identified for automatic LIFE enrollment, including availability of a social benefit card;
 - 2. Technical and system upgrades along with supportive state or federal legislative actions required to enable utilization of social benefit cards as fare media by respective social benefit programs;
 - 3. Capabilities and upgrade requirements to Metro’s TAP system to use social benefit cards;
 - 4. A plan to implement automatic LIFE enrollment and social benefit card utilization as fare media
- D. Include in all future board reports on TAP Plus upgrades a specific section outlining progress on enabling TAP system compatibility with social benefit card utilization as fare media.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	A	A	A	Y	A	Y	Y	Y	Y	A	Y

50. SUBJECT: COLLECTIVE BARGAINING AGREEMENT

2024-0493

AUTHORIZED the Chief Executive Officer to:

- A. EXECUTE a successor collective bargaining agreement with the Amalgamated Transit Union (ATU) Local 1277, effective July 1, 2024; and
- B. AMEND the FY25 budget in the amount of \$35.6 million for the implementation for the wage and benefit changes for the approval of the final collective bargaining agreement.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	A	A	A	Y	A	Y	Y	Y	Y	A	Y

51. SUBJECT: CLOSED SESSION

2024-0489

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

- 1. Christopher Nieves v. LACMTA, LASC Case No. 19STCV19606

APPROVED settlement in the amount of \$1,000,000.

FD	JDW	KB	KRB	JB	LH	PK	HJM	AJN	TS	HS	KY	JH
Y	Y	A	A	A	Y	A	Y	A	Y	Y	A	Y

B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)

Significant Exposure to Litigation (One case)

No report.

C. Conference with Real Estate Negotiator - Government Code 54956.8

Property: 1801 Avenue of the Stars, Los Angeles, CA 90067 and 1930 Century Park West, Los Angeles, CA 90067
 Agency Negotiator: Craig Justesen
 Negotiating Party: Kim Brewer, Senior Vice President - Development
 Under Negotiations: Price and Terms

No report.

D. Conference with Labor Negotiator - G.C. 54957.6

Agency Designated Representative: Cristian Leiva and Ilyssa DeCasperis (or designees).
 Employee Organizations: ATU, AFSCME, SMART TCU, Teamsters

No report.

ADJOURNED AT 3:04 P.M. IN MEMORY OF JETHRO GUZMAN.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk